

CHEVROLET U.S. AND CANADIAN PRODUCTION FIGURES 1912 to 1931

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By

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PART I

The Chevrolet Motor Company incorporation papers were signed on November 2 1911, with the place of business listed as Detroit, and papers were filed and recorded with the Secretary of State of Michigan the next day in Lansing, Michigan so November 3, 1911 became the incorporation date, though prior to then had presumably been “trading” as an unincorporated association or partnership, the Chevrolet Motor Company from March 1911, because Durant must have had a payroll and normal business expenses, in a room above the garage at 707 Grand River Avenue, Detroit, Michigan which was later re-numbered to 3939 Grand River Avenue and then moved over to the much larger 1145, West Grand Boulevard plant in August, being the leased former Corcoran Lamp Company building.

The first Chevrolet drawings were made by M. Etienne Planche on 15 March 1911 at a garage premises at number 707, later 3939 Grand River Avenue, Detroit. It appears that the small second story space above the garage was used for new engine design and construction only. The prototypal Chevrolets were in fact produced in what would today be called a “pilot plant” in the 1145, West Grand Boulevard Plant that was used between August 1911 and August 1913.

Durant tried to cover all aspects of the market, because the Little Six was introduced in January 1913 selling at under \$1,400 alongside the first DETROIT-built Chevrolet Six which was to be called the Type C but at around 50% more expensive than the Little Four car. For the 1914 Model Year on June 1, 1913, the Type C sales price was increased in October 1913, the 1914 model becoming the Model C Classic. Further, up until then all Type C production had been at Detroit, but for 1914 Model Year from July 1913, production moved to the former Imperial Wheel plant on Hamilton Boulevard and St. John Street, Flint, which had been sold by way of an exchange of Chevrolet stock by the Durant-Dort Company in September 1912, this plant becoming Chevrolet # 2 Plant by mid-September 1913 to build all the Chevrolet six-cylinder cars. The Little plant thus became after the Chevrolet merger on June 10 1913 the Chevrolet #1 Plant at the same time.

During July and August of 1914, all the remaining parts were used-up and the Type C Classic production ended at Flint. Advertisements in August 1913 announced that the Little cars were now to be called “Chevrolets”, though contrary to published information this did not include those sold by Republic which was just a sales company for the Little 4 & 6 cars from 1 August 1912 to 31 July 1913. There never was a Republic car (or truck) associated with Chevrolet.

PART II PLANT CODES:

Ken says that Plant Codes were applied generally in 1917.

DETROIT [1145 WEST GRAND BOULEVARD][TO JULY 1913] THEN MOVED TO FLINT # 2]
FLINT # 1, MICHIGAN [LITTLE PLANT, WEST KEASLEY STREET][APRIL 1912 TO MAY 1914]

FLINT # 2, MICHIGAN[HAMILTON BOULEVARD & ST. JOHN STREET][AUGUST 1913 ONWARDS]
 1 FLINT, MICHIGAN
 N NEW YORK CITY, NEW YORK
 2 NEW YORK CITY, NEW YORK [600 57TH AND ELEVENTH STREET][CLOSED SEPTEMBER 1918]
 2 C.K.D., NEW YORK CITY
 2 TARRYTOWN, NEW YORK [KINGLAND POINT, 1 JANUARY 1915 THEN ALSO BECKMAN AVENUE, EARLY 1915, TARRYTOWN-ON-HUDSON, NEW YORK][CODE "2" JANUARY 1917 ONWARDS]
 2 C.K.D. TARRYTOWN;
 3 ST LOUIS, MISSOURI
 5 KANSAS CITY, MISSOURI
 6 OAKLAND, CALIFORNIA * 1922 490 Utility Coupe has Chassis #A667617 and not 6A67617.
 7 FORT WORTH, TEXAS [TO MAY 1921]
 8 ATLANTA, GEORGIA [APRIL 1928 ON]
 9 OSHAWA, ONTARIO, CANADA NOVEMBER 1915 to DECEMBER 1924
 - OSHAWA, ONTARIO on known boxed chassis the chassis # had no "9" prefix.
 - [*DOMINION CARRIAGE COMPANY LTD., Perth Avenue, Toronto, Ontario, Fall of 1915, probably did not have a Plant Code].
 9 NORWOOD, OHIO, opened September 1 1923 [this was in CINCINATTI]
 12 BUFFALO, NEW YORK, opened August 1923 [construction February 1923 onwards]
 21 JANESVILLE, WISCONSIN, opened February 14 1923 [3 Phaetons & 3 Roadsters 1st cars]
 22 TARRYTOWN CHASSIS/COWL FOR AUSTRALIA, URUGUAY, etc.
 XA HENDON, LONDON, ENGLAND [SPRING 1925 ONLY]
 XB, XC, etc. see "OVERSEAS PLANT CODES" file on this website.

IN ADDITION THERE WERE CHEVROLET PLANTS IN:

DETROIT, MICHIGAN [Forgings, Axles, Transmissions]

BAY CITY, MICHIGAN [Small Parts]

FLINT MOTOR PLANT, FLINT, MICHIGAN [FALL/AUTUMN 1927 ONWARDS CHEVROLET MOTOR PLANT].

FISHER BODIES:

1. Until as stated below, closed bodies for U.S.-assembled Chevrolet were produced by HAYES -IONIA, and not by FISHER BODY CORPORATION.
2. *Canadian Automotive Trade* February 1924 stated that the FISHER BODY CORPORATION "has or will have plants at all the Chevrolet assembly plants at Flint, St Louis, Janesville, Tarrytown, Buffalo, CINCINATTI, [i.e. Norwood, Ohio] and Oakland FOR BUILDING CLOSED CARS".
3. McLAUGHLIN MOTOR AND CARRIAGE COMPANY LIMITED and CHEVROLET MOTOR COMPANY OF CANADA LIMITED produced open bodies for Chevrolet from 1915 to 1919 and closed bodies until 1919 at Oshawa. Any bodies for Toronto-assembled cars were built by Watts Milling and Feed Company Limited, Perth Street, Toronto in the Fall of 1915. From 1920 until the end of 1922 open bodies were produced by FISHER BODY COMPANY OF CANADA LIMITED at Walkerville, Ontario, until transferred to "Fisher Body" Oshawa. Closed Body assembly continued at Walkerville until 1924 and then transferred to Oshawa, but using parts made at Walkerville. The last "Fisher Bodies" in Canada were in 1927 Model Year.

HAYES IONIA BODIES:

The Hayes Ionia Company were of Grand Rapids, Michigan, 5007

ABBREVIATIONS BELOW:

B BLOOMFIELD, NEW JERSEY

C [OSH] OSHAWA, ONTARIO

C [WAL] WALKER ROAD, WALKERVILLE, ONTARIO

C [REG] REGINA, SASKATCHEWAN

C[#3] #3 TRUCK PLANT, ST.LUKE ROAD, WALKERVILLE, ONTARIO

NOTES:

1. OSHAWA AND NORWOOD OVERLAPPED WITH "9B-" PREFIXES FOR A TIME UNTIL NORWOOD ALLOCATED 1924 MODEL "9F-" AND "9H-" PREFIXES WHEREAS ALL SUPERIOR AND UTILITY EXPRESS CHASSIS ASSEMBLED IN OSHAWA FROM 1922 to 1924 MODEL YEAR WERE PREFIXED "9B-" WHETHER PASSENGER CAR, LIGHT DELIVERY OR UTILITY EXPRESS CHASSIS. HOWEVER, IN THE CASE OF BOXED CHASSIS ASSEMBLED OVERSEAS, NO "9" PREFIX WAS APPLIED THOUGH THEY DID HAVE THE "GENERAL MOTOR OF CANADA LIMITED" BUILD PLATE AND THE SEQUENTIAL PRODUCTION NUMBER.

2. GENERAL MOTORS OF CANADA LIMITED BUILD PLATES QUOTED "OSHAWA WALKERVILLE REGINA" FROM 1929 MODEL YEAR ONWARDS WITHOUT REFERENCE TO ANY PLANT CODE. THE RELIANCE THEREFORE IS ON SERIAL NUMBERS TO ESTABLISH WHICH PLANT ASSEMBLED WHICH CHASSIS.
3. BLOOMFIELD, NEW JERSEY BOXING PLANT HAD NO PLANT CODE ALLOCATED. THE PLANT SENT THE FIRST BOX TO GENERAL MOTORS INTERNATIONAL A/S, KØBENHAVEN, DENMARK, 21 MAY 1925.
4. CASTING DATE CODES "A" TO "L" = "JANUARY" TO "DECEMBER"; "1" TO "31" = DAY OF THE MONTH AND "0" TO "9" = YEAR "19x0" TO "19x9" ACCORDINGLY.

QUESTION: WHEN DID CHEVROLET FIRST ALLOCATE PLANT CODES TO CHASSIS?

Of course Chevrolet claims in all its Master Parts Book that the Nameplates were not stamped with the plant codes until July 1917. This might be true for Flint, but New York is known to have used them as early as April 1917. St Louis it seems was later, around Sept 1917. I think Oakland was at least by February and could be as early as January 1917. Oshawa would have been the last in November 1917. The only announcement I have seen was that of the St. Louis plant in a zone letter that I cannot locate. I also think the N.Y.C. Plant built Model F's & D's starting the first day of January 1917 and possibly the same in Flint except for those 4 Model D show cars. I have been trying to figure out this question for a number of years. The Zone codes of 1, 2, 3, 4, 5, 6, 7, 8, & 9 must have started by late 1915 but have found no documentation yet and am still looking! Ken Kaufmann

PART III CHEVROLET MODEL AND SERIES IDENTIFICATION

By Ken Kaufmann

Chevrolet model and series names for the 1928 and earlier models have been very confusing for almost 75 years since Chevrolet started using a "Series" designation in the 1925 model year. A *CHEVROLET SERVICE BULLETIN*, dated July 14 1928, that provided a guide to ordering the correct parts for the various models and series sets out the correct designations. It was pointed out that sometimes a letter had been used to indicate a model one year, like 1917 Model F, and also used again for another year to indicate a series such as the 1924 Series F. Chevrolet admitted this practice caused much confusion in ordering parts and printed a Model, Year, and Series List in this bulletin for the partsman to post to avoid any future confusion. This bulletin pointed out, "The letters that are used indicating series are stamped on the Serial Number Plate of the car and should not be confused with the car model. In the Master Book the letter appearing before the description indicates the model and those following the description indicate the series." For example, note the following from the 1928 Master Parts Price List:

Sup., U, C, N Fan (2 Blade) (Series K, M, R, V, AA, AB) 346712

U, C Fan (4 Blade) (Series X, LM, LO, LP) 346780

It can be determined from the above that the 2 Blade Fan was standard on the 1925 Utility Express Series M and R, (and all 1925-28 passenger car, light delivery, and 1/2 ton truck chassis) and was up graded to the higher air flow 4 Blade Fan for the 1926 Utility Express Series X and 1927-28 Capitol Series LM, LO, and LP. Of course, this 4 Blade Fan was commonly used for severe duty applications for all 1925-28 Models and Series for greater coolant capacity in hot climates.

FIRST CHEVROLET SERIES WERE THE 1925 K & M

It appears Chevrolet printed its first Data Sheet in the 1923 *Master Price List of Parts*, but this single page only covered 1914 to 1923 Models, and there was no mention of the term "Series". However, there was a footnote that "the serial numbers of Superior Models started with B-1000, prefixed by zone number." The 1924 Master Parts Price List added the 1912-13 models (incorrectly) to this Data Sheet for the first time, but again did not list or give any mention of any Series. Nor was any Series listed in the 1924 Combined 490 and Superior Parts List. Therefore the first use by Chevrolet of the term "Series" was in 1925 with the announcement of the Superior Series K and the Utility Express Series M. In fact, it was not until the January 1 1926 Master Price List of Parts that the 1923 Series B and 1924 Series F were added to the Data Sheets, but not the Series D and H

Trucks. The Parts Books up through 1926 only listed these early Superior and Utility Express parts by the 1923 or 1924 model year, but did not call out any series. It was not until the January 1, 1927 Master Parts Price List that Chevrolet started using the 1923-24 Engineering assigned B, C, D, F, and H Car Number prefixes as the Series designation. In 1927, these numbers appeared for the first time as the Series after the part description (name of part) in the parts books. The point I want to make is that Chevrolet never used the nomenclature Series B, C, or F as a car description back when these Superior Models were manufactured or sold, and it was not until four years later in 1927 that the name Series B, D, F, and H (the “Copper-Cooled” C was recalled) came into common use – 4 years after the fact!

1922 SERIES A?

In the past some sources, myself included, have used the Series A nomenclature as a description for the improved 1922 Four-Ninety models that started in September 1921. While it is true that all 1922 Four-Ninety models had a “A” prefix stamped before the serial number on the Serial Number Plate, so did most 1921 490’s and the 1920 490’s that were built at the Flint and Tarrytown plants since about the first of April 1920. That is, originally Chevrolet used the “A” prefix for both engine and car serial numbers as a code to signify that 100,000 units had been built. So after the # 100,000 490 engine was built, towards the end of March 1917, the next engine started at # A1, the 100,001th engine built. The same was true for cars, so when both Flint and Tarrytown built their first 100,000 cars by April 1920 in each case, they continued on at # 1-A1 for Flint and # 2-A1 for Tarrytown. The other plants later skipped a bunch of numbers so they could also use the “A” prefix by mid 1921. For the launch of the 1922 490’s in September 1921, all U.S. plants jumped up to start at Car Number A50001. The Oakland plant even put the “A” prefix before the plant code of 6, so the first 1922 490 off the line was # A650001, instead of # 6A50001. This was probably done to make the Car Number appear to be a larger number than the actual plant total output. But the fact remains, Chevrolet never used the Series A designation at all, and it is misleading to call the 1922 490 a Series A, since the “A” Car Number prefix first commenced about April 1920.

1922 MODEL SUPERIOR?

The first usage of the model name “Superior” was began by the Sales Department in March 1922, replacing the “Four Ninety” in name only, because of the poor reputation it had received. However, the Car Number Name Plate, that was attached to the dash, was still stamped after the Model prompt—490. The Superior name was never used in any Service or Parts references, so for all intent and purpose, this car remained a 1922 490 to the end of production. Listed are all the U.S.A. built models by Model, Body Style, and what Chevrolet called the “Trade Name” for the 1912-19 Model Years. Oshawa only used the B prefix for Car Numbers in 1923-24 and never used the prefixes of D, F, or H at all! Therefore, all Oshawa built cars and trucks for the Model Year of 1923 had a Car Number below # B30000, while 1924 Models had a Car Number of # B30001 and above, starting November 19 1923 in fact.

PART IV DATA SHEET—CHEVROLET MOTOR CARS **MANUFACTURED IN U.S.A. 1912-1928** **By Ken Kaufmann**

1912	L-4	Little Four	s/n 1-500	Roadster	2	1	96 [wheelbase]
1913	L-4	Little Four	s/n 501-up	Roadster	2	1	96
1913	Trve C	Trve “C” Six	s/n 1-97	Touring	5	4	120
1913	L-6	Little Six	s/n 1-300	Touring	5	4	106
1913	D-5	Durant Special	ACM 30	Touring	5	4	106
1913	L-6	“Chevrolet Special Little Six”		Touring	5	4	106
1914	Trve L	Chevrolet Special Little Six (NYC)		Touring	5	4	106
1914	Trve L	Chevrolet Special Little Six (NYC)		Runabout	2	2	106
1914	Trve C	Classic Six	s/n 98-499	Touring	5	4	120
1914	H-2	“Royal-Mail”		Roadster	2	2	104
1914	H-4	“Baby-Grand”		Touring	5	4	104
1914	L	“Light Six”		Touring	5	4	112

1915	Type H	Chevrolet Special-198 CID	INYC1	Speedster	2	-	106
1915	H-2	"Roval-Mail"		Roadster	2	2	106
1915	H-4	"Baby-Grand"		Touring	5	4	106
1915	L	"Light Six"		Touring	5	4	112
1915	H-3	"Amesbury Special"	Roadster		2	2	106
1916	H-2	"Roval-Mail"		Roadster	2	2	106
1916	H-4	"Baby-Grand"		Touring	5	4	106
1916	H-3	"Amesbury Special"	INYC1	Roadster	2	2	106
1916	H-2 1/2	"Special Roadster"	Roadster		2	2	106
1916	490	"Four-Ninetv"		Touring	5	3	102
1916	490	"Four-Ninetv"		Roadster	2	2	102
1916	490	"Four-Ninetv"		Service Car	2	-	102
1917	490	"Four-Ninetv"		Touring	5	3/4	102
1917	490	"Four-Ninetv"		Roadster	2	2	102
1917	490	"Four-Ninetv" All-Season		Enclosed	5	3/4	102
1917	490	"Four-Ninetv"		Chassis	-	-	102
1917	490	"Four-Ninetv"		Light Deliverv	-	-	102
1917	490	"Four-Ninetv" One Ton		Truck	-	-	120
1917	"F2"	"Roval-Mail"		Roadster	2	2	108
1917	"F5"	"Baby-Grand"		Touring	5	4	108
1917	"D4"	"Eight"	Chummv	Roadster	4	2	120
1917	"D5"	"Eight"		Touring	5	4	120
1918	490	"Four-Ninetv"		Touring	5	4	102
1918	490	"Four-Ninetv"		Roadster	2	2	102
1918	490	"Four-Ninetv"		Coupe	2	2	102
1918	490	"Four-Ninetv"		Sedan	5	2	102
1918	490	"Four-Ninetv"		Chassis	-	-	102
1918	490	"Four-Ninetv"		Light Deliverv	-	-	102
1918	"FA2"	"Roval-Mail" (Model FA2)		Roadster	2	2	108
1918	"FA4"	Model FA		Sedan	5	2	108
1918	"FA5"	"Baby-Grand" (Model FA5)		Touring	5	4	108
1918	"D4"	"Eight"	Chummv	Roadster	4	2	120
1918	"D5"	"Eight"		Touring	5	4	120
1918	"T"	Model "T" One Ton		Truck	-	-	125
1919	490	"Four-Ninetv"		Touring	5	4	102
1919	490	"Four-Ninetv"		Roadster	2	2	102
1919	490	"Four-Ninetv"		Coupe	2	2	102
1919	490	"Four-Ninetv"		Sedan	5	2	102
1919	490	"Four-Ninetv"		Chassis	-	-	102
1919	490	"Four-Ninetv"		Light Deliverv	-	-	102
1919	"FA2"	"Roval-Mail" (Model FA2)		Roadster	2	2	108
1919	"FA4"	Model FA		Sedan	5	2	108
1919	"FA5"	"Baby Grand" (Model FA5)		Touring	5	4	108
1919	"FB2"	"Roval Mail" (Model FB)		Roadster	2	2	110
1919	"FB3"	Model FB		Coupe	4	2	110
1919	"FB4"	Model FB		Sedan	5	2/4	110
1919	"FB5"	"Baby Grand" (Model FB)		Touring	5	4	110
1919	"D4"	"Eight"	Chummv	Roadster	4	2	120
1919	"D5"	"Eight"		Touring	5	4	120
1919	"T"	Model "T" One Ton		Truck	-	-	125
1920	490	"Four-Ninetv"		Touring	5	4	102
1920	490	"Four-Ninetv"		Roadster	2	2	102
1920	490	"Four-Ninetv"		Coupe	2	2	102
1920	490	"Four-Ninetv"		Sedan	5	2	102
1920	490	"Four-Ninetv"		Chassis	-	-	102
1920	490	"Four-Ninetv"		Light Deliverv	-	-	102
1920	"FB2"	"FB 20"	"Roval Mail"	Roadster	2	2	110
1920	"FB3"	"FB 30"		Coupe	4	2	110
1920	"FB4"	"FB 40"		Sedan	5	4	110
1920	"FB5"	"FB 50"	"Baby Grand"	Touring	5	4	110
1920	"T"	Model "T" One Ton		Truck	-	-	125
1921	490	"Four-Ninetv"		Touring	5	4	102
1921	490	"Four-Ninetv"		Roadster	2	2	102
1921	490	"Four-Ninetv"		Coupe	2	2	102
1921	490	"Four-Ninetv"		Sedan	5	2	102
1921	490	"Four-Ninetv"		Chassis	-	-	102
1921	490	"Four-Ninetv"		Light Deliverv	-	-	102
1921	"FB2"	"FB 20"	"Roval Mail"	Roadster	2	2	110
1921	"FB3"	"FB 30"		Coupe	4	2	110
1921	"FA4"	"FB 40"		Sedan	5	4	110

1921	"FA5"		"FB 50"	"Baby Grand" Touring	5	4	110
1921	"T"		Model "T" One Ton	Truck	-	-	125
1921	"G"		Model "G" 3/4 Ton	Truck	-	-	120
1922	490		"Four-Ninetv" / Superior	Touring	5	4	102
1922	490		"Four-Ninetv" / Superior	Roadster	2	2	102
1922	490		"Four-Ninetv" / Superior	Coupe	2	2	102
1922	490		"Four-Ninetv" / Superior	Coupe	4	2	102
1922	490		"Four-Ninetv" / Superior	Sedan	5	2/4	102
1922	490		"Four-Ninetv" / Superior	Chassis	-	-	102
1922	490		"Four-Ninetv" / Superior	Light Delivery	-	-	102
1922	"FB2"		"FB 12"	"Royal Mail" Roadster	2	2	110
1922	"FB3"		"FB 22"	Coupe	4	2	110
1922	"FA4"		"FB 42"	Sedan	5	4	110
1922	"FA5"		"FB 32"	"Baby Grand" Touring	5	4	110
1922	"T"		Model "T" One Ton	Truck	-	-	125
1922	"G"		Model "G" Light	Truck	-	-	120
1923	Superior	B		Touring	5	4	103
1923	Superior	B		Roadster	2	2	103
1923	Superior	B	Utility	Coupe	2	2	103
1923	Superior	B		Sedanette	4	2	103
1923	Superior	B		Sedan	5	4	103
1923	Superior	B		Touring Chassis	-	-	103
1923	Superior	B		Light Delivery	-	-	103
1923	Superior	B		Commercial Chassis	-	-	103
1923	M	C	Copper-Cooled	Touring	5	4	103
1923	M	C	Copper-Cooled	Roadster	2	2	103
1923	M	C	Copper-Cooled	Coupe	2	2	103
1923	M	C	Copper-Cooled	Sedanette	4	2	103
1923	M	C	Copper-Cooled	Sedan	5	4	103
1923	Util. Exn.	D	Utility Express	Truck Chassis	-	-	120
1924	Superior	F		Touring	5	4	103
1924	Superior	F		Roadster	2	2	103
1924	Superior	F	Utility	Coupe	2	2	103
1924	Superior	F		Coupe - 4	4	2	103
1924	Superior	F		Sedan	5	4	103
1924	Superior	F		Touring Chassis	-	-	103
1924	Superior	F		Light Delivery	-	-	103
1924	Superior	F		Commercial Chassis	-	-	103
1924	Util. Exn.	H	Utility Express	Truck Chassis	-	-	120
1924	Superior	F	De Luxe	Touring	5	4	103
1924	Superior	F	De Luxe	Roadster	2	2	103
1924	Superior	F	De Luxe	Sedan	5	4	103
1924	Superior	F		Coach	5	2	103
1925	Superior	K		Touring	5	4	103
1925	Superior	K		Roadster	2	2	103
1925	Superior	K		Coupe	2	2	103
1925	Superior	K		Coach	5	2	103
1925	Superior	K		Sedan	5	4	103
1925	Superior	K		Touring Chassis	-	-	103
1925	Superior	K		Light Delivery	-	-	103
1925	Superior	K		Commercial Chassis	-	-	103
1925	Util. Exn.	M	Utility Express	Truck Chassis	-	-	120
1925	Util. Exn.	R	Utility Express	Truck Chassis	-	-	124
1926	Superior	V		Touring	5	4	103
1926	Superior	V		Roadster	2	2	103
1926	Superior	V		Coupe	2	2	103
1926	Superior	V		Coach	5	2	103
1926	Superior	V		Sedan	5	4	103
1926	Superior	V	Landau	Sedan	5	4	103
1926	Superior	V		Commercial Chassis	-	-	103
1926	Util. Exn.	X	Utility Express	Truck Chassis	-	-	124
1927	Capitol	AA		Touring	5	4	103
1927	Capitol	AA		Roadster	2	2	103
1927	Capitol	AA	Sport	Cabriolet	2 + 2	2	103
1927	Capitol	AA		Coupe	2	2	103
1927	Capitol	AA		Coach	5	2	103
1927	Capitol	AA		Sedan	5	4	103
1927	Capitol	AA	Landau	Sedan	5	4	103
1927	Capitol	AA	Imperial Landau	Sedan	5	4	103
1927	Capitol	AA	1/2 Ton	Truck Chassis	-	-	103
1927	Capitol	IM	Utility Express 1 Ton	Truck Chassis	-	-	124
1928	National	AB		Touring	5	4	107
1928	National	AB		Roadster	2	2	107

1928	National	AB	Snort	Cabriolet	2 + 2 2	107
1928	National	AB	Snort Cabriolet	Convertible	2 + 2 2	107
1928	National	AB		Coupe	2 2	107
1928	National	AB		Coach	5 2	107
1928	National	AB		Sedan	5 4	107
1928	National	AB	Imperial	Landau	5 4	107
1928	National	AB	1/2 Ton	Truck Chassis	- -	107
1928	Canitol	LO	Utility Express 1 Ton	Truck Chassis	- -	124
1928	Capitol	LP	Utility Express 1 Ton	Truck Chassis	- -	124

PART V (A):
By Ken Kaufmann

This information is from the Chevrolet Intercommunication Memo dated April 14 1917 by George Glover, Parts & Service Office, Chevrolet Motor Company of Michigan [Flint Plant]. This was discovered by Ken Kaufmann in the G.L. Glover Papers at the Sloan Museum, Flint.

It can be seen that Little Four production started in Flint during April 1912 and that it was 2,999 Little Fours that were built between April 1912 and the beginning of summer 1913. These production figures were for both the 1912 and 1913 selling seasons and not just for the 1912 calendar year. There are also listed 402 Type "C" cars built in Flint, not including the [less than a hundred?] Type "C" built in Detroit. Total Little Four production would be about 3,000 cars including the 1911 Detroit-built prototype.

The "D-5" production of only four cars for the 1914 season could be the 1914 Chevrolet Special 5-passenger touring. However the rarest Chevrolet listed is the 1917 Royal Mail "F-2" Roadster with only one produced one week before the FA-2 model went into production!

CARS BUILT APRIL 1912 TO APRIL 1917 AT FLINT:

Little -4	Built during 1912-13 season		2,999
Little -6	Built during 1913 season		494
Type "C"	Built during 1913-14 season		402
Light-6	Built during 1914 season		490
"D-5"	Built during 1914 season		4
"H-2"	Built during 1913-14 season	1,884	
	Built during 1914-15 season	791	
	Built during 1915-16 season	102	2,777
"H-4"	Built during 1913-14 season	2,713	
	Built during 1914-15 season	4,214	
	Built during 1915-16 season	8,611	15,538
H-2 1/2	Built during 1915-16 season		1,201
"490" Tour.	Built during 1915 ssn. to date	27,826	
"490" Road.	Built during 1916 ssn. to date	1,238	
"490" Enc.	Built during 1916 ssn. to date	956	30,020
"F-5"	Built during 1917 ssn. to date		580
"F-2"	Built during 1917 ssn. to date	1	54,506

Ken estimates that 1,202 1916 Model H's were built in June 1915 at Flint and NYC and into the first two weeks of July 1915 in NYC only. 19 1917 Model F's were built in 1916.

PART V (B):
By Ken Kaufmann

1. LITTLE FOUR PRODUCTION ESTIMATES-NOV.1911 TO JUNE 1913

YEAR	PLANT	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1911	FLINT											1		1
	NYC													
	TOTAL													
	S/N's													
1912	FLINT #1				49	150	200	200	300	375	375	350	200	2199
	S/Ns				50	200	400	600	900	1275	1650	2000	2200	
1913	FLINT #1	200	200	200	100	100								800
	NYC				100	100	49							249
	S/N's	2400	2600	2800	200	200	3249							

2. TYPE C MONTHLY PRODUCTION ESTIMATES DEC. 1912 TO MAY 1914

YEAR	PLANT	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1912	DETROIT												5	5
	S/N's												5	
1913	DETROIT	8	9	12	12	12	25	14						92
	FLINT #2								25	50	50	50	28	203
	S/Ns	13	22	34	46	58	83	97	155	172	222	272	300	
1914	FLINT #2	40	40	40	40	39								199
	S/N's	340	380	420	40	499								

TOTAL 499

3. CHEVROLET MODEL 490 PRODUCTION BY MONTH AND PLANT: 1913 TO 1916

YEAR	PLANT	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1913	FLINT							6	100	100	200	300	244	950
	NYC												50	50
	TOTAL							6	100	100	200	300	294	1000
	S/N's							6	106	206	406	706	1000	
1914	FLINT	300	300	350	400	400	627	645	625	600	600	500	500	5847
	NYC	80	100	130	180	190	285	315	316	116	116	80	79	1987
	TOTAL	380	400	480	580	590	912	960	941	716	716	580	579	7834
	S/Ns	1380	1780	2260	2840	3430	4322	5302	6243	6959	7675	8255	8834	
1915	FLINT	344	406	641	713	396	229	492	718	741	662	402	687	6432
	NYC	233	267	430	473	263	550	565	479	494	441	268	458	4920
	TOTAL	577	673	1071	1186	659	779	1057	1197	1235	1103	670	1145	11352
	S/N's	9411	10084	11155	12341	13000	13779	14836	16033	17268	18371	19041	20186	
1916	FLINT	743	983	1058	714	997	827	526	135		(F) 7	(F) 0	5990	
	NYC	397	525	565	415	522	442	281	74					
	TOTAL	1140	1508	1623	1129	1519	1269	807	209					
	S/NS	21326	22834	24457	25586	27105	28374	29181	29390		1008	1019		

"NYC" = New York City

4. CHEVROLET MODEL 490 PRODUCTION BY MONTH AND PLANT: 1915 TO 1916

YEAR	PLANT	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC	TOTAL
------	-------	-----	-----	-----	-----	-----	------	------	-----	-----	-----	-----	-----	-------

1915	FLINT				1				199	287	509	919	492	2407
	TARR.	2		2			24	133	587	889	1024	835	1410	4906
	OSH.												*	
	TOTAL	2		2	1		24	133	786	1176	1533	1754	2215	7626
	S/N'S	2		4	5		29	162	948	2124	3657	5411	7626	
1916	FLINT	739	601	950	1414	1133	1368	1311	1811	2097	2467	1714	1521	17126
	TARR.	1319	1427	1771	1262	2269	2107	2945	2322	2368	2363	1885	1680	23718
	ST. LO.	133	300	625										
	OAKL.									61	527	511	587	1686
	OSH.	625	697	633	797	958	1122	1043	689	410	141	366	240	7721
	TOTAL	2816	3025	3979	4173	5297	5529	6437	5907	6183	6776	5771	4586	60479
	S/N'S	10442	13467	17446	21619	26916	32445	38882	44789	50972	57748	63519	68105	

"TARR." = TARRYTOWN, NEW YORK

"ST. LO" = ST. LOUIS, MISSOURI

"OAKL" = OAKLAND, CALIFORNIA

"OSH." = OSHAWA, ONTARIO, CANADA

***Note that 347 490's were manufactured in Canada in 1915, ostensibly 313 in December 1915. Were 34 assembled in Toronto at the Dominion Carriage Company Limited therefore in the Fall of 1915? The Toronto office of the Chevrolet Motor Company of Canada Limited was open until spring 1916 at least.**

5. MONROE M-2 AND M-3 ESTIMATED PRODUCTION BY MONTH: DECEMBER 1914 TO AUGUST 1917

YEAR	PLANT	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1914	FLINT												5	5
	S/Ns												505	
1915	FLINT	120	125	150	150	150	200	200	300	300	300	300	200	2495
	S/Ns	625	750	900	1050	1200	1400	1600	1900	2200	2500	2800	3000	
1916	FLINT	150	200	250	250	150								1000
	PONTIAC							100	150	200	175	150	125	900
	S/Ns	3150	3350	3600	3850	4000		4100	4250	4450	4625	4775	4900	
1917	PONTIAC	125	125	150	125	125	125	124	71					970
	S/Ns	5025	5150	5300	5425	5550	56575	5799	5870					5370

PART VI MODEL D V-8 PRODUCTION RECORDS –

PRODUCTION ON CHEVROLET V-8 MODELS D4 & D5

DOMESTIC PLANTS

	<u>JAN.</u>	<u>FEB.</u>	<u>MAR.</u>	<u>APR.</u>	<u>MAY</u>	<u>JUNE</u>	<u>JULY</u>	<u>AUG.</u>	<u>SEPT.</u>	<u>OCT.</u>	<u>NOV.</u>	<u>DEC.</u>	
1917	4	2			3	5	2	4	8	92	178	129	427
1918	118	93	160	207	224	273	185	116	174	111	176	167	2004
1919	71												<u>71</u>
													2502
<u>CANADA</u>													
1917								6		11	43	24	84
1918	16	8	3	20	55	55	23	14	1				<u>195</u>
GRAND TOTAL												2781	

There were 875 Model D4 & D5 built in New York City Plant. The balance of domestic production was built in Flint, Michigan.

T. D. Welch

JANUARY 1917 to JANUARY 1919

By Ken Kaufmann

PRE - JANUARY 1917 MODEL D INTRODUCTION FIRST REPORTS OF A CHEVROLET V-8

During the summer of 1916, it was rumoured in the trade and in showrooms up and down the big cities Automobile Rows that Chevrolet was working on a new V-8 motor and was soon to put a low cost eight-cylinder car on the market as a 1917 model. After all, the Chevrolet Motor Company, and WC Durant personally, practically took over stockholder's control of the new Scripps-Booth Corporation that was just incorporated in New York at the end of July 1916. Scripps-Booth had first displayed its neat OHV V-8 at the New York City Auto Show in January 1916 that was priced at \$1175 FOB Detroit in it's Model D - a snazzy 4 passenger roadster of 120 inch wheelbase. This 35 bhp V-8 was designed by noted engineer Alanson P. Brush in 1915, and reported at one time to have been built by the Sterling Motor Company for Scripps-Booth, but instead it was built by the Ferro company in Cleveland.

THE STERLING MOTOR CO. CONNECTION

Now to appreciate what was taking place during this period, this was the same Sterling Motor Company that had built the Chevrolet Six cylinder engine back in 1913-14 for the Type C, Little Six, and Type L and its founding President back in August 1912 was no other than WC Durant. Sterling's principal owner and President since mid 1913 was William H Little, Durant's right-hand man who fronted for Durant in founding both the Chevrolet Motor Company and the Little Motor Car Company back in 1911. Big Bill Little was now building the 4 cyl OHV engines for Scripps-Booth for its 1915-16 Model C Roadster, with Ferro supplying the gray iron cylinder head and block castings to Sterling. Sterling became the old Scripps-Booth Company of Detroit largest creditor in mid 1916, so to solve the financial problem of both companies, Durant merged both Scripps-Booth and Sterling together as the Scripps-Booth Corporation in July 29, 1916, and raised the capitol base by offering the new stock issue to his close friends and relatives.

THE CHEVROLET V-8 PATENT

However, the Chevrolet Model D V-8 design project was actually done independent of the Brush designed Sterling/Ferro V-8 engine for the Scripps-Booth Model D. The Chevrolet effort most likely started in late 1915

in the New York City engineering department by Arthur C. Mason and Alfred T. Sturt. The secret was out that Chevrolet was working on a V-8 engine, when Chevrolet filed a United States Patent Application for a V-8 Automotive Engine on June 12, 1916. Since this is public record, most low cost V-8 rumors, probably started with this patent application. It is easy to speculate during the summer of 1916, when Chevrolet was trying to make good on its promise to lower the price of the electrically equipped "Four-Ninety" from the original June 1915 introduction price of \$550 to \$490 at the end of August 1916 for the delayed 1917 selling season, the motoring public was expecting a "Twin Four" 1917 "Seven-Hundred" would be priced in between the 1917 "Four-Ninety" at \$490 and the larger 1917 "Baby Grand" Model F "Big Four" that was to sell at \$800.

THE RUMOURED "SEVEN-HUNDRED" V-8 CAR?

It is possible that the V-8 rumour mill was predicting that Chevrolet was planning to put this economy to build "Twin Four" in the lower cost 490 model as an optional engine to the "Little Four." After all, the current 1916 Briscoe offered the higher cost 35 hp Ferro V-8 for only \$200 more than the base price \$750 4 cylinder model in the same chassis. A \$700 priced "Four-Ninety" with a 35-40 hp high torque V-8 would of sure made a performance name for Chevrolet back in 1917 - a full 15 years before Henry Ford had the same idea with his 1932 Model B/V-8 Roadster. You readers might think I am stretching what could of happen a bit, but remember the "Four-Ninety" transmission was original design for over 40 hp back in 1915 – there must have been some thought back then to bolt this easy shifting gear box behind a 40 hp V-8 instead of waiting till 1929-31 when the market demanded a six?

WHY NAME THE V-8 CAR THE "MODEL D"?

Most historians have wondered why Chevrolet followed the Model H with the Model D and F? And why was D before F? And wasn't the Model D name already been used back in 1913 for the 1914 "Durant Special" that was built in NYC?

I offer the possible explanation that the Chevrolet Model D was originally designed as a smaller, low cost car and engine to offer the public a V-8 for the cost of a Four! And it was to be price under the popular Scripps-Booth Model D. This smaller, cheaper Model D was to come on the market in August 1916 as a 1917 model, but was upscale and upgraded at the last minute into larger Model F chassis, with the announcement delayed until January 1917. Perhaps the taking over of Scripps-Booth played a part in this last minute market shift?

In any case, to put all these low cost V-8 rumours to rest, Durant made the following press release that appeared in most major newspapers in early August 1916. It is interesting that Durant claimed the Chevrolet dealers were "annoyed" by questions on what kind of low cost car this V-8 would appear in? I think the dealers would appreciate all this walk-in traffic and interest in a coming new model? I can well remember the rumours and excitement that was back in summer of 1973 with the possible coming of the Cosworth Twin Cam Engine for the 1974 Vega models. Unfortunately this was turned into a major disappointment with the in excess of a year's production delay, lack of station wagon offering and air conditioning availability, and unrealistic cost premium; I had to settle with a '74 GT Kammback. A similar exciting opportunity is on the horizons today with the new V-8 Nomad – enough said!

The following Durant's statement was found in the *New York Times* for August 8, 1916 in the middle of the Tuesday Financial page:

**TO HOLD CHEVROLET PRICES
President Durant Says Company
Will Not Sell a \$700 Car.**

In connection with a denial of the widely circulated report that the Chevrolet Motor Company is shortly to market an eight-cylinder car for \$700, W. C. Durant, President of both the Chevrolet and General Motors Company, said yesterday:

“In addition to the disturbance and annoyance which it causes to Chevrolet agent and dealers, perhaps the most serious effect is to convey to the public the impression that there is an absence of settled business policy governing the leading motor car manufactures. Nothing is further from the real facts.

“The well-established motor car manufacturer, who has successfully passed the experimental period and has overcome the many obstacles which have existed and had to be met in the development of this important industry, has a well-defined, fixed policy, which is not easily influenced or subject to sudden change. Each company has a distinct individuality and adheres to careful matured plans as to production and distribution to meet the requirement of the special price and grade field in which it operates. Schedules as to prices and production are outlined far in advance and are carried out as carefully and accurately as a mariner following his chart.

“Sensational notices to the effect that a price-cutting war is imminent among the car manufactures are confusing, misleading and unfounded.”

CONFUSING AND MISLEADING?

One of the main patent claims, made in the Chevrolet's Automotive V-8 Engine patent application that was filed June 12, 1916, was the “economical production” advantages of using a two piece cylinder block design, where one-half of the block is a duplicate of the other half—just like the cylinder heads are duplicates and interchangeable. In fact, it goes on to state:

“This construction is very desirable from a manufacturing standpoint, as it is more economical to construct a great quantity of identical parts which may be used interchangeably than to make two or more sets of special parts which can not be used interchangeably. A V-type engine made in two parts is also more easily handled in the course of manufacturing than one that is cast integral, and the saving in cost is decidedly less viewed from every standpoint.”

It seems to me the intent of this first Chevrolet V-8 design was to sell a low cost V-8 in a low cost car that would sell in large quantities. The Scripps-Booth Model D at \$1175 was a medium price car. This Ferro V-8 was the first production V-8 that was cast integral or with a single block casting which must have involved much higher high production cost. It is apparent to me that Chevrolet back in the 1915-16 period had designed a low cost, smaller V-8 of some 35-40 hp, that went into a \$700 car that would be manufactured at a production rates of about 50,000 annual units. This \$700 car and engine was dumped in August 1916 by Durant, and was redesigned as a larger F based \$1385 mid-price car.

POST - JANUARY 1917 MODEL D INTRODUCTION

One of the first reports of the new 1917 Chevrolet V-8 is found in the January 10, 1917 issue of *Motor World*, complete with a photograph of the right side view of the Model D4 four-passenger roadster as it was displayed at the New York City Automobile Show that week starting on January 6th. Unfortunately this photograph is not good enough for reprinting, but it does show a light colour paint job for the body with blank fenders. This is proof that at least some of the special show models were not painted the standard Chevrolet Green. Another interesting fact is the spoke wooden wheels are painted black or a dark colour to match the chassis and not the body colour. Also, the Goodyear tires are still of the all white construction, since Goodyear wasn't ready to introduced its new black tread tyres until late in 1917. The *Motor World's* announcement follows:

Chevrolet Adds an Eight

The Chevrolet Motor Co., Flint, has served up a real surprised in a brand-new eight-cylinder model in four-passenger roadster and five-passenger touring car priced at \$1,385. This is an overhead-valve job, and the valves can be adjusted while the motor is running; they are operated by external pushrods with overhead rockers. The motor is the usual V-type, and is remarkable for the accessibility of the various accessories. For carburettor there is a new double-jet Zenith carburettor, and ignition is taken care of by a Remy system, with lighting and starting by Auto-Lite. Power is transmitted through a leather-faced cone clutch with ten engagement springs and a three-speed gearset to a three-quarter-floating axle. Springs are semi-elliptic in front and semi-cantilever in rear, the wheelbase being 120 in. and tires 34 x 4. Bodies are beautiful jobs with mahogany panelling and moulding.

The earliest 1917 Chevrolet Eight advertisement that has been found from January 1917 was when the Eight was displayed at both the Detroit Automobile show and the Detroit Factory Branch during the show. The price shown was \$1385 F.O.B. Flint that was \$285 dollars higher then the \$1100 originally planned for this large 120-inch wheelbase double cowl body. The first 1918 Model Chevrolet Eight illustrated newspaper advertisement I have seen was dated October 12, 1917.

NOTE: There were 148 Models D4 built in both the N.Y.C. and Flint plants, with production ending in July 1918. Canadian Model D4 production (if any) is unknown.

ESTIMATED MODEL D V-8 MONTHLY PRODUCTION CHART BY FACTORY

YEAR	PLANT	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1917	FLINT	4				2	2		4	7	52	103	71	241
	S/N's	*				1-2	1-4		1-8	1-15	1-67	1-170	1-241	
	N.Y.C.	4	2			1	3	2		1	40	75	78	186
	S/N's	2-1121	2-1324			2-1883	2-2054	2-2293	2-2598	2-2907	2-3394	2-3834	2-4112	
	OSHAWA								6		11	43	24	84
	S/N's ENGINE#	8 10					13 18	20	9-454 30	38	9-465 141	9-508 362	9-532 515	
1918	FLINT	73	36	63	131	132	181	91	15	139	111	176	167	1315
	S/N's	1-314	1-350	1-413	1-544	1-676	1-857	1-948	1-963	1-1102	1-1213	1-1389	1-1556	
	N.Y.C.	45	57	97	76	92	92	94	101	35				689
	S/N's	2-4290	2-4517	2-4903	2-5290	2-5760	2-6230	2-6710	2-7224	2-7437				
	OSHAWA	16	8	3	20	55	55	23	14	1				195
	S/N's ENGINE#	9-548 649	9-556 750	9-559 913	9-579 1140	9-634 1419	9-689 1747	9-712 1955	9-726 2085	9-727 2260			2437	2714
1919	FLINT	71												71
	S/N's	1-1627												
	ENGINE#	2785												

* The 4 Flint-built, pre-production January 1917 Show Models (not previously counted) were not assigned Car Numbers. Total 2,781

CALENDAR YEAR SERIAL NUMBERS

1917	1- 8	to	1- 241
	2- 2894	to	2-4112
	9- 466	to	9- 532
1918	1- 242	to	1-1557
	2-4113	to	2-7437
	9- 533	to	9- 727

MODEL D V-8 PRODUCTION NOTES

T. D. Welch compiled this [above] Model D Production Record (date unknown) that summarised Chevrolet's monthly build rate. Don Ryan found this rare document, which must have originated from Chevrolet, in the paperwork that came with his Model D when he purchased it. This document should put to rest the question as to how many early Chevrolet V-8's were actually built and the years they were built.

I have compared these numbers with the generally accepted 1917–1918 Serial Number Chart above, and the year end serial numbers appears correct. What is a new revelation here is the last month of Flint production took place as late as January 1919, and 71 Model D5's were built.

The Mason designed Valve-in-Head, V-8 Engines were manufactured at the Chevrolet's Bay City, Michigan, plant (not at the Mason Motor Company's Flint plant) and were painted black. The cylinder heads have "R" cast into them, and so I guess that they were cast by Romeo Foundry; the block castings do not have any marks in them. The engine serial number was usually stamped on the left side top (sometimes right) of the front engine support (Motor Arm) and also on the front right of the front cover plate. Later engines have the mysterious A, BA, & AB engine number prefixes.

The "Chevrolet Eight" nameplate, with the Car No. stamped on this identification plate, was nailed to the centre of the passenger side firewall. Dash number (job number?) was stamped on the backside of the front dash and sometimes the rear dash at various locations. An unknown body company stamped the body number on the backside of the trim moulding and bottom wood frame surface of each door. It appears Oshawa built its own bodies in-house and used its own body serial number sequence starting at number 1. **[It is believed that Ewart McLaughlin, George's son, drove the first Oshawa-assembled Model D as his personal car, and toured Canada in it for publicity purposes in 1917: the first V-8 production car built in Canada?: David Hayward]**

At approximately Job # 550, in mid January 1918, a rectangular fuel tank (part # 42041) replaced the cylindrical fuel tank (part # 42721) on the D5, but the D4 continued using the # 42721 tank. At the same time, the 1918 FA5 and FA2, which also used the identical part number fuel tanks, made the same production update. It is believed the early production jobs used dual muffler with dual 1¾ inch exhaust cut-outs attached to the front muffler head that were similar to the early Model F's cut-out as listed in the 1917 Model F Preliminary Price List dated June 1917. However, the 1918 Model D Preliminary Price List dated March 1, 1918 (the first Parts Book for the Model D that was published) does not mention any cut-out usage, only that the first type muffler was 18 inches long, with short 12 inch tail pipes, were replaced with the second type longer 19¾ mufflers that had larger diameter and full length 75 inch tail pipes. This muffler and tail pipe improvement also took place at about Job # 550.

Some Model D historians have considered the first batch of 500 Model D's that were built before the end of December 1917 (all units that had the "round" [cylindrical] fuel tanks and short exhaust pipes) should be classified as 1917 Model D's. While the above official Chevrolet production records shows a total of 515 Model D's were built in calendar year 1917 (Y.O.M. - Year of Manufactured), and approximately the first batch of 500 jobs were actually shipped from the Flint, New York City, and Oshawa factories before the close of business on December 31, 1917, it appears the cylindrical tanks were used up in production (at least in the outlying N.Y.C. and Oshawa factories) until mid January 1918.

A known N.Y.C. built 1918 Model D (Car No. 24180 with engine # 538, which appears to been built the end of the first week in January 1918, has the cylindrical fuel tank and short tail pipes. Don Ryan's 1918 Model D5, that was "Best of Show" at the Rapid City 1996 Meet (Car No. 9-550 with engine # 583), was built in Oshawa about a month later in February 1918 and is equipped with the updated rectangular fuel tank and long tail pipes. It would be interesting to find out what fuel tank the 1918 Model D5 had that was on displayed at the N.Y.C. Automobile Show that opened up on January 5, 1918?

At car # 1001, the generator circuit breaker (cut-out relay) was changed from the round type # H-595 to the rectangular style # 43102, and the wiring diagram was revised. The # 43102 relay is mounted under the dash on the left side firewall, with this relay change being announced in the March 1, 1918 Parts List.

Sharp-eyed readers might have noticed that I estimated only 750 Model D's were built in all three plants before March 1, 1918, the same date this Parts List claimed at least "1,000 cars" had been built. It is hoped that an on-going Model D Survey from the twenty known owners will clear up the relationship between Job No., Dash No., Body No., Car No. and Engine No. Please contact me if you have further information.

The first six N.Y.C. built jobs were the 1917 Show models. Further, four Flint pre-production cars were built, with a D5 shipped January 17, 1917 to the Detroit Show, a D4 shipped January 17, 1917 to the Buffalo Show and 1 each D5 and D4 shipped January 22, 1917 to the Chicago Show, according to the Chevrolet Motor Company of Michigan "Daily Car Report" Form 500, on file at Kettering/GMI Alumni Foundation Collection of Industrial History in Flint.

The 1918 Model Year started August 1, 1917, priced at \$1,385 F.O.B. Flint. Flint shipping records indicate all four cars built from May 1917 to July 1917, were not shipped from Flint until after August 1, 1917, and these Model D cars should be considered as 1918 Models.

The 1919 Model Year started August 1, 1918 at approximately Job # 1956, so about the last 826 jobs were 1919 Model that cost \$200 more for \$1585 F.O.B.

Therefore, there were six N.Y.C. built 1917 Show Models, 1,960 1918 Models, and 815 1919 Models for 2,781 production jobs, plus the 4 Flint built Show Models not previously counted, for a grand total of 2785 units.

Reported production for the 1917 Calendar Year ending December 31, 1917 was 511 units, 1918 Calendar Year ending December 31, 1918 was 2,199 units, and 1919 Calendar Year ending December 31, 1919 would be for the 71 Flint jobs built in January 1919.

At the end of production in January 1919, there were still several hundred units in the Flint factory inventory. The last 1919 Model D5 was finally sold and shipped out from the Flint factory on March 28, 1919.

PART VII: 1912 - 1928 4-CYLINDER, 6-CYLINDER AND V-8 MODEL MONTHLY PRODUCTION

ALL PLANTS		JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL				
1912		1912 LITTLE FOURS BUILT FROM APRIL 1912 PLUS																
1913		1913 LITTLE FOURS TO JUNE 1913					TOTAL 2,999		7					5987				
1914															5005			
1915							24	767	1983	2411	2636	2424	3360	13605				
1916		3956	4533	5602	5302	6816	6792	7244	6116	6183	7140	6414	4597	70701				
1917		9030	9817	10264	10801	12397	12927	8846	10243	11906	13454	10015	6782	125882				
1918		6194	6475	8778	11354	12263	10687	10293	9256	6735	4857	4763	4005	95660				
1919		6771	8769	10720	13765	15994	13481	12517	7715	14207	17862	14826	13277	149904				
1920		16950	14161	17455	16081	17274	18084	19939	16156	8229	1356	1159	3382	150226				
PLANT	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL				
1915																		
FLT		NEW YORK CITY RECORDS PRE-JULY 1915 NOT INCLUDED HERE 20 CARS PER DAY MAXIMUM					492	917	1028	1171	1321	1179	6108					
TAR							24	133	587	889	1024	835	1410		4902			
NYC							142	479	494	441	268	458		2282				
OSH							*Were 34 cars assembled in Toronto in 1915 or was it 313 in Toronto, and 34 in Oshawa late-December 1915?										313	313/ 347
TOTAL							24	767	1983	2411	2636	2424	3360	13605				
PLANT	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL				
1916																		
FLT		1482	1584	2008	2128	2130	2195	1837	1946	2097	2459	1714	1521	23101				
TAR		1319	1427	1771	1262	2269	2107	2945	2322	2368	2662	2527	1680	24659				
NYC		397	525	565	415	522	442	281	74	11				3233				
SFL		133	300	625	700	937	932	1138	1085	1247	1351	1295	558	10301				
OAK											61	527	511	587	1686			
OSH		625	697	633	797	958	1122	1043	689	410	141	366	240	7721				
TOTAL		3956	4533	5602	5302	6816	6798	7244	6116	6183	7140	6414	4597	70701				
PLANT	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL				
1917																		
FLT		2884	3322	3255	3184	3858	4130	2589	3701	3844	4591	3554	2222	41134				

TAR 2		3029	2905	3498	3762	3521	4079	2065	2356	3251	3691	2435	1904	36496
NYC 2		96	203	122	209	228	171	239	305	309	487	440	279	3088
STL		1639	1435	1602	1615	1665	972	300	992	980	1046	1093	889	14228
OAK		507	1018	803	557	1040	1243	821	795	1201	1069	735	300	10089
FW					289	882	1135	719	670	949	1189	634	375	6842
OSH		875	934	984	1185	1203	1197	1513	1424	1372	1381	1124	813	14005
TOTAL		9030	9817	10264	10801	12397	12927	8246	10243	11906	13454	10015	6782	125882
PLANT	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL
1918														
FLT		2186	2033	3604	3263	3718	3168	2838	2914	2366	1179	966	945	29180
TAR		1354	1396	447	2692	3004	2467	2194	2117	1571	1282	1614	1699	21837
NYC		177	227	386	425	516	516	527	564	240				3578
STL		292	748	975	864	886	1073	1162	674	547	638	773	268	8900
OAK		798	870	939	1205	1009	1065	1100	1120	604	543	507	293	10053
FW		567	568	972	998	1014	719	1038	764	587	405	375	265	8272
OSH		820	633	1455	1907	2116	1679	1434	1103	820	810	528	535	13840
TOTAL		6194	6473	8778	11354	12263	10687	10293	9256	6735	4857	4763	4005	95660
PLANT	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL
1919														
		1919 MODELS							1920 MODELS SEPTEMBER 1ST 1919 > DECEMBER 31ST 1919					
FLT		2226	3088	3393	4130	4631	4164	4140	2811	3972	4648	4036	3299	44538
TAR		1967	1913	2479	3668	3953	3574	2901	1273	3022	4871	3689	3560	36870
STL		729	1092	1586	1967	2426	1387	1474	1339	2371	3358	2833	2708	23270
OAK		675	1029	1203	1603	1975	1838	1740	766	1820	1877	1640	1310	17476
FW		500	645	750	831	1008	910	902	442	1091	1200	1056	984	10319
OSH		674	1002	1309	1566	2001	1606	1360	1074	1931	1908	1572	1416	17419
TOTAL		6771	8769	10720	13765	15994	13481	12517	7715	14207	17862	14826	13277	149904
PLANT	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL
1920														
		1920 MODELS JANUARY 1ST 1920 > JULY 31ST 1920						1921 MODELS AUGUST 1ST 1920 >						
FLT 1		4091	3829	5613	3882	4934	4536	5121	4487	1876	299	451	1209	40328
TAR 2		4536	3014	5164	5208	4781	4820	5064	4174	2651	196	135	1195	40938
STL 3		3633	3073	763	2045	3541	3576	4823	3089	525	66	64	312	25510
OAK 6		2026	1467	2467	1909	1399	2403	2099	2138	1749	510	204	458	18829
FW 7		1143	1013	1358	1050	835	794	985	1039	476	81			8774
OSH 9		1521	1765	2090	1987	1784	1955	1847	1229	952	204	305	208	15847
TOTAL		16950	14161	17455	16081	17274	18084	19939	16156	8229	1356	1159	3382	150226
PLANT	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL
1921														
		1921 MODELS							1922 MODELS + PRICE CUTS!					
		1922 SELLING SEASON STARTED AUGUST 1ST 1921												
FLT1		631	786	947	1319	2395	4161	2031	2552	3127	4481	2179	2394	27003
TAR2		614	482	942	1493	2793	3301	1639	2048	1845	2517	1449	1045	20168
STL3		203	12	158	191	770	1839	790	531	799	1556	862	675	8386
OAK 6		589	300	234	626	669	1107	1047	1406	1500	2070	2083	627	12258
FW7			121	125	69	53								368
OSH9		127	176	885	1463	1344	1009	435	490	193	499	666	900	8187
TOTAL		2164	1756	3287	5217	8040	11470	5942	7027	7464	11123	7239	5641	76370
PLANT	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL

1922

1922 MODELS								1923 MODELS												
1922 MODELS ANNOUNCED JANUARY 1 ST 1922 "SUPERIOR" NAME APPLIED FOR IMPROVED 490'S								NEW PRICES AUGUST 1 ST 1922 1923 SUPERIOR MODELS PRDUCTION START SEPTEMBER 30 1922 ANNOUNCED NOVEMBER 14 1922												
1	2	3	6*	9	TOTAL	PLANT	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL
2294	3442	5278	6222	7761	8075	7250	7423	4745	1545	7158	6935	68128	7423	4745	1545	7158	6935	68128		
2398	2793	4502	5280	6135	7676	6288	5934	3108	3371	6857	7058	61400	5934	3108	3371	6857	7058	61400		
1102	1320	3253	4867	6275	7931	8047	7476	1575	6097	9945	5840	63728	7476	1575	6097	9945	5840	63728		
1648	1551	2765	3281	3093	3258	3042	3699	900	920	2956	3215	30328	3699	900	920	2956	3215	30328		
1525	1722	2532	1915	2032	2031	1358	1127	828	823	1970	2032	19895	1127	828	823	1970	2032	19895		
8967	10828	18330	21565	25296	28971	25985	25659	11156	12756	28886	25080	243479	25659	11156	12756	28886	25080	243479		

1923

1923 MODELS								1924 MODELS																						
1923 MODEL SUPERIOR SERIES B UTILITY EXPRESS SERIES D SUPERIOR [OSH.] UTILITY EXPRESS [OSH.]								1924 MODELS OSHAWA START NOVEMBER 19 TH 1923																						
1	2	3	6	21	JVLE	NOR	9~	BUF	12	2	TAR	C.K.D.	OSH	9	TOTAL	PLANT	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL
6444	7559	7456	7030	7474	8396	8477	9200	8131	9735	3476	5341	88719	6444	7559	7456	7030	7474	8396	8477	9200	8131	9735	3476	5341	88719					
7269	8324	9620	10004	11440	10230	8884	10626	8644	10934	4720	7147	107842	7269	8324	9620	10004	11440	10230	8884	10626	8644	10934	4720	7147	107842					
9424	10147	11118	12012	12057	10486	9781	12150	9877	13308	6441	8067	124868	9424	10147	11118	12012	12057	10486	9781	12150	9877	13308	6441	8067	124868					
4354	4515	5209	4762	5068	5315	5264	5614	4673	5659	2453	4691	57577	4354	4515	5209	4762	5068	5315	5264	5614	4673	5659	2453	4691	57577					
	181	1765	3604	5477	5656	5201	5839	4187	5162	1976	3461	42509		181	1765	3604	5477	5656	5201	5839	4187	5162	1976	3461	42509					
							974	2578	4608	4660	4763	17583								974	2578	4608	4660	4763	17583					
							167	2158	4259	3380	5156	15120								167	2158	4259	3380	5156	15120					
										432	336	768																		
										1593	1508	25751																		
										29151	40470	480737																		

~Automotive Industries December 4 1924 stated that Chevrolet Motors Ohio Company in Cincinnati [Norwood Plant # 9] was going on full time working and calling back more than 1,500 employees. Presumably all Plants were on part-time working until the end of the first week in December 1923.

1924

1924 MODEL SUPERIOR SERIES F UTILITY EXPRESS SERIES H SUPERIOR [OSH.] UTILITY EXPRESS [OSH.]													1925 MODEL START "OSH DROPS "9" PREFIX
1	2	3	6	9	12	21	2	TAR	C.K.D.	OSH	9*	TOTAL	
5452	7683	3891	2935	2358	3031	2761	2287	2598	3144	986		37126	
8445	9116	9038	6777	3437	2439	1831	5127	4943	5057	2792	117	59119	
9554	11928	5997	5971	5012	3966	2987	3410	4544	5450	242		59061	
4200	4746	5223	3029	2287	1362	1349	3285	4078	3179	79		32817	
4601	4960	4400	2650	1680	1320	25	599	2393	2177	839		25644	
6107	7303	7657	4085	1122	1251	23	1535	2238	1966	1127	12	34426	
4550	6570	5720	4032	3160	1294	85	1492	2096	1919	584		31502	
	1200	816	1584	816	1200	480	16	192	109	888	192	7493	
	1583	2282	2811	2829	2682	1877	1444	1052	1043	1207	1335	542	20587
	45692	55404	46321	33024	22938	17020	10521	18979	24042	24987	8176	671	307775

*** Oshawa started non-Plant prefix sequential numbers with 1925 Model # K-60001**

PLANT	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL	
1925															
		1925 MODEL SUPERIOR SERIES K UTILITY EXPRESS SERIES M SUPERIOR SERIES S 20 CWT.						1926 SELLING SEASON STARTED AUGUST 1ST "1926" LATE SUPERIOR SERIES K UTILITY EXPRESS SERIES R							
1		1877	2752	5336	6600	6484	6358	4289	4863	5351	4481	3144	1831	53366	
2		3018	4490	7687	9068	8381	8173	7301	7462	8080	8414	6907	3120	82101	
3		3590	5306	6694	7649	8360	8968	8151	9776	11654	12974	9102	3254	95478	
6		2544	3069	4141	5089	4839	3563	4302	4392	4360	4338	4001	2085	46723	
9		2077	2733	3821	4518	4540	5485	4063	5068	5674	7069	5952	2423	53423	
12		2033	3889	5727	7097	6604	6558	4373	5660	6249	5451	3880	1812	59333	
21		1660	3000	4500	5350	5850	6550	5357	5700	6063	6442	4681	1258	56411	
2 C.K.D.		1129	1079	2112	3074	2592	432	THEN TRANSFER to BLOOMFIELD, N.J. BOXING PLANT C.K.D.						10418	
B C.K.D.							1392 START 21 MAY	4608	4368	5184	5280	4320	4512	1344	31008
C		364	1763	3477	3578	3955	4251	3466	2020	3154	2012	1623	1305	30968	
TOTAL		18292	28081	43495	52023	52997	54946	45670	50125	55865	55501	43802	18432	519229	
PLANT	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL	
1926															
		1926 MODELS 1926 SUPERIOR SERIES V UTILITY EXPRESS SERIES X						1927 SELLING SEASON STARTED AUGUST 1ST "1927" LATE SUPERIOR SERIES V "1927" UTILITY EXPRESS SERS. X							
1		5077	5559	6892	9074	9212	9936	4678	9060	9663	10265	5548	1748	86747	
2		7408	6830	9010	9280	9188	8189	5757	10320	11453	8653	6660	1842	94590	
3		8591	10944	14540	14215	15428	16789	12268	18241	19667	18277	11181	2927	163068	
6		2927	3262	4351	5066	4116	4990	3368	4944	5253	4376	1939	1403	45995	
9		5398	7343	8284	8417	8905	9516	8769	9502	8851	8878	7197	2211	93271	
12		4578	4574	6025	7428	7000	7125	3879	7814	7900	6486	3912	2279	69000	
21		5114	6496	8593	9172	10528	11300	7538	10370	10606	9969	5799	2543	98028	
B C.K.D.		4710	2881	3168	4320	4800	4850	2400	3072	2880	3360	2064	2976	41481	
C		2634	3414	4304	4185	5440	4546	2342	3263	4885	3078	1439	437	39967	
TOTAL		46437	51303	65167	71157	74617	77241	50999	76586	81158	73342	45739	18401	732147	
PLANT	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL	
1927															
		1927 MODELS 1927 CAPITOL SERIES AA 1927 CAPITOL SERIES LM						1928 SELLING SEASON STARTED AUGUST 1ST "1928" CAPITOL SERIES AA "1928" CAPITOL SERIES LM							
1		7025	10014	14293	14511	15840	17041	8260	9554	8281	9446	1431	1427	117123	
2		11678	11250	12686	14958	14726	14593	13233	14385	11269	10797	3653	3843	137071	
3		14135	17177	22711	24383	23918	23358	18058	19366	19853	19630	3235	7396	213220	
6		4993	7122	8006	7770	8132	6021	4511	6747	5799	4679	1396	1741	66907	
9		9153	9426	10843	11142	11294	11133	8930	9867	9502	10797	2734	4168	108989	
12		6000	7541	11214	11680	12580	12433	11309	8823	7409	7124		2571	98684	
21		7955	10064	11472	12122	13630	13030	9743	7648	7017	6898	2268	3179	105026	
B C.K.D.		8352	7056	10032	8160	8112	7440	8016	952	5952	7392	5808	7248	93180	
C		4385	6177	6643	7213	7391	7745	5074	5519	4296	3350	2701	1246	61740	
TOTAL		73676	85817	107900	111939	115623	112794	87134	91461	79378	80113	23226	32819	1001889	
PLANT	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV TOTAL 4-CYL.	DEC 6- CYL.	TOTAL	
1928															
NATIONAL SERIES AB															

		CAPITOL U.E. SERIES LO STARTS JANUARY 1 ST							CAPITOL U.E. SERIES LP STARTS JULY 1 ST				1929 M.Y. > Ancl Dec. 7	
									DEALERS CONTRACTS RENEWED AUGUST 1 ST					
1		8685	12994	19718	18289	18677	14708	11070	11806	8752	3280	127979	1384	129363
2 AND 22		12664	14797	15731	17026	16828	16636	15859	14133	12457	6776		1829	144736
3		19854	25826	28408	25242	27425	27113	26379	25365	24792	13320		2966	246690
6		6161	7100	7780	6706	6638	7955	7664	8323	6190	1399		995	66911
8					1881	6119	5706	5714	6678	7299	3488		1361	38246
9		10244	13079	14618	14603	14266	10169	9102	10327	9370	4888		1630	112296
12		8455	12335	15380	14806	15673	14793	10433	9210	7783	3395		1307	113550
21		8653	14250	15696	14351	14296	14619	12114	1240	10018	4822		1076	122335
B C.K.D.		12000	10236	10560	13896	9648	13188	15120	17244	13740	20280	6084	7872 4-CYL. DECR. SHIPD UNITS BUILT NOVR.	38246
C OSH + WAL REG: 12/28 >		4888	6325	5718	9032	11205	7913	7408	7176	5214	3404	618	316	69217
TOTAL		91584	116942	133609	135832	140775	132800	120863	122708	105615	65052	6702	20736	1193212
PLANT	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL

PART VIII: 1929 - 1931 6-CYLINDER MODEL MONTHLY PRODUCTION

1929														
1929 MODEL YEAR														
INTERNATIONAL SERIES AC														
INTERNATIONAL SERIES LQ														
1		7159	9737	15399	18828	19426	16223	11792	8078	7225	6472	2142	2858	125339
2		10906	12948	15171	16778	15882	15169	12931	12442	8117	7032	2059	1833	131268
3		14184	22195	25210	22693	24457	27862	27449	26463	21855	17127	7685	6814	243994
5		2394	4717	7163	7253	8826	8593	9579	8999	8225	6810	3503	2980	79042
6		5710	8121	8273	7754	7383	8124	8894	7486	5917	6342	1506	1892	77402
8		4576	6201	5752	5326	5915	5900	5340	5700	6005	5299	2839	1888	60741
9		7946	11264	12374	12536	13185	11248	10882	8923	9200	6727	2538	2903	109726
12		6520	10889	13535	14560	15288	14527	13114	7973	8414	5217	2318	3548	115903
21		7502	12729	14631	13658	16130	15047	13127	10662	9142	6526	2207	2711	124072
B C.K.D.		14304	13224	18300	25056	23604	21768	20556	9792	9804	13584	17208		187200
C OSH WAL REG		4977	9224	11465	13080	11119	6836	4167	3455	2685	4778	2120	12	73918
TOTAL		86178	121249	147273	157522	161215	151297	137831	109973	96589	85914	46125	27439	1328605
PLANT	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL

1930

		1930 MODEL YEAR UNIVERSAL SERIES AD UNIVERSAL SERIES IR									1931 MODEL YEAR> INDEPENDENCE SERIES AE INDEPENDENCE SERIES LT LAUNCHED JAN.1931			
								UNIVERSAL SERIES LS UNIVERSAL HEAVY DUTY SERIES HR [WAL.] START JULY 1 ST 1930			INDEPENDENCE HEAVY DUTY SERIES HS [MAPLE LEAF] [WAL.]			
1		7226	7641	7992	11923	12035	6268	5115	3739	4928	1433	4517	5016	77833
2		9700	10654	12496	10640	14177	10299	8249	7894	5959	1286	5121	7976	103851
3		12431	16135	17395	19822	20183	13938	11566	9662	11060	1373	7423	9531	151519
5		8578	8901	8042	9593	9564	7488	5684	3955	4519	817	3686	6665	77492
6		8081	8239	7248	6717	7562	4966	4652	5027	4293	780	3277	6353	67195
8		4553	4515	4298	3764	4370	3594	3223	3388	2696	649	2971	4612	42633
9		6412	7297	8217	7381	8434	5758	4272	4368	4225	1057	4039	5553	67013
12		8115	12948	10025	14060	14676	8677	5724	5316	4298	1022	4520	5569	94050
21		9936	10654	12581	15033	16201	9415	6136	5232	4884	717	4807	5972	101568
B		4368	4752	6456	5088		3432	1968	1284	1812	1128	4992	5136	40416
C.K.D.														
C*		3475	4570	5141	6146	5985	3637	2101	2357	2014	504 1 ST WEEK END?	2104	1739	39773
OSH WAL + REG														
TOTAL		82875	96306	99891	110167	113187	78472	58690	51622	50688	10766	47457	64122	864243
PLANT	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL
1931														
		1931 MODEL YEAR INDEPENDENCE SERIES AE INDEPENDENCE SERIES LT									1932 M.Y.> CONFEDERATE SERIES BA/BB CONFEDERATE SERIES NA/NB/NC/ND			
								INDEPENDENCE HEAVY DUTY SERIES HS [MAPLE LEAF] [WAL.]			CONFEDERATION SERIES BA/BB [OSH][REG] CONFEDERATION SERIES NA/NB			
								INDEPENDENCE SERIES MA/MB/MC/MD START JULY 1 ST 1931			CONFEDERATION HEAVY DUTY SERIES HT [MAPLE LEAF] [WAL.]			
1		5528	4759	6968	12526	15518	5835	4851	3499	2863	829	1828	3838	68842
2		9770	10141	12578	17649	17960	17455	13931	11892	11369	3188	2469	12549	140951
3		9073	7378	9239	12167	14947	14352	9681	8490	5190	2144	2641	7389	102691
5		7187	6454	5112	6826	7924	6763	5201	3673	2537	1258	1249	5165	59349
6		5960	4641	5975	7136	7683	6921	5933	3675	2649	380	1634	5557	58144
8		4215	2769	2481	4318	5020	4080	3883	3503	3347	783	958	3999	39356
9		6009	4887	6408	9245	10742	7112	6333	4772	4450	2585	1770	4786	69099
12		7906	8331	8981	13530	13057	7765	6677	6015	5119	1358	1612	6316	86667
21		7984	8754	11469	12399	12983	9531	5649	5881	3647	1163	1476	5168	86104
B		5508	5712	6960	5316	4332	3060	3084	2148	4692	1068	1764	4992	48636
C.K.D.														

C OSH WAL + REG 15/3> AUG		1853	3492	3519	4985	3687	1753	1084	1408	SHUTDOWN	118 NOV 18 TH 1931 M.Y. START V END 4 TH AUG 1932	1229	23128	
TOTAL		70993	67318	79690	106097	113853	84627	66307	54956	45863	14756	17519	60988	782967
PLANT	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL

***1930 PRODUCTION SAY G.M. OF CANADA:
17,936 BUILT IN OSHAWA DOMESTIC SALES
5,436 BUILT IN REGINA DOMESTIC SALES
5,000 UNITS APPROXIMATELY FOR EXPORT [To NZ not Australia]**

Ken Kaufmann comments:

The 4-cylinder motors ran from # 1,538,863 [the first 1924 motor] and the highest # found on an export truck, # 5,071,812, less the 100,000 or so motors not built in September 1925: some 3,432,800 units used in cars and trucks from January 1925 to February 1929 in Australia [British assembly ended in December 1928, but some chassis were not actually sold until the early spring of 1929]. I have calculated the number of motors used compared with the number of chassis built in all plants or shipped from Bloomfield and Tarrytown, vehicle and motor production add up.

It appears Australia imported S.U.P. chassis from Tarrytown that were identified by the Tarrytown prefixes 2V, 2AA, and 22AB up to mid 1928 when the switch to C.K.D. chassis to be imported and General Motors (Australia) commenced true chassis assembly and identify these chassis with its own CAR No. plate with the plant code, such as S 550 for Sidney; M 1010 for Melbourne, A 253 for Adelaide, B 433 for Brisbane; and P 149 for Perth (as has been known for the 1929-31 models.) Therefore, up to mid 1928, these GMA States assembly plants simply installed bodies shipped from Holdens' Woodville plant. This was rather like the Hendon, London, England, plants where body assembly started in 1923 but chassis assembly from C.K.D. components did not actually start until May 1925. In addition, 22AB6779 has appeared, assembled in Uruguay, R.H.D. as well.

This proves that whenever the Tarrytown "2" prefix is used, this always indicates a Tarrytown sourced S.U.P., while a C.K.D. crate from Bloomfield would be assembled with the local data plate attached with a non US or Canadian plant code!

The mystery "22AB"/"22AC" plant code was a special Tarrytown S.U.P. shipment that included certain body stampings, such as firewall and dash, and not just a bare chassis, or perhaps it just indicated a bare R.H.D. S.U.P. chassis for export?

1,001,880 CHEVROLETS IS THE TRUE PRODUCTION FOR 1927

The true story is Chevrolet's total production for the 1927 calendar year is in fact 1,001,880 units built worldwide from January 1 to December 31, 1927. *The Standard Catalog of Chevrolet* (now updated to cover 1912 – 1998) is probably also correct in listing Chevrolet's 1927 model year passenger car production from its seven USA factories as totalling 678,540 units. The way I add up the remaining balance is listed below:

- 678,540** passenger cars built in USA from Dec. 1926 through October 1927
- **12,000** passenger cars built in USA in Dec. 1926 [NOTE, this is based on an estimate that 80% of Dec 1926 reported production of 14,988 were passenger cars, and 20% were commercial light deliveries, utility trucks, passenger car chassis, Single Unit Packs (SUP) for export, and Bloomfield, New Jersey, USA supplied Completely Knock Down (CKD) units for export]
- + **33,458** passenger cars built in USA from Nov. and Dec. 1927 [NOTE, this is based on an estimate that 86% of the reported 33,458 units built (1928 models were passenger cars, and 14% others

+ 50,000 estimate passenger car chassis built in USA and SUP passenger cars and SUP passenger car chassis built at Tarrytown, New York, USA for export
 749,998 Total passenger cars built 1927 Calendar year [first 10 months '27 models, last 6 weeks 1928 models]
 + **190,142** reported commercial light deliveries, utility trucks, commercial and utility S.U.P.'s from Tarrytown and CKD's from Bloomfield, built during the 1927 Calendar year
 + 61,740 reported Oshawa Canada 1927 Calendar year production for all units
1,001,880 Total 1927 calendar year production

PART IX:

**1917 to 1924 4-CYLINDER AND V-8 SERIAL NUMBERS:
 CARS; LIGHT DELIVERY CHASSIS AND UTILITY EXPRESS CHASSIS:**

1917

490
 2-1 to 2-36486
 D V-8
 2-1870 to 2-4095
 FA
 2-1032 to 2-4117

1918

490
 2-36487 to 2-59958
 D V-8
 2-4096 to 2-7446
 FA
 2-4118 to 2-7432

1919

SEPTEMBER 1 to JANUARY 1 1920 EXCEPT AS STATED

490
 1-80267 to 1-92475
 2-78646 to 2-90422
 3-35891 to 3-47101
 6-30568 to 3-36685
 7-21099 to 7-25430
 9-22324 to 9-28154
 FB
 1-6003 to 1-9385
 FB-50
 2-2678 to 2-4739
 FB-20
 2-747 AND UP
 FB
 6-1001 to 6-1290 **STARTED NOVEMBER 1 1919 to JANUARY 1 1920**
 9-454 to 9-1336

T 1-TON TRUCK SEPTEMBER 23 1919 to JANUARY 1 1920
 1-1850 to 1-2284
 2-1828 to 2-2202

6-1406 to 6-1645
9-241 to 9-356

1920

490: SEPTEMBER 1 1919 to JANUARY 1 1920
1-92475 to 1-98087
2-90422 to 2-96548
JANUARY 1 1920 to MARCH 1 1920
1-A1776 to 1-A15028
2-A00858 to 2-A17072
3-47101 to 3-70101
6-36685 to 3-47292
7-25430 to 2-32608
9-28154 to 9-38102
THEN CHANGE to NEW SERIES APRIL 1 1920

490 LIGHT DELIVERY
1-13 to 1-A20821
2-1000 to 2-A24086
9-115 AND UP

FB JANUARY 1 1920 to DECEMBER 31 1920
1-9385 to 1-20517
2-4739 to 2-11449
6-1290 to 6-4991
9-1336 to 9-4605
3-283-R to 401
3-23-C to 101
3-25-S AND UP

T
1-2284 to 1-4200
2-2202 to 2-3617
3-1301 to 3-2363 [1952]
6-1645 to 6-2190 [2353]
9-365 to 9-755

1921

SERIAL NUMBERS FROM JANUARY 1 1921 to JANUARY 1 1922:
490
1-A20161 to 1-A59934
2-A23674 to 2-A55239 TOURING e.g. 2A 33464
2-A19410 to 2-A53184 ROADSTER
2-A22971 to 2-A53189 SEDAN
3-70101 to 3-70522
3-A28742 to 3-A-51899 TOURING
3-A30071 AND UP SEDAN
6-51095 to 6-54959
6-A40530 to 6-A50390
7-32608 to 7-34448
[9]-40226 to [9]-47055

**490 5 -PASSENGER SEDAN AND 2-PASSENGER COUPE
WERE BODIED BY HAYES IONIA IN U.S., AND FISHER BODY CO. OF CANADA LTD.**

490 LIGHT DELIVERY

1-A20821 to 1-A59934

2-A24086 to 2-A54564

2-3020 AND UP

T

1-4200 to 1-4427

2-3617 to 2-3812

3-2363 to 3-3680

6-1545 to 6-2447

9-356 to 9- ?

G ¾ TON TRUCK

1-13 to 1-385

2-1000 AND UP

2-273 to 2-284

3-70 to 3-90

6-65 to 6-183

9-115 to 9-195

FB

1-20517 to 1-24854

2-11449 to 2-15532

3-1501 to 3-2234

6-4991 to 6-6122

9-4605 to 9-6334

**FB-42 5 -PASSENGER SEDAN AND FB-22 2-PASSENGER COUPE
WERE BODIED BY HAYES IONIA IN U.S. AND FISHER BODY CO. OF CANADA LTD.**

1922

JANUARY 1 1922 to SEPTEMBER 1922

“SUPERIOR MODEL ” 490 [Spiral bevel ring gear and valve adjustment on the rocker arms] FOR THE IMPROVED 490’s e.g. in March 1922

1-A59934 to 1-A98810

2-A55239 to 2-A95276

3-A53242 to 3-A86295

A654959 to A676885 e.g. A667617 Engine # F29576; Block Cast Date April 19 1922; Head May 3 1922

[9]-A47055 to [9]-A50543 March 1 1922 then> [9]-A60950 approximately September 1922*

“SUPERIOR MODEL” 490 LIGHT DELIVERY

1-A59934 to 1-A92881

2-A55239 to 2-A88858

3-A53242 to 3-A87572

6-A54959 to 6-A76001

*# 9A -60933 **ENGINE # CPXR7950**; cars and trucks for “assembly” overseas often had no “9” prefix. The Build Plate referring to General Motors of Canada Limited made it clear where they were sourced from!

U.S. FISHER BODY:

490 UTILITY COUPE [DETROIT BODY] JOB. NO 650
490 SEDAN JOB NO. 4600
490 4-PASSENGER COUPE JOB NO. 4610
490 2-PASSENGER COUPE JOB NO. 4850

T

1-4427 to 1-4792
2-3812 to 2-4359
3-2020 to 3-2107
6-2447 to 6-2631

G

1-385 to 1-683
2-423 to 2-623
3-180 to 3-229
6-182 to 6-A386
9-195 to 9-285

FB

1-24854 to 1-39201
2-A15532 to 2-A30109
3-2234 3-A30599
6-2122 6-A30704
9-6334 to 9-6593

1923

SUPERIOR MODELS ANNOUNCED NOVEMBER 14 1922

1-B1000 SEPTEMBER 30 1922 to 1-B20390 DECEMBER 31 1922
1-B20391 JANUARY 1 1923 to 1-B98854 NOVEMBER 1 1923
2-B1000 SEPTEMBER 30 1922 to 2-B19268 DECEMBER 31 1922
2-B19269 JANUARY 1 1923 to 2-B111787 NOVEMBER 1 1923
3-B1000 SEPTEMBER 30 1922 to 3-B24458 DECEMBER 31 1922 e.g. 3B11095 Engine # G39934
3-B24459 JANUARY 1 1923 to 3-B132178 NOVEMBER 1 1923
6-B1000 SEPTEMBER 30 1922 to 6-B8086 DECEMBER 31 1922 e.g. 67413
6-B8087 JANUARY 1 1923 to 6-B51547 October 1 1923
[9]-B1000 SEPTEMBER 30 1922 to [9]-B5825 DECEMBER 31 1922
[9]-B5826 JANUARY 1 1923 to [9]-B29568 NOVEMBER 1 1923 [OSHAWA, ONTARIO]
9-B1000 AUGUST 1 1923 to 9B-9077 NOVEMBER 1923 [NORWOOD, OHIO]
12-B1000 AUGUST 1923 to 12-B7340 NOVEMBER 1 1923
21-B1000 JANUARY 1923 to 21-B38352 NOVEMBER 1 1923

UTILITY EXPRESS MODEL D

1-D1000 to 1-D1654
2-D1000 to 2-D2236
3-D1000 to 3-D2155
21-D1000 to 21-D1515

UTILITY EXPRESS TRUCK [OSHAWA-ASSEMBLED]:

[9]-B5826 JANUARY 1 1923 to [9]-B29568 NOVEMBER 1 1923 [I.E. IN SAME SERIES AS CARS AND L.D.]

FISHER BODY:

SUPERIOR 2-PASSENGER COUPE JOB NO. 4960
SUPERIOR 3-PASSENGER COUPE JOB NO. 4610
SUPERIOR 5-PASSENGER COACH JOB NO. 4970
SUPERIOR 5-PASSENGER SEDAN JOB NO. 4950
SUPERIOR 4-PASSENGER SEDANETTE JOB NO. 4970

1924 Part 1
U.S. PLANTS:

SUPERIOR

1-F1001 to 1-F36882 [1-F8989 JAN 1 to 1-F36882 AUG 1; 1-F40955 OCT 1]
2-F1001 to 2-F51140 [2-F10799 JAN 1 to 2-F65441 NOV 1]
3-F1001 to 3-F56585 [3-F14115 JAN 1 to 3-F64221 OCT 1]
6-F1001 to 6-F29296 [6-F7909 JAN 1 to 6-F36384 OCT 1]
9-F1001 to 9-F27125 [9-F8354 to 9-F31748 NOV 1]
12-F1001 to 12-F35270 [12-F8360 to 12-41215 NOV 1]
21-F1001 to 21-F33581 [21-F7685 to 21-F36385 NOV 1]

FISHER BODY:

SUPERIOR 5-PASSENGER SEDAN JOB NO. 4950
SUPERIOR 2-PASSENGER COUPE JOB NO. 4960
SUPERIOR 4-PASSENGER COUPE JOB. NO. 5510
SUPERIOR 5-PASSENGER DELUXE SEDAN JOB NO. 5920
SUPERIOR 2-PASSENGER DELUXE COUPE JOB NO. 5930
SUPERIOR 5-PASSENGER COACH JOB NO. 5950
SUPERIOR 4-PASSENGER SEDANETTE JOB NO. 4970

UTILITY EXPRESS [1924 SERIES D to SERIES H]

1-D1655 TO 1-H1307
2-D2237 to 2-H2383*
3-D2156 to 3-H4177
6-D1818 to 6-H1813
9-D1000 to 9-H1372
12-D1000 to 12-H1732
21-D1516 to 21-H2106

* 2D-4733 EXPORTED R.H.D. to NEW ZEALAND

1924 Part 2
U.S. PLANTS:

SUPERIOR

1-F36882 AND UP [to 1-F40955 OCTOBER 1 1924]
2-F51141 AND UP [2-F65441 NOVEMBER 1 1924]
3-F56586 AND UP [3-64221 OCTOBER 1 1924]
6-F29297 AND UP [6F-36384 OCTOBER 1 1924]
9-F27126 AND UP [9-F31748 NOVEMBER 1 1924]
12-F15271 AND UP [12-F41215 NOVEMBER 1 1924]
21-F33582 AND UP [21-F36385 OCTOBER 1 1924]

1924 Part 3
OSHAWA 1924:

Superior cars, Light Delivery and Utility Express all came within the same sequence:

9B-3001 to 9B-32008 [DECEMBER 31 1923]
9B-32009 to 9B-52595 [NOVEMEER 1 1924?]

From 1925 Model Year onwards, there was no "9-" prefix on Oshawa chassis and all Chevrolets had different series from the U.S. equivalents.

PART X ENGINE NUMBERS:

A(a). FLINT MOTOR PLANT LEFT-HAND DRIVE MOTORS

To show how the prefix system worked for Flint-built engines, the following prefixes were used on 490/Superior models:

SEQUENTIAL #:	PRODUCTION:
1-99999	1 – 100,000
A-1-99999	100,001 – 200,000
B-1-99999	200,001 – 300,000
C-1-99999	300,001 – 400,000
D-1-99999	400,001 – 500,000
E-1-99999	500,001 – 600,000
F-1-99999	600,001 – 700,000
G-1-99999	700,001 – 800,000
H-1-99999	800,001 – 900,000
J-1-99999	900,001 – 1,000,000
K-1-99999	1,000,001 – 1,100,000
L-1-99999	1,100,001 – 1,200,000
M-1-26815	1,200,001 – 1,300,000 THEN M =12 @ #1,226,816
1,300,000>	

It is suggested that reason Chevrolet used the letter Prefix code was to hide production numbers from the public until they had built over a million, so they could then be proud of this number. Finally after they had built a million cars and trucks on Washington's Birthday, 22 February 1923, Chevrolet decided to switch from the letter prefix at around the beginning of 1924 model production in the Autumn/Fall of 1923.

A(b).

FLINT MOTOR PLANT RIGHT-HAND DRIVE/MAGNETO MOTORS 1920-25

NOTE THAT 1917-1921 490 MODELS USED THE EXPORT SPECIFICATION ENGINE WITH THE BERLING MAGNETO, PREFIXED "R" FOR R.H.D., OTHERWISE "A", "B", "C", "D", "E". "F", PREFIXES WERE DELCO COIL IGNITION [T MAGNETO ENGINE WAS AT EXTRA COST WHEN NEW]. ALL F, FA, FB ENGINES USED SIMMS SU4 MODEL MAGNETOS]

1919 MODEL 490

B85735	CAST DATE 10/26/18 [AUSTRALIAN]
B90316	
2 70667 C14562	
2 70670 C14355	CAST DATE 12/31/18

1920 MODEL 490

2 93623 C94811
2 94302 [D?]18746
2 94577 C95225
C195405
2 95148 [D?]13696
2 95276 D113743
2 96285 [D?]122118
2 96898 D19 320
2 98448 D31060
D25445
2 99501 D25770
D31906
2 09681 D26230

SERIALS STARTED WITH # R1?

U.K. IMPORTS UNLESS SHOWN:

2 87043 R779
R893

	R1204	CAST DATE 8/5/19 [AUSTRALIAN]
2	89127 R2002	
	R2420	
2	88798 R2499	
2	89818 R2444	
2	90123 R2275	
	R2635	CAST DATE 11/27/19
	R3385	
	R3485	
	R6258	
2	93344 R8601	CAST DATE 8/13/19
2A	02242 R5639	
	R7079	CAST DATE 12/23/19
2A	02263 R7104	
2A	04090 R5545	
2A	07969 R8366	
2A	08159 R8668	
2A	08270 R8678	
2A	09044 R9673	
2A	09274 R9096	
2A	09466 R9223	
2A	09680 R7862	
2A	09765 R8361	
2A	10096 R5499	
2A	10341 R9318	
2A	10359 R9094	
2A	10481 R9819	
2A	10949 R9023	
2A	10437 R9766	
2A	11331 R9304	
2A	11623 R9620	
2A	11689 R9647	
2A	11886 R6856	
2A	11888 R9078?	
2A	12097 R8437	
2A	12439 R8658	
	R9701	CAST DATE 13/10/19
	R9919	
2A	14683 R10855	
2A	15686 R10480	
2A	15703 R10078	
2A	15706 R10723	
2A	17552 R11120	
2A	17800 R11627	
2A	18747 R12011	
2A	18993 R11957	
2A	19070 R12043	
2A	19350 R12163	
2A	19366 R12201	
2A	19839 R12350	
2A	20070 R11753	
2A	20220 R11874	
2A	20484 R11767	
2A	20597 R11681	
2A	20629 R11783	
2A	20793 R11745	
2A	20895 R13040	
2A	20987 R12363	
2A	21005 R12480	
2A	21008 R12003	
2A	21073 R11972	
2A	21353 R12360	
2A	21450 R12065	
2A	21608 R12360	
2A	21625 R12317	
2A	21747 R12762	
2A	22690 R13810	

U.K. IMPORTS:

2	88463	CAST DATE NOVEMBER 13TH 1919
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2	89834	CAST DATE OCTOBER 28 TH 1919
2	90171	CAST DATE SEPTEMBER 29 TH 1919
2	91414	CAST DATE OCTOBER 30 TH 1919
2	91420	CAST DATE DECEMBER 4 TH 1919
2	91523	CAST DATE DECEMBER 4 TH 1919?
2	92051	CAST DATE DECEMBER 17 TH 1919
2	93344	CYLINDER HEAD CAST DATE DECEMBER 13 TH 1919 ENGINE # R8601
2	9346x	CAST DATE DECEMBER 20 TH 1919
2	93754	CAST DATE NOVEMBER 26 TH 1919
2	95027	CAST DATE JANUARY 31 ST 1920
2	95291	CAST DATE DECEMBER 18 TH 1919
2	96663	CAST DATE FEBRUARY 9 TH 1920?
2	98108	CAST DATE FEBRUARY 2 ND 1920?
2	98095	CAST DATE NOVEMBER 6 TH 1919
2	98790	CAST DATE JANUARY 24 TH 1920
2A	02221	CAST DATE JANUARY 8 TH 1920
2A	11328	CAST DATE JANUARY 19 TH 1920?
2A	14544	CAST DATE MAY 25 TH 1920
2A	20043	CAST DATE APRIL 16 TH 1920
2A	20222	CAST DATE MAY 20 TH 1920
2A	20829	CAST DATE MAY 14 TH 1920
2A	21156	CAST DATE APRIL 3 RD 1920

1921 MODEL 490

SERIALS STARTED WITH # R1 AGAIN?

1922 SUPERIOR

2B RG00372 CAST DATE AUGUST 14 1922
 SERIALS STARTED WITH # RG00001?

1923 SUPERIOR

SERIALS STARTED WITH # R1 AGAIN?

R14908	CAST DATE OCTOBER 31 1923
R15942	CAST DATE NOVEMBER 8 1923
R17288	[AUSTRALIAN]

1924 SUPERIOR SERIES F [ALL AUSTRALIAN]

SERIALS STARTED WITH # R1,214,410?

R1220135	CAST DATE OCTOBER 11 1923
R1246717	CAST DATE OCTOBER 23 1923
R1353336	CAST DATE DECEMBER 13 1923
R1353347	CAST DATE JANUARY 15 1924
R1366180	CAST DATE FEBRUARY 20 1924
R1420256	CAST DATE MARCH 25 1924
R1528991	CAST DATE DECEMBER 17 1923
R1537322	CAST DATE OCTOBER 9 1924
R1537283	CAST DATE JANUARY 29 1924

1925 SUPERIOR SERIES K AND SUPERIOR SERIES K R.H.D. CAR MOTORS

HOLDEN STATED THAT AUSTRALIAN MOTORS RAN:
 # R1,559,195 to # R1,792,526 and then # R1,769,645 to # R,2840,983
 THESE ARE U.K. NUMBERS EXCEPT WHERE INDICATED:

1557177	1/25	
1557405	1/25	21.7HP
1557645	1/25	
1557331	1/25	21.4HP
1557653	1/25	21.7HP
1562598	2/25	21.7HP
1562599	2/25	22HP
1562611	2/25	21.7HP
1562661	2/25	
1562693	2/25	21.7HP
1562827	2/25	
1562854	2/25	21.7HP
R1562872	2/25	
1562893	2/25	21.7HP
R1562898	2/25	21.7HP

1562915	2/25	22HP
R1563192	2/25	
1568334	2/25	[AUSTRALIAN]
R1570642	2/25	
1579092	2/25	21.7HP
1579006	2/25	
1579101	2/25	
R1580833	2/25	
1580886	2/25	
1580942	2/25	21.7HP
1580909	2/25	
1581017	2/25	
1581510	2/25	
R1582500	2/25	
1585145	2/25	
R1585147	2/25	22HP
1585171	2/25	21.7HP
1613826	3/25	
1613868	3/25	21.7HP
1613872	3/23	21.7HP
1613875	3/25	21.7HP
1613890	3/25	21.7HP
1613892	3/25	21.7HP
1625445	3/25	21.7HP
1626217	3/25	21.7HP
1627155	3/25	
1629749	4/25	
1629772	4/25	
R1629773	4/25	22HP
1629782	4/25	21.9HP
1629811	4/25	21.7HP
R1629823		4/25
1629824	4/25	
1629854	4/25	
1629900	4/25	
1629931	4/25	21.7HP
1630836	4/25	21.7HP
1634589	4/25	21.7HP
1634615	4/25	21.7HP
1638113	4/25	
R1638334	4/25	21.7HP
1638377	4/25	21.7HP
1639144	4/25	21.7HP
1643979	4/25	21.7HP
1646514	4/25	19CWTS
1646597	4/25	21.7HP
1646570	4/25	21.7HP
1648429	4/25	21.7HP
R1648499	4/25	
1656249	4/25	21.7HP
1657634	4/25	21.7HP
R1664132	4/25	
1664321	4/25	21.7HP
1664365	4/25	21.7HP
1664797	4/25	21.7HP
1664856	4/25	
1664900	4/25	21.7HP
1664956	4/25	21.7HP
1664961	4/25	21.7HP
1664971	4/25	22HP
1664974	4/25	21.7HP
1664975	4/25	22HP
1665027	4/25	
1665044	4/25	21.7HP

1667468	4/25	
1670763	4/25	21.7HP
1670772	4/25	21.7HP
R1670774	4/25	
R1670805	4/25	
1670850	4/25	21.7HP
1671344	4/25	21.7HP
1672696	4/25	21.7HP
1675733	4/25	[Ch1 st wk May]
R1675826	4/25	[Ch1 st wk May]
1676823	4/25	[Ch1 st wk May]
R1690681	5/25	[3 rd wk May]
R1691470	5/25	21.7HP
1698172	5/25	
1698189	5/25	
1698237	5/25	21.9HP
1698238	5/25	21.7HP
1698254	5/25	21.7HP
1698725	5/25	18CWT
1701865	5/25	21.7HP
1701917	5/25	
1702063	5/25	21.7HP
1703027	5/25	21.7HP
1703066	5/25	
1703076	5/25	21.9HP
1703107	5/25	18 CWT
R1703149	5/25	21.7HP
R1703277	5/25	
R1706866	5/25	21.7HP
1706895	5/25	
1709960	5/25	
1715866	5/25	
1715874	5/25	21.7HP
1715875	5/25	21.7HP
1715899	5/25	21.7HP
1715946	5/25	
1739073	6/25	[1 st wk Jun]
1739083	6/25	21.7HP
1739148	6/25	
1739149	6/25	21.7HP
R1739208	6/25	
1739223	6/25	21.7HP
1742803	6/25	21.7HP
1742825	6/25	21.7HP
1742837	6/25	21.7HP
R1742856	6/25	22HP
R1742896	6/25	21.7HP
1742909	6/25	21.9HP
1742932	6/25	21.7HP
1743984	6/25	21.7HP
1743987	6/25	
1743997	6/25	
1744028	6/25	21.7HP
1744467	6/25	21.7HP
1747297	6/25	
1747341	6/25	[end KD shipm]
R1747425	AUSTRALIA	
R1749903	AUSTRALIA	
1807635	7/25	[3 rd wk Jul]
1810096	7/25	
1811239	7/25	

"1926 MODEL" SUPERIOR K CAR MOTORS

1891417 9/25

1891452 9/25
 1892820 9/25
 1892824 9/25 22HP
 R1892864 9/25 22HP
 R2039809 9/25
 2039822 9/25
 2070863 10/25

1925 R.H.D. TRUCK MOTORS

RT1584704 2/25
 RT1629616 4/25
 RT1629964 4/25
 RT1630842 4/25 21.7HP
 RT1664844 4/25 21.7HP
 RT1664849 4/25

B. CHEVROLET ENGINE NUMBERS 1916-1926

(a) FLINT PLANT ENGINE SERIAL NO. VS CAR NO. FOR 1916-26 490/SUPERIOR MODELS - Revised 2-23-98

ENGINE#	CAR NO.	BLOCK	HEAD	FLYWHEEL	EST. ENG	EST. CAR	DELIVERED	NOTES
H 26195	2 TARRY	04-05-16	X	X	05-03-16	05-24-16	X	R.H.D.-AUST, 'H' prefix ?
	30777 1 FLINT	X	04-11-16	X	05-20-16	06-21-16	X	
H 34684	2 TARRY	04-03-16	05-24-16	X	06-15-16	07-11-16	X	R.H.D.-AUST
	68107	X	X	X	12-01-16	12-31-16	X	Last 1916 Year Built
H 72973	1 TARRY	11-10-16	11-21-16	X	12-15-16	01-15-17	X	R.H.D.-AUST
H 79939	6 02255	12-23-16	X	X	02-09-17	03-28-17	X	Built in Oakland
A 19211		04-14-17	X	X	06-02-17	X	X	
A 20295		04-13-17	X	X	06-04-17	X	X	
A 82508	2 ?	10-13-17	10-06-17	X	11-18-17	12-10-17	X	BODY# 7241
A 86564	2 36486	X	X	X	12-01-17	12-31-17	X	Last 1917 Year Built Tarrytown
B 04233	2 40714	02-05-18	06-15-17	X	02-28-18	03-13-18	X	
B 16241	9 05540	03-13-18	X	X	04-04-18	04-19-18	X	
B 47219	3 20961	06-24-18	X	X	07-12-18	07-28-18	X	
B 69938	2 59958	X	X	X	12-01-18	12-31-18	X	Last 1918 Year Built Tarrytown
C 14355	2 70670	X	12-31-18	X	05-12-19	05-23-19	X	
C 14562	2 70667	X	X	X	05-13-19	05-23-19	X	
C 42504	6 32299	12-07-18	08-21-19	07-01-19	08-16-19	10-25-19	X	
C 60502	3 55603	08-13-19	X	X	10-10-19	04-28-20	X	
	2 88463	X	11-13-19	X	X	12-11-19	01-12-21	
R 2499	2 88798							R.H.D. CAR IN U.K.
	2 90171	X	09-29-19	X	X	12-29-19	01-07-21	
C 91990	2 90421	X	X	X	11-28-19	12-31-19	X	Last 1919 Year Built Tarrytown
	2 91414	10-30-19	X	X	12-15-19	01-08-20	03-19-20	
C 94811	2 93623	X	X	X	01-13-19	02-02-20	01-31-21	
C 95225	2 94577	X	12-28-19	X	01-16-20	02-06-20	06-02-20	
D 11374	2 95276	X	X	X	01-10-20	02-14-20	05-29-20	
	2 98790	01-24-20	X	X	02-15-20	03-17-20	06-27-21	
D 19320	2 96898	X	X	X	02-05-20	03-03-20	04-14-21	
D 25445								R.H.D. IN IRELAND
D 25770	2 99501	X	X	X	03-02-20	03-22-20	01-24-21	
D 26230	2A 09681	X	X	X	03-05-20	06-05-20	21	
D 31060	2 98448	X	X	X	X	X	02-02-21	
D 31906		X	X	X	03-15-20	X	10-17-20	
D 61120		X	X	02-10-20	05-01-20	07-20-20	X	
	2A 17072	X	X	X	07-01-20	08-01-20	X	First 1921 Model Built Tarrytown
	2A 20043	04-16-20	X	X	08-01-20	08-27-20	05-20-21	
E 00927	2A 23673	X	X	X	12-01-20	12-31-20	X	Last 1920 Year Built Tarrytown
E 37905	A6 41371	03-09-20	X	X	05-05-21	06-23-21	X	
	? 2A 50001	X	X	X	08-14-21	09-01-21	X	First 1922 Model Built Tarrytown
E 62312	2A 55238	11-27-21	X	X	12-15-21	12-31-21	X	Last 1921 Year Built Tarrytown
E 91143	A6 67559	X	X	X	03-21-22	07-13-22	X	
E 92205	A6 60306	B-27-22	X	03-03-22	03-13-22	03-31-22	X	
F 06298	A6 63798	F-04-22	X	X	04-15-22	05-04-22	X	
F 09354	A6 64734	D-04-22	X	X	04-20-22	05-14-22	X	
F 26770	2A 72606	X	X	X	05-01-22	05-17-22	05-24-22	
F 29576	A6 67617	D-19-22	E-03-22	X	05-03-22	05-19-22	X	
F 79852	1A 91702	X	X	X		07-12-22	08-16-22	Body # 19301
RG 00372	2B	X	X	H-14-22	08-24-22	09-10-22	X	R.H.D.-AUST, Series B flywheel
G 01605	1B 01001	X	X	X	08-12-22	09-01-22	X	First 1923 Series B Built Flint ?
G 61761	6B 05683	X	X	X	11-14-22	12-08-22	X	
G 81253		K-28-22	X	X	12-11-22	12-29-22	X	

G	81832	6B	08086	X	X	X	12-01-22	12-31-22	X	Last 1922 Year Built Flint
H	56497			A-26-23	X	L-21-22	02-15-22	X	X	
H	90250	21B	04632	C-05-23	X	X	03-28-23	04-14-23	X	
J	43150	2B	64860	D-03-23	X	X	05-01-23	06-01-23	X	
J	73679	6B	18266	A-23-23	X	X	02-20-23	03-08-23	X	
K	34356	3B	100956	E-21-23	X	X	07-15-23	08-07-23	X	
K	70000	1B	81685	H-18-23	X	X	08-28-23	09-01-23	X	
L	16136	1B	8949	I-17-23	X	X	09-27-23	10-01-23	X	
L	39992	1B	94938	J-05-23	X	X	10-15-23	10-18-23	X	
L	44555	1B	95979	J-13-23	X	X	10-17-23	10-20-23	X	
		1B	98854	J-17-23	X	X	10-29-23	11-01-23	X	
L	74298	1B	99502	J-18-23	X	X	10-31-23	11-03-23	X	EST. Last 1923 Series B Built
M	00001	1F	01001	J-18-23	X	X	11-01-23	11-19-23	X	EST. First 1924 Series F Built
M	17151			J-25-23	X	C-26-23	11-08-23	11-23-23	X	
M	26815				X	X		12-01-23	X	Last M prefix Engine Built
R12	201365			J-26-23	X	J-11-23		12-01-23	X	Earliest '12 number series known
12	62520	IF	08988	L-18-23	X	X	12-28-23	12-31-23	X	
12	78573	6F	09236	E-15-23	X	L-10-23	12-20-23	01-09-24	X	
13	75571	21F	20925	X	X	X		03-19-24	X	
13	92897	?		A-09-24	X	B-20-24	03-10-24		X	
15	38930	1K	01001	L-10-24	X	X	12-20-24	01-01-25	X	First '25 Superior K Built
15	49060*			L-24-24	X	X	01-05-25	01-15-25	X	
15	70587			A-26-25	X	X	02-10-25	02-14-25	X	
16	48787			C-04-25	X	X	03-12-25	08-15-25	X	
17	29277			D-04-25	X	X	05-20-25	05-29-25	X	
18	74006			H-07-25	X	X	08-20-25	08-25-25	X	
21	60736	1V	01001	L-01-25	X	X	12-20-25	01-01-26	X	First '26 Superior V Built

* Block casting change in Jan. 1925 from #344653 to #344624 to accommodate new front and rear main bearing caps and bearings.

(b) SAGINAW PLANT ENGINE SERIAL & CASTING NO. FOR 1918-22 FA, T, & FB MODELS - Revised 12/11/98

ENGINE#	BLOCK#	DATE	MARK	HEAD#	DATE	MARK	FLYWH#	DATE	MARK	NOTES
?	40050	12-6-17	?							Model FA or T
15521	40050	4-20-18	blank	407-B	7-20-18	DF Co				Model FA
?	40050	7-22-18	blank							Model FA
?	43950	8-2-18	?							Model FA?
T1616	43950	9-18-18	?							Model T, Car No. 1-832 Flint
3963	?	?	?	381099-1	9-19-21	SPC				Model T, Car No. 6-1679
4518	?	12-23-19	?							Model T
4953	43950-2	1-8-20	IF Co							Model T, cast mark found on brg caps
11800	43950	blank	blank							Possibly Olds One Ton Truck?
T12918		2-13-20								Olds Model T Truck R.H.D.
15768	43950-3	8-16-20	SPC	381099-1	4-8-20	SPC				Olds Model T Truck, 3 port exhaust: Ken's
20875	43950-5	6-5-20								Possible Olds One Ton Truck?
21622	?	?	?							Model FB, LHD, Car No. 2-1196
?	43950-1	12-15-19	blank							Model FB
28605										Model FB2, LHD, Car No. 1-4757
32712										
35605										Model FB2, LHD, Car No. 6-2817
43778										Model FB5, R.H.D., Car No. 2-9508
53143	43950	2-4-20	IF Co							Model FB, R.H.D., AUST, Magneto
				43170-B	2-18-20	DF				Model FB single port exhaust head
53989										
62825										1920 Orville Board
64144	43950-2	3-3-20	SPC DF							1920 FB CHASSIS IN MONROVIA
64173	blank 4-?-20		DF							Model FB2, LHD, Car No. 9-3857 Oshawa
64829										
65090	blank 4-6-20		DF							Model FB2, LHD, Car No. 1-14748 Flint
68919R										Model FB2, R.H.D., Car No. 2-15177
72819										Model FB, R.H.D., GB
?				381099	3-2-21	SPC				FITTED ON CANADIAN LM TRUCK
CPXR33	43590	6-15-21	blank	43170-2	7-16-20					Model FB, R.H.D., AUST, Canadian Products
?	43950	7-7-21	DF							
A26581	43950-4	9-28-21	?							Model FB40. LHD, Car No. 1-30256
B16912	?	?	?							Model FB, 1922
				910198	C-12-3	SPC				Model 43A 3 port cylinder head

ENGINE PREFIXES:

CP CANADIAN PRODUCTS COMPANY, Walkerville, ONT

NOTE: Following Foundry Casting Marks observed on blocks and heads :

- H 3 P1
- H 4 P10
- H 4 P12
- H 5 P1
- P 1
- P 2
- P 3

Romeo Foundry Co., Port Huron

P5 Holmes Foundry Co., Port Huron (after 7-31-19)
P 6
DF Detroit Foundry Co.
DF Co
SPC Saginaw Products Co., Saginaw
IF Co

FERRO FERRO MACHINE AND FOUNDRY CO., CLEVELAND

PART XI:
1924 to 1928 4-CYLINDER SERIAL NUMBERS
CARS; LIGHT DELIVERY CHASSIS AND UTILITY EXPRESS CHASSIS:

UTILITY EXPRESS

1-H1308 to 1-M1812
2-H2384 to 2-M4188
3-H4178 to 3-M2496
6-H1814 to 6-M1371
9-H1373 to 9-M1719
12-H1733 to 12-M2185
21-H2107 to 21-M1721

FISHER BODY:

SUPERIOR 5-PASSENGER SEDAN JOB NO. 4950
SUPERIOR 2-PASSENGER COUPE JOB NO. 4960
SUPERIOR 4-PASSENGER SEDANETTE JOB NO. 4970
SUPERIOR 4-PASSENGER COUPE JOB. NO. 5510
SUPERIOR 5-PASSENGER DELUXE SEDAN JOB NO. 5920
SUPERIOR 2-PASSENGER DELUXE COUPE JOB NO. 5930
SUPERIOR 5-PASSENGER COACH JOB NO. 5950

FLINT, MICHIGAN:

1924 SUPERIOR & UTILITY EXPRESS. PRODUCTION to DECEMBER 31, 1925

1924 MODEL SUPERIOR:

JANUARY 1 > DECEMBER 31, 1924:

TOURING:	9,724
TOURING DELUXE	7,100
ROADSTER	1,815
SEDAN	5,398
SEDAN DELUXE	635
4-PASSENGER COUPE	5,220
UTILITY COUPE	3,780
UTIL. COUPE DELUXE	476
TOURING CHASSIS	-
LIGHT DELIVERY	330
COMMERCIAL CHASSIS	280
SUPERIOR COACH	1,124
UTILITY EXPRESS CHSS.	1,225

490 Delivery	1
FB Touring	1

1925 MODEL K:

NOVEMBER 28 > DECEMBER 31 1924

TOURING	303
TOURING CHASSIS	169
ROADSTER	107

SEDAN	3
COUPE	3
COACH	3
TOTAL MODEL K	588
ANNUAL TOTAL	37,694

JANUARY 1 > JULY 31, 1925:

ON HAND AT BEGINNING OF YEAR:

SUPERIOR F:

TOURING	73
DELUXE TOURING	71
ROADSTER	10
SEDAN	37
DELUXE SEDAN	107
4-PASSENGER COUPE	69
UTILITY COUPE	3
DELUXE COUPE	15
LIGHT DELIVERY	1
UTILITY EXPRESS	113

DOMESTIC [PRODUCTION]:

SUPERIOR (K)

TOURING	10,579
ROADSTER	1,820
SEDAN	6,903
UTILITY COUPE	4,575
COACH	6,886
TOURING CHASSIS	21
COMMERCIAL CHASSIS	501
COACH CHASSIS	4
SEDAN CHASSIS	1
UTILITY EXPRESS CHASSIS	755
TOTAL	32,145

EXPORT:

SUPERIOR (K):

ON HAND AT BEGINNING OF PERIOD:

TOURING	4
---------	---

[PRODUCTION]:

TOURING	835 [28%!]
ROADSTER	37
SEDAN	12
UTILITY COUPE	10
COACH	4
COMMERCIAL CHASSIS	7
UTILITY EXPRESS CHASSIS	57
TOTAL	962 ALL SOLD BEFORE JUNE 30TH 1925
GRAND TOTAL	33,107

“1926 MODEL” LATE K/MODEL R AUG 1 > DEC 31

DOMESTIC [ANNUAL PRODUCTION]:

SUPERIOR (K)

TOURING	4,745
ROADSTER	1,016
SEDAN	4,745
UTILITY COUPE	3,331
COACH	4,906
TOURING CHASSIS	3
COMMERCIAL CHASSIS	237
COACH CHASSIS	8
SEDAN CHASSIS	11

COUPE CHASSIS	6
SEDAN LANDAU	3
UTILITY EXPRESS CHASSIS	760
1926 MODEL TOTAL	19,771
DOMESTIC [ANNUAL PRODUCTION]:	
SUPERIOR (K)	
TOURING	15,324
ROADSTER	2,836
SEDAN	11,648
UTILITY COUPE	7,906
COACH	11,792
TOURING CHASSIS	24
COMMERCIAL CHASSIS	738
COACH CHASSIS	12
SEDAN CHASSIS	12
COUPE CHASSIS	6
SEDAN LANDAU	3
UTILITY EXPRESS CHASSIS	1,515
EXPORT [ANNUAL PRODUCTION]:	
SUPERIOR (K):	
[PRODUCTION]:	
TOURING	835
ROADSTER	37
SEDAN	12
UTILITY COUPE	10
COACH	4
COMMERCIAL CHASSIS	7
UTILITY EXPRESS CHASSIS	57
TOTAL	962 ALL SOLD BEFORE JUNE 30TH 1925
ANNUAL TOTAL	52,778

Ken Kaufmann comments:

The Utility Express Series M chassis checks out to me: 755 + 57 exported = 812 by July 31st, 1925.

I think that the most interesting accounting was done in the Chevrolet Motor Company of Michigan ledger sheets when they carried-over the 588 Model Ks built in December 1924 over to January 1925. Only 1,289 units were built in January 1925, only twice the single-week's production in December '24. So it appears that after the first three weeks of Model K production, i .e. 1,877 units to put one new model on each Dealer's showroom floor, the Plant closed down again for two weeks [it was closed to January 31st], to allow the Dealers to sell of their old stock SUPERIOR F series: see above.

The first One -truck Series M chassis were built in February with 71 built. Thus, the early 1925 Block was never used in any other vehicles, other in SUPERIOR K's.

The "export" models were not in fact destined for overseas delivery, but were in all probability for another Factory Zone such as St. Louis, Missouri, that had the largest open body operation. St. Louis may well have had larger orders than they could satisfy, so Flint Supplied the chassis for St. Louis to add their own bodies to.

The Series M was mostly the Series H with the improved 1925 engine/clutch/transmission: 120 inch wheel-base, H front springs and rear axle, with the new Series K radiator, hood and front fenders, plus the new disc clutch, and the Truck version of the Series K motor.

The Flint factory had 777 of the older Model F's in store at the time that the first early K touring chassis were being assembled. The early 1925 Block was used in 10,367 motor units so with a reported 18,292 cars made in January 1925, they should have been used up by mid-January.

The last Flint-built 1924 open cars were assembled in October of 1924, with closed models being built until the first week in November. This probably happened at other Plants in the US as well.

AND THEN:

28 NOVEMBER 1924

1K1001 to 1K1588
2K-1001 to 2K-1117
49550

1 JANUARY 1925>

1K-1589 to 1K-33751
2K-1118! to 2K-45727
3K-1001 to 3K-48220
6K-1001 to 6K-27866
9K-1001 to 9K-27519
12K-1001 to 12K-36081
21K-1001 to 21K-32544

1 AUGUST 1925>

1K-33752 to **1K-60302?**
2K-45728 to” **2K-59517**
3K-48221 to 3V -
6K-27867 to* 6V-1
9K-27520 to 9V -1
12K-36082 to 12V -1
21K-32545 to 21V -1

1 JANUARY 1926>

1V-1001 to 1V-8499[^]
2V-1001 to 2V -
3V-1001 to 3V-83277
6V-1001 to 6V-27138
9V-1001 to 9V-52906
12V-1001 to 12V-38701
21V-1001 to 21V-54755

1M-1001 to 1M-1812
2M-1001 to 2M-4188
3M-1001 to 3M-2496
6M-1001 to 6M-1371
9M-1001 to 9M-1719
12M-1001 to 12M-2185
21M-1001 to 12M-1721

MAY 1925

S15001 to S5376 [HENDON ASSEMBLY]

1 AUGUST 1925>

1R-1001 to **1R-1761?**
2R-1001 to 2R-**5120+****
3R-1001 to 3R-
6R-1001 to 6R-
9R-1001 to 9R-
12R-1001 to 12R-
21R-1001 to 21R-

1 JANUARY 1926>

1X-01001 to 1X-4050
2X-1001 to 2X-9072
3X-1001 to 3X-11503
6X-1001 to 6X-2940
9X-1001 to 9X-5724
12X-1001 to 12X-4001
21X-1001 to 21X-6582

HOWEVER, IT SHOULD BE EXPLAINED HERE THAT THE 1ST JANUARY 1925 “STARTS” IS NOT NECESSARILY CORRECT AS PRODUCTION HAD ALREADY STARTED. THUS TARRYTOWN, NEW YORK, THE SOLE EXPORT PLANT, STARTED WITH # 2K1118, AND THEREFORE # 2K1001 to 2K1117 WERE ASSEMBLED IN DECEMBER 1924. AS OTHER PLANTS’ DECEMBER PRODUCTION BECAME KNOWN, THE ABOVE SERIAL NUMBERS WILL BE ALTERED.

FISHER BODY:

“1925” MODELS DECEMBER 1924:

SUPERIOR SERIES K 2-PASSENGER COUPE JOB NO. 6060
SUPERIOR SERIES K 5-PASSENGER COACH JOB NO. 6020
SUPERIOR SERIES K 5-PASSENGER SEDAN JOB NO. 6040

“1926” MODELS WITH LIGHT BAR, 1 AUGUST 1925:

SUPERIOR SERIES K 2-PASSENGER COUPE JOB NO. 6060
SUPERIOR SERIES K 5-PASSENGER COACH JOB NO. 6020
SUPERIOR SERIES K 5-PASSENGER SEDAN JOB NO. 6040

1926 MODELS 1 JANUARY 1926:

SUPERIOR SERIES V [NOTE SOME PLATES SAY “SUPERIOR K” AND THEN “xVxxxxx”!]

5-PASSENGER TOURING
2-PASSENGER ROADSTER

5-PASSENGER SEDAN

FISHER BODY JOB NO. 6710

SEDAN CHASSIS

2-PASSENGER COUPE

FISHER BODY JOB NO. 6730

2-PASSENGER UTILITY COUPE

COUPE CHASSIS

5-PASSENGER COACH

FISHER BODY JOB NO. 6720

COACH CHASSIS
5-PASSENGER LANDAU SEDAN FISHER BODY JOB NO. 6740
LANDAU CHASSIS
CAB CHASSIS
TOURING CHASSIS
COMMERCIAL CHASSIS
IMPERIAL LANDAU

“1926” MODELS 1 AUGUST 1925:

UTILITY EXPRESS SERIES R
UTILITY EXPRESS CHASSIS
UTILITY EX PRESS CAB
UTILITY EXPRESS C & G
UTILITY EXPRESS C & S

1926 MODELS 1 JANUARY 1926:

UTILITY EXPRESS SERIES X
UTILITY EXPRESS CHASSIS
UTILITY EXPRESS CAB
UTILITY EXPRESS C & G
UTILITY EXPRESS C & S

Note that on the April 30 1925 census sheets the 1924 SUPERIOR was quoted as “SUPERIOR (F)” for the first time to distinguish from “SUPERIOR (K)”, formerly “MODEL K”.

***LIGHT DELIVERY CHASSIS IS # 6K-45276 ENGINE # 2,128,866 OCTOBER 28/12, 1925 CAST DATE**

“SUPERIOR TOURER IN NZ IS # 2K-52402 ENGINE # 2,181,074 BLOCK # 345504 12

**** UTILITY EXPRESS SERIES R CHASSIS IN AUSTRALIA IS # 2R5119 CAST DATE JAN. 25 1925**

^ SUPERIOR SERIES V LANDAU # 1V-48289 WAS ASSEMBLED POSSIBLY ON THE LAST DAY BEFORE THE SHUTDOWN IN JULY 1926, WITH A CAST DATE OF G-29-6, JULY 9, 1926. THE ENGINE # IS # 2,597,892, BLOCK CAST # 346709

REFERENCE TO “HENDON PLANT” IS IN RESPECT OF THE GENERAL MOTOR LIMITED ASSEMBLY PLANT, HENDON, LONDON N.W.9, ENGLAND. THE MODEL S 1-TON TRUCK WAS A BRITISH-ASSEMBLED AMALGAM OF UTILITY EXPRESS M PARTS WITH MODIFICATIONS FOR LOCAL REQUIREMENTS, CODE “XA” IN 1925

“1927” MODELS 1 AUGUST 1926:

SUPERIOR SERIES V
5-PASSENGER TOURING
2-PASSENGER ROADSTER
5-PASSENGER SEDAN FISHER BODY JOB NO. 6710
SEDAN CHASSIS
2-PASSENGER COUPE FISHER BODY JOB NO. 6730
2-PASSENGER UTILITY COUPE
COUPE CHASSIS
5-PASSENGER COACH FISHER BODY JOB NO. 6720
COACH CHASSIS
5-PASSENGER LANDAU SEDAN FISHER BODY JOB NO. 6740
LANDAU CHASSIS
CAB CHASSIS
TOURING CHASSIS
COMMERCIAL CHASSIS
IMPERIAL LANDAU

“1927” MODELS 1 AUGUST 1926:

UTILITY EXPRESS SERIES X
UTILITY EXPRESS CHASSIS
UTILITY EXPRESS CAB
UTILITY EXPRESS C & G
UTILITY EXPRESS C & S

1927 CALENDAR YEAR MODELS:

1927 MODEL CAPITOL AA 1 JANUARY 1927:

5-PASSENGER TOURING
2-PASSENGER ROADSTER
5-PASSENGER SEDAN FISHER BODY JOB NO. 7210
5-PASSENGER LANDAU SEDAN FISHER BODY JOB NO. 7240
5-PASSENGER COACH FISHER BODY JOB NO. 7220
2-PASSENGER COUPE FISHER BODY JOB NO. 7230
2-PASSENGER CABRIOLET [RS] FISHER BODY JOB NO. 7250 FROM CLEVELAND, OH.
5-PASSENGER IMPERIAL LANDAU FISHER BODY JOB NO. 7260
TOURING CHASSIS
SEDAN CHASSIS
½ TON SEDAN DELIVERY
½ TON COMMERCIAL CHASSIS (Fenders and Spare Rim)

“1928” MODEL CAPITOL AA 1 AUGUST 1927:

5-PASSENGER TOURING
2-PASSENGER ROADSTER
5-PASSENGER SEDAN FISHER BODY JOB NO. 7210
5-PASSENGER LANDAU SEDAN FISHER BODY JOB NO. 7240
5-PASSENGER COACH FISHER BODY JOB NO. 7220
2-PASSENGER COUPE FISHER BODY JOB NO. 7230
2-PASSENGER CABRIOLET [RS] FISHER BODY JOB NO. 7250 FROM CLEVELAND, OH.
5-PASSENGER IMPERIAL LANDAU FISHER BODY JOB NO. 7260
TOURING CHASSIS
SEDAN CHASSIS
½ TON SEDAN DELIVERY
½ TON COMMERCIAL CHASSIS (Fenders and Spare Rim)

“1928” CAPITOL LM 1 TON

UTILITY EXPRESS CHASSIS (4, Fenders, tools, etc.)
UTILITY EXPRESS WITH CAB and Spare Rim
UTILITY EXPRESS WITH STAKE BODY, CAB and Spare Rim
UTILITY EXPRESS WITH PANEL BODY and Spare Rim

1 AUGUST 1926>

1V-48500 to 1V-78065?
2V-49551 to 2V-7000+ @
3V-83278 to 3V-
6V-27139 to 6V-9470+>
9V-52907 to 9V-
12V-38702 to 12V-
21V-54756 to 21V-

1X-4051 to 1X-7679?

2X-9073 to 2X-
3X-11504 to 3X-
6X-2941 to 6X-
9X-5725 to 9X-
12X-4002 to 12X-
21X-6582 to 21X-

1 JANUARY 1927>

1AA-1001 to 1AA-81763%
2AA-1001 to 2AA-79094#
3AA-1001 to 3AA-128735*
6AA-1001 to 6AA-44695
9AA-1001 to 9AA-44695
12AA-1001 to 12AA-68390
21AA-1001 to 21AA-71646
22AA-1001 to 22AA-?
1LM-1001 to 1LM-9002
2LM-1001 to 2LM-18539
3LM-1001 to 3LM-19889
6LM-1001 to 6LM-5251
9LM-1001 to 9LM-9842
12LM-1001 to 12LM-8644
21LM-1001 to 21LM-10911!
22LM-1001 to 22LM-?

1 AUGUST 1927>

1AA-81764 to 1AA-103744%?
2AA-79095 to 2AA-108456
3AA-128736 to 3AA-
6AA-44696 to 6AA-55250+>
9AA-44696 to 9AA-
12AA-689391 to 12AA-70000+? ^
21AA-71647 to 21AA-
22AA-? to 22AA-?
1LM-9003 to 1LM-13954?
2LM18540 to 2LM-22500? \$
3LM-19990 to 3LM-
6LM-5252 to 6LM-2900 + &
9LM-9843 to 9LM-
12LM-8645 to 12LM-
21LM-10912 to 21LM-
22LM-? to 22LM-? [Projected]

@ “1927” SUPERIOR TOURING IN AUSTRALIA IS # 2V61780 ENGINE # R2,726,632 I-10-6 SEPTEMBER 10
1926 HOLDEN BODY # 2997 ASSEMBLED BY G.M. AUSTRALIA ON S.U.P. TARRYTOWN CHASSIS
> “1927” SUPERIOR SERIES V # 6V9466 HAD ENGINE # 2,258,741

^ CAPITOL SEDAN # 12AA60722 JOB #7210 BODY# 8868 BUILT JULY WHEN 11,309 VEHICLES WERE BUILT. SO BUFFALO SERIALS RAN to 12AA70000?

*CAPITOL COUPÉ # 3AA26603 ENGINE # 3,036,813 BLOCK CAST # 346709

%“CAPITOL” # 1AA93576 BODY # F15184 JOB 7230 ENGINE # REPLACEMENT # 3,733,407

2AA2268 ENGINE # R2,913,690 BLOCK CAST DATE NOVEMBER 2 1926.

2AA73715 TOURER HAS CYLINDER BLOCK # 348532 [Exported new to Portugal]

& CAPITOL UTILITY EXPRESS TRUCK # 6LM2894 ENGINE # T3,093,169 # 346709 BLOCK CAST DATE B 25 7 FEBRUARY 25TH 1927

! CAPITOL UTILITY EXPRESS TRUCK # 21LM7562

\$ CAPITOL UTILITY EXPRESS TRUCK #2LM22016 IN AUSTRALIA HAS ENGINE # R3,808,254

> CAPITOL:

6AA40697 COUPE HAD ENGINE # 3,475,672

6AA46734 LANDAU SEDAN HAD ENGINE # 3,614,849

6AA48170 IMPERIAL LANDAU SEDAN HAD ENGINE # 3,628,114

6AA55247 COACH HAD ENGINE # 3,730,210

1928 MODELS BUT DEALER CONTRACTS RENEWED 1 AUGUST 1928:

1928 MODEL NATIONAL SERIES AB 1 JANUARY 1928:

TOURING

ROADSTER

SEDAN

FISHER BODY JOB NO. 8150

COACH

FISHER BODY JOB NO. 8170

2-PASSENGER COUPE

FISHER BODY JOB NO. 8180

CABRIOLET [RS]

FISHER BODY JOB NO. 8190 from CLEVELAND

CONVERTIBLE

FISHER BODY JOB NO. 8200 from CLEVELAND

CONVERTIBLE CABRIOLET [RS]

FISHER BODY JOB NO. 8220

IMPERIAL LANDAU

FISHER BODY JOB NO. 8160

TOURING CHASSIS

SEDAN CHASSIS

SEDAN CHASSIS TOURER

FISHER BODY JOB NO. 8029*

SEDAN CHASSIS SPORTS ROADSTER

FISHER BODY JOB NO. 8030*

½ TON SEDAN DELIVERY

FISHER BODY JOB NO. 8210

½ TON COMMERCIAL CHASSIS (Rear Fenders and Spare Rim)

* FISHER STAMPED ON COWL MOUNTED ON TARRYTOWN 22AB S.U.P. CHASSIS

1 JANUARY 1928 > 23 NOVEMBER 1928

1AB-1001 to 1AB-117504?

2AB-1001 to 2AB-60500+*

2AB-60000 to 2AB-600150* [HENDON-ASSEMBLED S.U.P. CHASSIS]

3AB-1001 to 3AB-12000+>

6AB-1001 to 6AB-35600+<

8AB-1001 to 8AB- [ATLANTA, GEORGIA, OPENED APRIL 1928]

9AB-1001 to 9AB-

12AB-1001 to 12AB-

21AB-1001 to 21AB-24600+“

22AB-1641 to 22AB-4409 = [Australian information, but must be within # 22AB-1001 to # 22-AB9999]

“ JANESVILLE, WI-assembled COACH:

ENGINE # 4,542,769 # 348532 BLOCK BOWTIE – 3 E-25-8 [May 25th 1928]

JOB # 8170 BODY # J-28542 [“J” for Fisher Body, Janesville]

“# 21AB24547 Light Delivery chassis

*# 2AB51813 [TARRYTOWN] has Engine # X4,312,121 # 348532 Block bow-tie 2 D 4 8 April 4th 1928

*# 2AB60021 Car had Engine # R3,903,693 [U.K. import new]

># 3AB 11954 [ST. LOUIS] has Build Plate which states as follows:

BOW-TIE

**MANUFACTURED BY CHEVROLET MOTOR COMPANY
DIVISION OF GENERAL MOTORS
WHEN WRITING MENTION
MODEL NATIONAL
NUMBER 3AB 11954**

<# 6AB35537 [OAKLAND] COACH HAD ENGINE # 4,496,432

=22AB2232 in Australia

=22AB2342 in Australia

=22AB2407 in Australia

=22AB2407 in Australia

=22AB6597 in Australia

=22AB6758 in Australia

=22AB6779 assembled in Uruguay has Engine # R4,717,446

Chevrolet Motor Company

Model: NATIONAL

Car Number: 22AB6779

Engine number is R4,717,446

=22AB7149 assembled in Australia and then imported into UK in 1990 has "Late 1928" Engine # R4,973,095 and # 348532 BLOCK BOWTIE 14 I-6-8 [September 6th 1928]

=22AB8538 assembled in Australia has Engine # R3,946,882 A 3 8 January 3^d 1928

1928 MODELS BUT DEALER CONTRACTS RENEWED 1 AUGUST 1928:

1928 MODEL 1 TON CAPITOL SERIES LO 1 JANUARY 1928 to JUNE 1928

UTILITY EXPRESS CHASSIS (4 Fenders, Spare Rim)

UTILITY EXPRESS WITH CAB (Cab, 4 Fenders, Spare Rim)

1928 MODEL 1 TON CAPITOL SERIES LP 1 JULY 1928 WITH 4-WHEEL BRAKES AND 4-SPEED 'BOX:

PRODUCTION STARTED AROUND 20 JUNE 1928 to OCTOBER 1928

UTILITY EXPRESS CHASSIS (4 Fenders, Spare Rim)

UTILITY EXPRESS WITH CAB (Cab, 4 Fenders, Spare Rim)

1 JANUARY 1928>30 JUNE 1928 1 JULY 1928>23 NOVEMBER 1928

1LO-1001 to 1LO-8264 ✓

2LO-1001 to 2LO-

3LO-1001 to 3LO-

6LO-1001 to 6LO-4500+?

8LO-1001 to 8LO-

9LO-1001 to 9LO-

12LO-1001 to 12LO-

21LO-1001 to 21LO-

22LO-1001 to 22LO-2500+<

✓ = checked against ledger

1LP-1001 to 1LP-7250 ✓

2LP-1001 to 2LP-12986

3LP-1001 to 3LP-18133

6LP-1001 to 3LP-4355

8LP-1001 to 8LP-?

9LP-1001 to 9LP-7007

12LP-1001 to 12LP-6535

21LP-1001 to 21LP8841

22LP-1001 to 22LP-?

? Utility Express # 6LO4383 has Engine # 3,909,454 Block # 348532 Cast Date L-19-7 December 19 1927

< Utility Express # 22LO2474 assembled by Adelaide Branch of GM (Australia)

PART XII:

1929 to 1931 THE 6-CYLINDER CARS, LIGHT DELIVERY & COMMERCIAL AND TRUCK CHASSIS

1. 1929 MODEL YEAR: 24 NOVEMBER 1928>

1AC-1001 to 1AC-111583 e.g. 1AC-110100 Engine # 1,364,830 Coach
2AC-1001 to 2AC-104076 e.g. 2AC-77688 Cast Date G-23-9 July 23 1929; # 2AC89514 Engine # 1,138,805
Cast # 835501 H-19-9 5 August 19 1929
3AC-1001 to 3AC-199422 e.g. 3AC-183553 Engine # 1,276,024 Phaeton
5AC-1001 to 5AC-62550 e.g. 5AC-24374 Engine # 428,159 C-16-9 February 16 1929; Coach # 5AC-35676
had Engine # 967,864
6AC-1001 to 6AC-67343 e.g. 6AC-18630 Coupe; # 6AC-9736 Engine # 139,332 A-25-9 January 25 1929;
Sedan # 6AC-9167 had Engine # 365,021
8AC-1001 to 8AC-48890
9AC-1001 to 9AC-93867 e.g. 9AC-35938; 9-AC-67007 Engine # 874,505 F-12-9
12AC-1001 to 12AC-16356 e.g. 12AC-10774 Convertible Landau, "one of 296 built"; Sedan # 12AC-
11851 Engine # 180,589 Cast Date K-2-8 November 2 1928!
21AC-1001 to 21AC-109105 e.g. 21AC-105799 Engine # 1,340,181 J-21-9 October 21 1929
22AC-1001 to 22AC-1600+ e.g. 22AC1573 Touring built up in Uruguay? Engine # R416,901 C-12-9
March 12 1929 Block # 835501 12 Frame Number 1701N832
“CHEVROLET MOTOR COMPANY
Division of General Motors Corporation

INTERNATIONAL
Car No. 22AC1573”

1LQ-1001 to 1LQ-14282
2LQ-1001 to 2LQ-20188 e.g. 2LQ-14575 Engine # T676,709 E-4-9 May 4 1929 Fire Truck
3LQ-1001 to 3LQ-42724 e.g. 3LQ-38190 Fire Truck
5LQ-1001 to 5LQ-15512
6LQ-1001 to 6LQ-11162
8LQ-1001 to 8LQ-13324
12LQ-1001 to 12LQ-16356
21LQ-1001 to 21LQ-18045

1929 INTERNATIONAL SERIES AC
NUMBER OF FIRST MOTOR USED EACH MONTH:

	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	LAST
1 COACH	14985 12/10/28	68676	128850	338281	474166								
2 COACH	3333 12/15/28	8113	115956	329062	457883								
3 COACH	3505 12/15/28	12909	125718	335802	463889								
6 IMPL	4653 12/17/28	44778	92857	178506	438136								
21 IMPL	3820 12/11/28	51754	121862	334311	453875								
9 COACH	7568 12/12/28	3636	129394	338085	455746								
12 COACH	5815 12/15/29	17191	129250	328978	473296								
8 COACH	8509 12/14/28	21135	112636	325788	458612								
5 COACH		31100	122418	332656	466155								
				349222	49365	636048	789812	928354	1064578	1170187	11261995 THRU 1265800	1 ST 1930 1365366	

The earliest known motor is # T5690 Cast Date L-14-8 December 14 1928 [LQ Truck motor] and the earliest car motors are # 139,332 # 835501 CONV-3 A-25-9 January 25 1929 in AC # 6AC-9736 *though* the next oldest known motor, # 180,589 has Cast Date K-2-8 November 2 1928, in AC Sedan # 12AC-11851

Example of r.h.d. motor [in Australian Holden-bodied AC chassis] R598,330 Gearbox Casting # 590891 4 B-7-8 February 7th 1928 motor assembled May 1929.

**FLINT PLANT INTERNATIONAL SERIES PRODUCTION NOVEMBER 24 to DECEMBER 31 1928:
TOTAL PRODUCED ON DECEMBER 31: 126**

PHAETON	5
ROADSTER	6
SEDAN	152
COACH	909
COUPE	16
CABRIOLET	6
IMPERIAL LANDAU	202
SEDAN DELIVERY	3
PHAETON CHASSIS	0
SEDAN CHASSIS	5
COMMERCIAL CHASSIS	17
CHASSIS & CAB	0
LQ UTIL. EXP. CHASSIS	18
LQ UTIL. EXP. CAB/CHAS.	45
TOTAL	1,384

<u>INTERNATIONAL MODEL DATA:</u>	<u>MODEL NO.</u>	<u>JOB NO.</u>
AC ROADSTER	140	
AC ROADSTER DELIVERY	147	
AC COACH	100	8870
AC PHAETON	150	
AC COUPE		8880
AC SPORT COUPE [R.S.]	160	8840
AC CABRIOLET [R.S.]	164	8890
AC SEDAN	170	8850*
AC LANDAU SEDAN/IMPERIAL S EDAN	179	8910
AC CONVERTIBLE LANDAU SEDAN		8860
AC SEDAN DELIVERY	177	8900
AC ½ TON COMMERCIAL CHASSIS	152	
LQ 1 ½ TON UTILITY EXPRESS TRUCK	112	

* e.g. TARRYTOWN-ASSEMBLED INTERNATIONAL AC STANDARD SEDAN JOB NO.8850, BODY # T-17715

PLANT CODE	BODY STYLE but note below for available chassis/body styles	NUMBER ASSEMBLED
1929 MODEL INTERNATIONAL SERIES AC		
1AC	2-DOOR ROADSTER 2 -PASSENGER	27,988
2AC	4-DOOR PHAETON 5-PASSENGER	8,632
3AC	2-DOOR COUPE 2-PASSENGER	45,956
5AC	2-DOOR SPORT COUPE WITH RS	117,274?
6AC		[157,230 COUPE & SPORT COUPE COMBINED]
8AC		
9AC	2-DOOR CABRIOLET WITH RS	45,956
21AC	2-DOOR COACH 5-PASSENGER	367,360
12AC	4-DOOR SEDAN 5-PASSENGER	196,084
	4-DOOR IMPERIAL SEDAN 5-PASSENGER	42,283
	4-DOOR LANDAU CONVERTIBLE 5-PASSENGER	300
	LIGHT DELIVERY ½ TON BRITISH: 12 CWT CHASSIS	

	SEDAN DELIVERY	
	PICKUP	
	CANOPY OR SCREEN	
	ROADSTER DELIVERY	
INTERNATIONAL SERIES LQ		
1LQ 2LQ 3LQ 5LQ 6LQ 8LQ 9LQ 21LQ 12LQ	1 ½ TON CHASSIS	

2. 1930 MODEL YEAR U.S. SERIAL NUMBERS RAN:

1930 MODEL YEAR: 4 DECEMBER 1929>

1AD-1001 to 1AD-

2AD-1001 to 2AD-

3AD-1001 to 3AD-

5AD-1001 to 5AD-

6AD-1001 to 6AD-

8AD-1001 to 8AD-

9AD-1001 to 9AD-

12AD-1001 to 12AD-

21AD-1001 to 21AD-

1LR/LS-1001 to 1LR/LS-

2LR/LS-1001 to 2LR/LS-

3LR/LS-1001 to 3LR/LS-

5LR/LS-1001 to 5LR/LS-

6LR/LS-1001 to 6LR/LS-

8LR/LS-1001 to 8LR/LS-

9LR/LS-100 to 9LR/LS-

12LR/LS-1001 to 12LR/LS-

21LR/LS-1001 to 21LR/LS-

1930 MODEL NUMBERS

UNIVERSAL SERIES AD OR UNIVERSAL TRUCK SERIES LR/LS

1930 Model Numbers were:	Model #	Fisher Job #
TOURING	?	
ROADSTER	140	
ROADSTER DELIVERY	142	
SPORT ROADSTER	146	[RUMBLE-SEAT]
SUPER SPORT ROADSTER	149	[RUMBLE-SEAT]
CABRIOLET	?	
PHAETON	150	
COACH	100	30551
CLUB SEDAN [LANDAU]	?	30552
COUPE	160	30557
SPORT COUPE	164	30558
SEDAN	170	30559
IMPERIAL SEDAN	179	30569

SEDAN DELIVERY	177	30570
½ TON COMMERCIAL	152	
LR 1 ½ TON SERIES	112	131" W.B. 30x5.00 front tyres/32x6.00 rear
LS 1 ½ TON SERIES		157" W.B. 1 July 1930 onwards

1930 MODEL UNIVERSAL SERIES AD		
1AD	2-DOOR ROADSTER 2 -PASSENGER	5,684
2AD	2-DOOR SPORT ROADSTER WITH RS	27,651
3AD	4-DOOR PHAETON 5-PASSENGER	1,713
5AD	2-DOOR COUPE 2-PASSENGER	100,373
6AD	2-DOOR SPORT COUPE WITH RS	45,311
8AD	2-DOOR COACH 5-PASSENGER	255,027
9AD	4-DOOR CLUB SEDAN 5-PASSENGER	24,888
12AD	4-DOOR SEDAN 5-PASSENGER	135,193
21AD	4-DOOR SPECIAL SEDAN 5-PASSENGER	35,929
5AD 1AD 2AD 3AD 5AD 6AD 8AD 9AD 12AD 21AD	2-DOOR RS COUPE 2/4-PASSENGER "LIGHT DELIVERY CHASSIS" ½ TON SEDAN DELIVERY [Factory]	9,211
CHEVROLET ACQUIRED THE MARTIN-PARRY COMPANY IN APRIL 1930 TO SUPPLY "Factory" BODIES AFTER MARKET BODIES:	ROADSTER DELIVERY [Officially "Pick-Up Box Not Included"]	
	LIGHT DELIVERY ½ TON CHASSIS PANEL DELIVERY*	
	LIGHT DELIVERY ½ TON CHASSIS DELUXE DELIVERY*	
	LIGHT DELIVERY ½ TON CHASSIS CANOPY DELIVERY*	
	LIGHT DELIVERY ½ TON CHASSIS SCREENSIDE DELIVERY*	
1930 MODEL UNIVERSAL SERIES LR and LS from July 1 1930		
1LR 2LR 3LR 5LR 6LR 8LR 9LR 12LR 21LR	1 ½ TON CHASSIS	CHASSIS AND FOUR FENDERS OR CAB AND FOUR FENDERS IN EACH CASE
1LS 2LS 3LS 5LS 6LS 8LS 9LS 12LS 21LS	1 ½ TON LWB CHASSIS 1 July 1930 onwards	

3. 1931 MODEL U.S. SERIAL NUMBERS RAN:

1931 MODEL YEAR: NOVEMBER 1930>

[1AE-1001 to 1AE-](#)

[2AE-1001 to 2AE-](#)

[3AE-1001 to 3AE-](#)

[5AE-1001 to 5AE-](#)

[6AE-1001 to 6AE-](#)

[8AE-1001 to 8AE-](#)

[9AE-1001 to 9AE-](#)

[12AE-1001 to 12AE-](#)

[21AE-1001 to 21AE-](#)

[1LT-1001 to 1LT-](#)

[2LT-1001 to 2LT-](#)

[3LT-1001 to 3LT-](#)

[5LT-1001 to 5LT-](#)
[6LT-1001 to 6LT-](#)
[8LT-1001 to 8LT-](#)
[9LT-1001 to 9LT-](#)
[12LT-1001 to 12LT-](#)
[21LT-1001 to 21LT-](#)

1931 CHEVROLET

INDEPENDENCE SERIES AE OR INDEPENDENCE TRUCK SERIES LT/MA-MD

1931 Model Numbers were:	Model #	Fisher Job #	
ROADSTER	140		
ROADSTER DELIVERY	142		
SPORT ROADSTER	146		[RUMBLE-SEAT]
SUPER SPORT ROADSTER	149		[RUMBLE-SEAT]
CABRIOLET	?	31568	
PHAETON	150		
COACH	100	31551	
STANDARD COUPE	160	31557	
SPORT COUPE	164	31558	
5-WINDOW COUPE		31567	
5-PASSENGER COUPE	162?	31567	
STANDARD SEDAN	170	31559	
SPECIAL SEDAN		31559	
SEDAN DELIVERY	177	31570	
AE ½ TON COMMERCIAL	152		
LT 1½ TON CHASSIS	112		131" W.B. 30x5.00 front tyres/32x6.00 rear
LT 1½ TON CHASSIS	114		131" W.B. 30x5.00 tyres DUAL WHEELS
LT 1½ TON CHASSIS	116		157" W.B. 30x5.00 tyres DUAL WHEELS
MA 1½ TON CHASSIS			131" W.B. 30x5.00 front tyres/32x6.00 rear
MB 1½ TON CHASSIS			131" W.B. 30x5.00 tyres DUAL WHEELS
MC 1½ TON CHASSIS			157" W.B. 30x5.00 front tyres/32x6.00 rear
MD 1½ TON CHASSIS			157" W.B. 30x5.00 tyres DUAL WHEELS

M series trucks from 1 July 1931 onwards

1931 MODEL INDEPENDENCE SERIES AE

1AE 2AE 3AE 5AE 6AE 8AE 9AE 12AE 21AE	2-DOOR ROADSTER 2-PASSENGER	2,939
	2-DOOR SPORT ROADSTER WITH RS	24,050
	4-DOOR PHAETON 5-PASSENGER	852
	2-DOOR COUPE 2-PASSENGER	57,741
	2-DOOR SPORT COUPE WITH RS	66,029
	2-DOOR 5-WINDOW COUPE 2-PASSENGER	28,379
	2-DOOR COUPE 5-PASSENGER	20,297
	2-DOOR CONVERTIBLE CABRIOLET WITH RS	23,077
	2-DOOR COACH 5-PASSENGER	228,316
	4-DOOR SEDAN 5-PASSENGER	52,465
	4-DOOR SPECIAL SEDAN 5-PASSENGER	109,775
	2-DOOR LANDAU PHAETON 5-PASSENGER	6,634
1AE 2AE 3AE 5AE 6AE 8AE 9AE 12AE 21AE	SEDAN DELIVERY	
	DELUXE SEDAN DELIVERY*	

* FACTORY BODIES	"COMMERCIAL CHASSIS" [½ TON] 4 FENDERS AND SPARE RIM	
	"COMMERCIAL CHASSIS" CLOSED CAB AND 4 FENDERS	
	"COMMERCIAL CHASSIS" OPEN CAB, PICKUP BOX AND 4 FENDERS	
	"COMMERCIAL CHASSIS" CLOSED CAB PICKUP*	
	"COMMERCIAL CHASSIS" CANOPY*	
	"COMMERCIAL CHASSIS" CANOPY (SCREENSIDE)*	
	"COMMERCIAL CHASSIS" PANEL*	

1931 MODEL INDEPENDENCE SERIES LT and M SERIES from July 1 1931

1LT 2LT 3LT 5LT 6LT 8LT 9LT 12LT 21LT	1½ TON CHASSIS 131" W.B. SINGLE REAR WHEELS	CHASSIS AND FRONT FENDERS OR CAB AND FRONT FENDERS IN EACH CASE
	1½ TON CHASSIS 131" W.B. DUAL REAR WHEELS	
	1½ TON CHASSIS 157" W.B. SINGLE REAR WHEELS	
	1½ TON CHASSIS 157" W.B. DUAL REAR WHEELS	
1MA 2MA 3MA 5MA 6MA 8MA 9MA 12MA 21MA	1½ TON CHASSIS 131" W.B. SINGLE REAR WHEELS	CHASSIS AND FRONT FENDERS
	1½ TON CHASSIS 131" W.B. SINGLE REAR WHEELS	CAB AND FRONT FENDERS
1MB 2MB 3MB 5MB 6MB 8MB 9MB 12MB 21MB	1½ TON CHASSIS 131" W.B. DUAL REAR WHEELS	CHASSIS AND FRONT FENDERS
	1½ TON CHASSIS 131" W.B. DUAL REAR WHEELS	CAB AND FRONT FENDERS
1MC 2MC 3MC 5MC 6MC 8MC 9MC 12MC 21MC	1½ TON CHASSIS 157" W.B. SINGLE REAR WHEELS	CHASSIS AND FRONT FENDERS
	1½ TON CHASSIS 157" W.B. SINGLE REAR WHEELS	CAB AND FRONT FENDERS
1MD 2MD 3MD 5MD 6MD 8MD 9MD 12MD 21MD	1½ TON CHASSIS 157" W.B. DUAL REAR WHEELS	CHASSIS AND FRONT FENDERS
	1½ TON CHASSIS 157" W.B. DUAL REAR WHEELS	CAB AND FRONT FENDERS

1931 U.S. CHEVROLET TRUCK BROCHURE

THE 1931 U.S. MODELS WERE AVAILABLE FOR THE FIRST TIME WITH BODIES BUILT "IN HOUSE" AS CHEVROLET HAD ACQUIRED THE MARTIN-PARRY COMPANY IN APRIL 1930. BELOW ARE LISTED THE U.S. CHASSIS. THERE WERE THREE WHEELBASES AVAILABLE, THE INDEPENDENCE SERIES 109 IN. [½ TON/10 CWT. AE]; 131 IN. [LT] AND 157 IN. [LT], PLUS THE LATE MODEL MA AND MB WITH 131 IN. WHEELBASE AND MC AND MD WITH 157 IN. WHEELBASE.

U.S. MODELS:

½ TON AE: CHASSIS \$355
½ TON OPEN CAB PICK-UP [ROADSTER DELIVERY] \$440
½ TON CLOSED CAB PICK-UP \$487.50
HALF-TON PANEL VAN \$555
½ TON SEDAN DELIVERY \$575
HALF TON CANOPY EXPRESS \$550
HALF TON CANOPY EXPRESS (SCREEN SIDES) \$569

LT 131 IN. WHEELBASE:
1½ TON CHASSIS \$520
1½ TON PANEL VAN \$760
1½ TON HIGH AND WIDE EXPRESS \$715
1½ TON CANOPY EXPRESS \$750
1½ TON STAKE TRUCK \$710

1½ TON OPEN EXPRESS

1½ TON CANOPY EXPRESS (SCREEN SIDES) \$772

LT 157 IN. WHEELBASE:

1½ TON CHASSIS \$590

1½ TON STAKE TRUCK \$810

1½ TON HIGH AND WIDE EXPRESS \$800

1½ TON STOCK TRUCK \$830

1½ TON PLATFORM TRUCK \$770

1½ TON CHASSIS AND CAB \$695

1½ TON PANEL TRUCK \$?

SINGLE WHEELS WERE FITTED, EXCEPT THAT DUAL WHEELS WERE AN OPTION AND STANDARD ON 157 IN. TRUCKS.

THE WEIGHT OF THE CHASSIS WERE: 1,880 LBS. [AE] PLUS 335 LBS. FOR THE CAB. THE LT SINGLE WHEEL, 131 IN. CHASSIS WEIGHED 2,560 LBS., DUAL WHEELS 2,760 LBS., AND THE CAB 335 LBS. THE 157 IN. CHASSIS WEIGHED 2,890 LBS., AND THE CAB 335 LBS. THE MAXIMUM WEIGHTS OF THE CHASSIS WERE 4,000 LBS. [AE]; 7,300 LBS. [LT SINGLE-WHEEL] AND 8,000 LBS. [DUAL WHEELS]; AND LT 157 IN. 8,000 LBS. ON DUAL WHEELS. THE ENGINES PRODUCED 50 B.H.P. IN EACH CASE @ 2,600 R.P.M. THE GEARBOXES WERE THREE-SPEED [AE] AND 4-SPEED [LT].

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