

Major Specifications

1931

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MAKE AND MODEL	Price cheapest 5-passenger 4-door sedan	Engine make and model	No of cylinders and valve arrangement	Bore and stroke	Taxable H. P.	Maximum brake H. P.	Gearratio 5-passenger 4-door sedan	Wheel-base	MAKE AND MODEL	Price cheapest 5-passenger 4-door sedan	Engine make and model	No of cylinders and valve arrangement	Bore and stroke	Taxable H. P.	Maximum brake H. P.	Gearratio 5-passenger 4 door sedan	Wheel-base
Auburn 8-88	995	LycGU	8L	3x4 3/4	28 80	98@3400	4 45	126	Auburn 6-85	995	LycWR	6L	2 7/8x4 1/2	19 84	70@3400	4 90	120
Austan	395	Own	4L	2 2x3	7 78	14@3200	5 25	75	Auburn 8 95	1195	LycGR	8L	2 7/8x4 3/4	26 45	100@3700	4 70	125
Buick 8 50	1095	Own	8I	2 7/8x4 1/2	26 45	77@3200	4 55	114	Auburn 125	1495	LycMDA	8L	3 1/4x4 1/2	33 80	125@3600	4 75	129
Buick 8-60	1355	Own	8I	3 1/2x4 3/8	30 02	90@3000	4 45	118	Blackhawk L6	2305	Own	6O	3 3/4x4 1/2	27 34	85@3200	4 75	127 1/2
Buick 8-80	1565	Own	8I	3 3/4x5	35 12	104@2800	4 27	124	Blackhawk L8	2305	Own	8L	3x4 3/4	28 80	90@3200	4 75	127 1/2
Buick 8-90	1785	Own	8I	3 3/4x5	35 12	104@2800	4 36	132	Buick 40	1330	Own	6I	3 1/2x4 3/8	28 36	80 1/2@2800	4 55	118
Cadillac V8	2795	Own	8L	3 3/8x4 1/8	36 45	95@3000	4 75	134	Buick 50	1540	Own	6I	3 3/4x5	33 75	98@2800	4 27	124
Cadillac V12	3895	Own	12I	3 1/2x4 1/2	46 90	135@3400	4 54	140-43	Buick 60	1760	Own	6I	3 3/4x5	33 75	98@2800	4 27	130
Cadillac V16	5950	Own	16I	3x4	57 50	165@3400	4 39	148	Cadillac V8	3605	Own	8L	3 3/8x4 1/8	36 45	95@3000	5 08	140
Chevrolet	635	Own	6I	3 1/2x3 3/4	26 30	50@2600	4 10	109	Cadillac V16	6550	Own	16I	3x4	57 50	165@3400	4 30	148
Chrysler 6	895	Own	6L	3 1/4x4 3/8	25 35	70@3200	4 60	116	Chevrolet	5700	Own	6I	3 1/2x3 3/4	26 30	50@2600	4 10	107
Chrysler 66	1095	Own	6L	3 1/4x4 3/8	23 44	68@3200	4 70		Chrysler 66	1005	Own	6L	3 1/4x4 3/8	23 43	68@3200	4 10	110
Chrysler 70	1295	Own	6L	3 3/8x5	27 34	93@3200	3 82		Chrysler 70	1445	Own	6L	3 3/8x5	27 34	93@3200	3 82	118
Chrysler 8	1525	Own	8L	3 1/2x4 1/2	31 25	88@3400	4 10	145	Chrysler 77	1725	Own	6L	3 3/8x5	27 34	93@3200	3 82	122
Chrysler Imperial 8	2745	Own	8L	3 1/2x5	39 20	125@3200	3 82	145	Chrysler Imperial	3075	Own	6L	3 3/8x5	31 54	100@3200	3 77	130
Cord	2395	LycFDA	8L	3 1/4x4 1/2	33 80	125@3600	4 80	137 1/2	Cord	3095	LycFDA	8L	3 1/4x4 1/2	33 80	125@3600	4 80	137 1/2
Cunningham	775	Own	6L	3 1/4x4 1/8	25 35	72@3400	4 33	109 3/4	Cunningham	885	Own	6L	3 1/4x4 1/2	21 60	55@3000	4 70	148
DeSoto 6	995	Own	6L	3 1/2x4 1/2	26 45	75@3400	4 60	114	DeSoto 8	995	Own	8L	3 3/4x5	45 00	110@2500	4 25	132-4
DeSoto 8	845	Own	6L	3 1/2x4 1/2	25 35	68@3200	4 66	114	DeSoto 8	865	Own	6L	3 1/2x4 1/2	23 40	61@3400	4 70	112
Dodge Bros 6	1135	Own	8L	3x4 1/4	28 80	84@3400	4 6	118	Dodge Bros 6	1505	Own	6L	3 3/4x4 1/2	27 34	78@3000	4 45	120
Dodge Bros 8	1335	Own	8L	3x4 1/4	28 80	84@3400	4 6	118	Dodge Bros DC8	1145	Own	8L	3 3/4x4 1/2	26 45	78@3000	4 60	142 1/2
Duesenberg	765	ConW8	8O	3 3/4x4 3/8	45 00	265@4200	143-54		Duesenberg	845	Cont22A	6L	3 1/2x4 1/2	25 40	58@3100	4 40	115
Durant 6-10	705	Con22A	4L	3 1/2x4 1/2	24 03	50@2800	3 90	112	Durant 614	1065	Cont15U	6L	3 3/4x4 3/8	27 34	70@3000	3 78	117
Durant 6-12	995	Con22A	6L	3 1/2x4 1/2	25 40	58@3100	4 40	112	Durant 617	1005	LycWS	6L	2 7/8x4 1/2	19 84	61@3000	4 83	123
Durant 6-14	995	Con22A	6L	3 1/2x4 1/2	25 40	58@3100	4 40	112	Elcar 95	1305	LycGS	8L	2 7/8x4 1/2	26 45	90@3000	4 80	123
Essex Super 6	605	Own	6L	2 7/8x4 1/2	19 84	60@3300	5 40	113	Elcar 96	1505	LycGS	8L	2 7/8x4 1/2	26 45	90@3000	3 80	130
Ford A	600	Own	4L	3 7/8x4 1/4	24 03	40@2200	3 77	103 1/2	Elcar 130	1995	LycMD	8L	3 3/4x4 1/2	35 45	140@3300	3 80	114
Franklin 15	2295	Own	6I	3 1/2x4 3/4	29 40	100@3100	4 54	125-32	Erskine	965	Own	6L	3 1/2x4 1/2	25 40	70@3200	4 77	113
Gardner 136	1270	LycWR	6L	2 7/8x4 3/4	19 84	70@3500	4 45	122	Lessex Super 6	825	Own	4L	2 7/8x4 1/2	18 15	60@3600	5 40	103
Gardner 148	1790	LycGR	8L	2 7/8x4 3/4	26 45	100@3300	4 45	125	Lord	600	Own	4L	3 1/2x4 1/2	24 03	40@2200	3 77	103 1/2
Gardner 158	2170	LycMDG	8L	3 1/4x4 1/2	33 80	126@3300	4 45	130	Franklin 145	2585	Own	6I	3 3/4x4 1/2	29 40	95@3100	4 54	125
Graham Std 6	895	Own	6L	3 1/2x4 1/2	25 35	76@3400	4 30	115	Franklin 147	2715	Own	6I	3 3/4x4 1/2	29 40	95@3100	4 54	132
Graham Spec 6	975	Own	6L	3 1/2x4 1/2	25 35	76@3400	4 09	115	Gardner 136	1205	LycWR	6L	2 7/8x4 3/4	19 84	70@3500	4 45	122
Graham Spec 8	1195	Own	8L	3 1/2x4 1/2	31 25	85@3400	4 09	120	Gardner 140	1605	LycGR	8L	2 7/8x4 3/4	26 45	90@3300	4 45	125
Graham Cust 8	1845	Own	8L	3 1/4x4 1/2	33 80	100@3400	4 09	134	Gardner 150	2045	LycMDG	8L	3 1/4x4 1/2	33 80	126@3300	4 45	130
Hudson 8	995	Own	8L	2 7/8x4 1/2	26 45	87@3600	4 63	119-26	Graham Std 6	895	Own	6L	3 1/2x4 1/2	25 44	66@3200	4 70	115
Hupmobile Cent 6	995	Own	8L	3 1/4x4 1/2	25 35	70@3200	4 70	113 1/2	Graham Spec 6	1225	Own	6L	3 1/2x4 1/2	25 35	76@3400	3 91	115
Hupmobile Cent 8	1295	Own	8L	3 1/2x4 3/8	26 45	90@3200	4 55	118	Graham Std 8	1445	Own	8L	3 1/4x4 1/2	33 80	100@3400	4 45	122
Hupmobile C	1595	Own	8L	3x4 3/4	28 80	100@3200	4 55	121	Graham Std 8	1595	Own	8L	3 1/4x4 1/2	33 80	100@3400	3 90	122
Hupmobile H	1895	Own	8L	3 1/2x4 3/8	39 20	133@3400	4 08	125	Graham Cust 8 127	2025	Own	8L	3 1/2x4 1/2	33 80	120@3200	3 64	127
Hupmobile U	2295	Own	8L	3 1/2x4 3/4	39 20	133@3400	4 08	137	Graham Cust 8 137	2455	Own	8L	3 1/2x4 1/2	36 45	120@3200	3 92	137
Jordan 80	1795	Con17S	8L	2 7/8x4 3/4	26 45	80@3000	4 90	120	Hudson Great 8	1150	Own	8L	2 7/8x4 1/2	24 20	80@3400	4 63	139
Jordan 90	2295	Con15S	8L	3x4 3/4	28 90	85@3200	4 45	125	Hupmobile S	1060	Own	6L	3 1/2x4 1/2	25 35	70@3200	4 70	115
LaSalle	2205	Own	8L	3 3/8x4 1/8	36 45	95@3000	4 75	134	Hupmobile C	1505	Own	8L	3 1/2x4 1/2	28 80	100@3200	4 55	120
Lincoln	4600	Own	8L	3 1/2x5	39 20	120@2900	4 58	145	Hupmobile H	1985	Own	8L	3 1/2x4 3/4	39 20	133@3400	4 07	120
Marmon 70	995	Own	8L	2 1/4x4 1/2	25 40	84@3400	4 70	112 1/2	Jordan 80	1495	Cont17S	8L	2 7/8x4 3/4	26 45	80@3000	4 40	120
Marmon 88	2295	Own	8L	3 1/4x4 3/4	33 80	125@3400	4 45	130-6	Jordan 90	2295	Cont15S	8L	3x4 3/4	28 90	85@3200	4 45	125
Marmon 16	4775	Own	16I	3 3/4x4	62 50	200@3400	3 69	145	Kissel 70	1695	Own	6L	2 7/8x4 3/4	19 80	70@3500	5 30	117
Nash 6-60	845	Own	6L	3 3/8x4 3/8	23 40	65@3200	4 70	114 1/2	Kissel 95	2095	Own	8L	2 7/8x4 3/4	26 50	95@3400	3 92	125-3
Nash 8-70	995	Own	6L	2 7/8x4 3/8	26 40	78@3300	4 72	121	Kissel 126	3185	Own	8L	3 1/2x4 1/2	33 80	126@3600	4 09	132-3
Nash 8 80	1295	Own	8I	3x4 1/4	28 80	87@3400	4 72	121	LaSalle	2565	Own	8L	3 1/2x4 1/8	35 10	90@3000	4 54	134 9
Nash 8-90	1565	Own	8I	3 1/2x4 3/4	33 80	115@3600	4 60	124-33	Lincoln	4500	Own	8L	3 1/2x5	39 20	90@2800	4 58	136
Oakland 8	895	Own	8H	3 1/2x3 3/8	37 80	85@3400	4 55	117	Marmon Roosevelt	995	Own	8L	2 1/4x4 1/2	24 20	77@3400	4 90	118
Oldsmobile	925	Own	6L	3 1/2x4 3/8	24 40	65@3350	4 56	113 1/2	Marmon 8-69	1520	Own	8L	2 1/4x4 1/2	25 40	84@3400	4 90	118
Packard 826	2285	Own	8L	3 1/2x5	32 50	100@3200	4 69	127 1/2	Marmon 8-79	2020	Own	8L	3 1/2x4 3/4	32 50	110@3400	4 70	125
Packard 833	2675	Own	8L	3 1/2x5	32 50	100@3200	4 69	134 1/2	Marmon Big 8	2685	Own	8L	3 1/2x4 3/4	33 80	125@3400	4 45	136
Packard 840	3795	Own	8L	3 1/2x5	39 20	120@3200	4 69	140 1/2	Marquette	1060	Own	6L	3 1/2x4 3/8	23 44	67@3000	4 54	114
Packard 845	4150	Own	8L	3 1/2x5	39 20	120@3200	4 69	145 1/2	Nash Single 6	1005	Own	6L	3 1/2x4 3/8	23 44	60@2800	4 70	114
Peerless Std 8	1495	Own	8L	2 7/8x4 1/2	26 45	85@3200	4 45	118	Nash Twin Ignition 6	1415	Own	6I	3 3/4x4 1/2	27 34	74 1/2@2800	4 50	118
Peerless Mast 8	1995	Own	8L	3 3/8x4 1/2	36 45	120@3200	4 45	125	Nash Twin Ignition 8	1795	Own	8L	3 3/4x4 1/2	33 80	100@3200	5 00	124
Peerless Cust 8	2795	Own	8L	3 3/8x4 1/2	36 45	120@3200	4 45	138</									

Major Specifications

1929

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MAKE AND MODEL	Price cheapest 5 pas senger 4-door sedan	Engine make and model	No of cylinders and valve arrangement	Bore and stroke	Taxable H P.	Maximum brake H P	Gearratio 5 passenger 4 door sedan	Wheel base	MAKE AND MODEL	Price cheapest 5 pas senger 4-door sedan	Engine make and model	No of cylinders and valve arrangement	Bore and stroke	Taxable H P.	Maximum brake H P.	Gearratio 5 passenger 4-door sedan	Wheel base
Auburn 6-80	995	LycWS	6L	2 7/8x4 3/4	19 84	65@3400	4 90	120	Auburn 76	1285	LycWS	6L	2 7/8x4 3/4	19 84	60@3400	4 90	120
Auburn 6-90	1395	LycGS	8L	2 7/8x4 3/4	26 45	93@3300	4 70	125	Auburn 88	1595	LycGS	8L	2 7/8x3 3/4	26 40	88@3200	4 70	125
Auburn 120	1795	LycMD	8L	3 1/4x4 1/2	33 80	120@3300	4 45	130	Auburn 115	2095	Lyc4MD	8L	3 1/4x4 1/2	33 80	115@3300	4 45	130
Blackhawk L6	2695	Own	6O	3 3/8x4 1/2	27 34	85@3200	4 75	127 1/2	Buick 115	1195	Own	6I	3 1/8x4 1/2	23 44	63@2800	4 90	115
Blackhawk L8	2645	Own	8L	3 3/8x4 1/2	28 80	90@3200	4 75	127 1/2	Buick 120-128	1495	Own	6I	3 1/8x4 1/2	29 40	77@2800	4 72	120-8
Buick 116	1320	Own	6I	3 1/8x4 3/8	26 34	74@2800	4 90	115 3/4	Cadillac	3395	Own	8L	3 1/8x4 1/2	35 10	90@3000	4 75	140
Buick 121	1450	Own	6I	3 3/8x5	31 54	90 1/2@2800	4 64	120 3/4	Chandler Spec 6	995	Own	6L	3 1/8x4 1/2	21 60	45@2600	4 90	109
Buick 129	1935	Own	6I	3 3/8x5	31 54	90 1/2@2800	4 64	128 3/4	Chandler Big 6	1525	Own	6L	3 3/8x4 1/2	21 60	63@2300	4 45	124
Cadillac	3495	Own	8L	3 1/8x4 1/2	35 10	90@3000	4 75	140	Chandler Royal 8	1995	Own	8L	3 1/8x4 1/2	33 80	80@3000	4 45	124
Chandler 65	895	Own	6L	3 3/8x4 1/2	23 44	55@3000	4 90	109	Chevrolet	585	Own	4I	3 1/8x4 1/2	21 70	35@2200	3 81	107
Chandler Big 6	1525	Own	6L	3 3/8x5	33 75	83@2600	4 10	124	Chrysler 52	670	Own	4L	3 3/8x4 1/2	21 03	38@2800	4 70	
Chandler 75	1395	Own	8L	3 3/8x4 1/2	28 80	80@3200	4 90	118	Chrysler 62	1095	Own	6L	3 3/8x4 1/2	21 60	54@3000	4 60	
Chandler 85	1795	Own	8L	3 3/8x4 3/4	36 45	95@3000	4 45	124	Chrysler 72	1595	Own	6L	3 3/8x5	25 35	75@3200	4 30	
Chevrolet	675	Own	6I	3 1/8x3 3/4	26 34	46@2600	3 80	107	Chrysler 80	2945	Own	6L	3 3/8x5	31 50	112@3000	4 40	
Chrysler 75	1145	Own	6L	3 3/8x4 1/2	23 44	65@3200	4 90		Cunningham V7		Own	8L	3 3/8x5	45 00	95@2400	4 23	142
Chrysler 65	1535	Own	6L	3 3/8x5	25 35	75@3200	4 30		Davis 99	1885	Con14S	8L	3 3/8x4 1/2	28 80	85@3200	4 45	119
Chrysler Imperial	2975	Own	6L	3 3/8x5	31 54	100@3200	4 45		Dodge Bros 128	875	Own	4L	3 3/8x4 1/2	24 03	40@2400	4 08	108
Cunningham		Own	8L	3 3/8x5	45 00	106@2400	4 23	132	Dodge Bros Victory	1095	Own	6L	3 3/8x4 1/2	27 34	58@3000	4 45	112
DeSoto	885	Own	6L	3 3/8x4 1/2	21 60	55@3000	4 70		Dodge Bros Senior	1495	Own	6L	3 3/8x4 1/2	25 35	60@2800	4 54	116
Dodge Bros 6	995	Own	6L	3 3/8x4 1/2	27 34	58@3000	4 45	112	Durant 55	705	Con14L	6L	3 3/8x4 1/2	18 15	40@2400	4 44	107
Dodge Bros Senior	1570	Own	6L	3 3/8x4 1/2	27 34	78@3000	4 45	120	Durant 65	975	Con15L	6L	3 3/8x4 1/2	19 84	47@2800	4 44	110
Duesenberg		Own	8O	3 3/8x4 1/2	45 00	265@4500	4 44	142 1/2	Durant 75	1385	Con15U	6L	3 3/8x4 1/2	27 34	70@3000	3 72	119
Durant Four 4	695	ContW5	4L	3 3/8x4 1/2	18 20	36@2400	4 44	107	Eclair 6-70	1295	LycWS	6L	2 7/8x4 1/2	19 84	52@2900	4 90	117
Durant Six 60	750	Cont14L	6L	2 7/8x4 1/2	19 84	43@2800	4 44	109	Eclair 8-78	1395	LycGT	8L	2 7/8x4 1/2	24 20	62@3000	4 90	123
Durant Six 66	975	Cont14L	6L	2 7/8x4 1/2	19 84	43@2800	4 72	112	Eclair 8-82	1695	LycGS	8L	2 7/8x4 1/2	33 80	70@2900	4 90	123
Durant Six 70	1285	Cont	6L	3 3/8x4 1/2	27 34	65@2800	3 72	119	Eclair 8-91 92	2295	Lyc	8L	3 1/8x4 1/2	33 80	84@2900	4 82	132
Eclair 75	1095	LycWS	6L	2 7/8x4 1/2	19 84	61@3000	4 88	117	Erskine American 6	885	Con9F	6L	2 7/8x4 1/2	18 15	42@3100	4 78	107
Eclair 95 96	1395	LycGS	8L	2 7/8x4 1/2	26 45	80@3000	4 90	123	Essex Super 6	735	Own	6L	2 7/8x4 1/2	17 32	54@2400	5 40	110 1/2
Eclair 120	2295	LycMD	8L	3 3/8x4 1/2	33 80	115@3300	4 82	134	Ford A 12	1095	Own	6S	2 7/8x4 1/2	20 70	45@3000	5 11	109 1/2
Erskine	945	Own	6L	2 7/8x4 1/2	18 15	43@3000	4 78	106	Ford A	495	Own	4L	3 1/8x4 1/2	24 03	40@2200	3 70	103 1/2
Essex Super 6	795	Own	6L	2 7/8x4 1/2	18 15	55@3600	5 60	110 1/2	Franklin Airman	2700	Own	6I	3 3/8x4 1/2	25 23	48@2500	4 73	119
Ford A	625	Own	4L	3 3/8x4 1/2	24 03	40@2200	3 70	103 1/2	Gardner 8-75	1395	LycGT	8L	2 7/8x4 1/2	24 20	65@3200	4 88	122
Franklin 130	2180	Own	6I	3 1/8x4 1/2	25 35	50@2500	4 54	120	Gardner 8 85	1885	LycGS	8L	2 7/8x4 1/2	26 45	74@3200	4 88	125
Franklin 135, 137	2625	Own	6I	3 1/8x4 1/2	29 40	60@2500	4 54	125-32	Gardner 8 95	2295	LycMD	8L	3 1/8x4 1/2	33 80	115@3200	4 45	130
Gardner 120	1495	LycGT	8L	2 7/8x4 1/2	24 20	65@3200	4 90	122	Graham Page 610	875	Own	6L	2 7/8x4 1/2	19 84	52@3100	4 45	110 1/2
Gardner 125	1895	LycGS	8L	2 7/8x4 1/2	26 45	85@3400	4 90	125	Graham Page 614	1295	Own	6L	3 3/8x4 1/2	23 44	71@3200	3 90	114
Gardner 130	2395	LycMDG	8L	3 3/8x4 1/2	33 80	115@3300	4 45	130	Graham Page 619	1595	Own	6L	3 3/8x5	29 40	97@3200	3 65	119
Graham Page 612	935	Own	6L	3 3/8x4 1/2	21 60	62@3200	4 70	112	Graham Page 629	1985	Own	6L	3 3/8x5	29 40	97@3200	3 65	129
Graham Page 615	1195	Own	6L	3 3/8x4 1/2	25 35	76@3200	3 64	115	Graham Page 835	2285	Own	8L	3 3/8x4 1/2	36 45	3 65	135	
Graham Page 621	1595	Own	6I	3 3/8x5	25 35	97@3200	3 65	121	Hudson Super 6	1250	Own	6F	3 3/8x5	29 40	4 45	118-27	
Graham Page 827	1925	Own	8L	3 3/8x4 1/2	36 45	120@3200	3 64	127	Hupmobile A	1345	Own	6L	3 1/8x4 1/2	25 35	57@	4 73	114
Graham Page 837	2355	Own	8L	3 3/8x4 1/2	36 45	120@3200	3 90	137	Hupmobile M	1825	Own	8L	3 3/8x4 1/2	28 80	80@	4 36	120
Hudson Super 6	1175	Own	6F	3 3/8x5	29 40	91@3200	4 08	128 1/4	Jordan R	1395	Con	6L	3 1/8x4 1/2	25 40	62@3000	4 60	107
Hupmobile A	1395	Own	6L	3 1/8x4 1/2	25 35	57@	4 73	114	Jordan Air Line 8JE	1995	Con	8L	3 3/8x4 1/2	28 80	80@3200	4 09	116
Hupmobile M	1875	Own	8L	3 3/8x4 1/2	28 80	80@	4 36	120	Kissel 6-70	1495	Own	6L	2 7/8x4 1/2	19 80	52@2900	4 80	117
Jordan 6E	1795	Cont	6L	3 3/8x4 1/2	27 34	70@3000	4 45	116	Kissel 8-80	1895	Own	8L	2 7/8x4 1/2	26 50	70@2900	4 63	125-32
Jordan G	2195	Cont15S	8L	3 3/8x4 1/2	28 80	85@3200	4 45	125	Kissel 8-90	2295	Own	8L	3 1/8x4 1/2	35 00	85@3100	4 89	131-9
Kissel 73	1595	Own	6L	2 7/8x4 1/2	19 84	52@2900	5 30	117	LaSalle	2495	Own	8L	3 3/8x4 1/2	31 20	80@3000	4 54	125-34
Kissel 95	1995	Own	8L	2 7/8x4 1/2	26 45	90@3200	5 10	125	Lincoln	4800	Own	8L	3 3/8x5	39 20	90@2800	4 58	136
Kissel 126	3275	Own	8L	3 1/8x4 1/2	33 80	126@3400	4 80	132	Locomobile 8-70	1975	Con	8L	2 7/8x4 1/2	26 45	70@3000	4 79	122
LaSalle	2450	Own	8L	3 1/8x4 1/2	33 80	85@3000	4 54	125	Locomobile 8 80	2850	Lyc	8L	3 1/8x4 1/2	33 80	90@3000	4 81	130 40
Lincoln	4900	Own	8L	3 3/8x5	39 20	85@2800	4 58	136	McFarlan Line 8	3180	Lyc	8L	3 1/8x4 1/2	33 80	79@3000	5 10	131
Locomobile 86, 88	2350	LycHDL	8L	3 3/8x4 1/2	33 80	102@3000	4 81	130	McFarlan TV6	6720	Own	6T	4 1/8x5	48 60	120@2400	3 53	141
Marmon 68	1465	Own	8L	2 1/8x4 1/2	25 30	76@3200	4 90	114	Marmon 68	1395	Own	8L	2 7/8x4 1/2	24 20	72@3200	4 90	114
Marmon 78	1655	Own	8I	2 1/8x4 1/2	27 60	86@3400	4 90	120	Marmon 78	1895	Own	8I	2 1/8x4 1/2	27 60	86@3400	4 90	120
Moan 6-72	1495	Cont11E	6L	3 3/8x4 1/2	27 34	61@2900	4 90	120	Marmon 75	3195	Own	6I	3 3/8x5 1/2	33 80	75@2800	4 50	136
Nash Standard 6	955	Own	6L	3 3/8x4 1/2	23 44	50@2800	4 77	112 1/2	Moan 6-72	1395	Con	6L	3 3/8x4 1/2	27 30	66@3150	4 90	120
Nash Special 6	1345	Own	6I	3 3/8x4 1/2	25 35	65@2900	4 88	116	Moon 8	2195	Con	8L	3 3/8x4 1/2	28 80	85@3100	4 63	125 1/2
Nash Advanced 6	1550	Own	6I	3 3/8x4 1/2	28 36	78@2900	4 50	121	Nash Standard 6	895	Own	6L	3 1/8x4 1/2	23 44	45@2600	4 77	108 1/2
Oakland A 6	1245	Own	6L	3 3/8x4 1/2	27 34	68@3000	4 72	117	Nash Special 6	1215	Own	6I	3 1/8x4 1/2	25 35	52@2600	4 88	112 1/2
Oldsmobile	975	Own	6L	3 1/8x4 1/2	24 38	55@2700	4 41	113 1/2	Nash Advanced								