TO: H. R. Costley (3)

FROM:

A. G. Koepigen

SUBJECT: Metropolitan Series
--Monthly Building
Schedule No. 6.

DATE: June 11, 1954

A. M. Wibel H. C. Doss

T. S. Adams R. Gibson L. C. Hilliker

L. H. Shippes V

M. F. Moore L. C. Hilli B. A. Chapman W. S. Berry F. G. Sease J. Gogola

H. G. Paxton N. K. VanDerzee J. P. Goodyear R. K. Seidel

J. A. Lse

Your letter of June 1 covering revised schedule figures was addressed to Milwaukee Service and, therefore, arrived in Detroit June 8.

We are attaching hereto three copies of management approved Monthly Building Schedule No. 6 covering the Metropolitan Car Series. This schedule represents an additional 2,500 Hard-Top commitment. It also changes the ratio of hard-top to soft-top starting August as per my cable of May 10. Further, it reflects the addition of a revised Hudson program starting in August within the overall 80 cars per day. We have also shown the Camadian program separately. We have reflected the actual production through May which, as you know, was 225 units off the schedule; and further, we have estimated a loss from the 80/day pace in June based on your performance the first week in June plus Mr. Harriman's cable advice that Austin would be at 80 per day rate from June 1b. The quantities for August have been reduced as you mentioned in your letter of June 1 to reflect the introduction of the "B" Series engine. It is desired, however, that every effort be made to keep the loss resulting from the introduction of the "B" engine to a minimum.

The introduction of the Hudson program together with the loss in production in May and June posses a shortage problem for the Mash Division. Should there be a way to recover the May and June loss without extra cost, we recommend that it be done. Every effort should be made to continue, without a break, the production of hard-tops as the quantity of this model in the field is very low.

It has been decided by management that Mr. H. G. Paxton in Detroit is to be the central point from which you will receive all shipping releases for cers including Nash U. S., Canada, and Hudson. Final shipping instructions from Mr. Paxton, of course, may modify the allocation shown herein on the production schedule and should be honored insofar as possible.

When you were here in January, 1954, it was agreed that we would maintain a six months lead-time firm schedule, plus a six months raw material schedule on all steel. This seems excessive at this time in the light of the unknown of the Metropolitan market. We are, therefore, asking that you advise us what standard minimum commitment quantity increment should be added assuming that we would always maintain at least a six months firm schedule minimum.

It is understood that the revised body identification plate and the new "M" hub caps, including the plain spare wheel cap, will be available including the horn button change in July. It is understood that the Hudson front emblem and bar assembly will be available for production approximately the second week of August. It is, therefore, intended on those cars scheduled for Hudson that you ship less the Hudson emblem until they are available. When the Hudson emblem is available, will you please ship sufficient emblems to Mr. R. K. Seidel, Hilwaukee Service, for those cars produced without same.

Customer options are to remain as per those on Schedule No. h except for "soft-top" top material which is changed in accordance with one of your suggestions to liquidate black top material in your cable of May 27. Mr. Chapman has also written you regarding the croton green paint surplus in his letter of May 27, 1956.

Colors		Top								
	Paint	Was	Now							
Soft-Top P-904 Red	13%	100% Black	100% Black							
P-905 Blue	12%	50% Black 50% Tan	92% Black 8% Tan							
P-903 Green	15%	100% Tan	1.00% Tan							
Hard-Top										
P-901, Red	43%									
P-905 Blue	1,2%									
P-903 Green	15%									
	4									
White Wall Tires	= 15%									

If there are any questions, please advise.

a. J. Karfgen

AGK: ad Attach.

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SCHEDULE NO. _____6___ DATE <u>June 9, 1954</u> REVISION NO. _____ DATE ____

MONTHLY BUILDING SCHEDULE PRODUCT

APPROVED F. G. Sease (signed)
APPROVED B. A. Chapman (signed)

_DATE____6-11-54 __DATE___6-11-54___

Metropolitan Series Cars – Austin Motors Co., Ltd., - England

Metropolitan Series Cars – Austin Motors Co., Ltd., - England												ı								
	BUILT	FIRM BUILDING SCHEDULE (FABRICATED MATERIAL RELEASE)																		
DACTES EST MONTH June			MONTH July		MONTH August		MONTH September			MONTH October			MONTH November			GRAND				
DESCRIPTION	THRU	DAYS 19 (3 days down)		DAYS 17 (5 days down)		DAYS 12 (10 days down)		DAYS 22		DAYS 21			DAYS 22			TOTAL				
	5-31-54	DAILY	MONTH	CUM'L TOTAL	DAILY	MONTH	CUM'L TOTAL	DAILY	MONTH	CUM'L TOTAL	DAILY	MONTH	CUM'L TOTAL	DAILY	MONTH	CUM'L TOTAL	DAILY	MONTH	TOTAL	
NASH-CANADA																				
Hard-Top Convertible	655		254	909		366	1275		100	1375		75	1450		75	1525		75	1600	
Soft-Top Convertible	251		49	300		0	300		0	300		0	300		0	300		0	300	
Total	906		303	1209		366	1575		100	1675		75	1750		75	1825		75	1900	
NASH – U.S.																				
Hard-Top Convertible	2887		866	3753		688	4441		430	4871		843	5714		803	6517		991	7508	
Soft-Top Convertible	2884		277	3161		306	3467		0	3467		0	3467		0	3467		132	3599	
Total	5771		1143	6914		994	7908		430	8338		843	9181		803	9984		1123	11107	
NASH- TOTAL	3542		1120	4662		1054	5 51 6		520	(24)		918	7164		878	00.43		1066	9108	
Hard-Top Convertible	3542 3135		1120 326	4662 3461		1054 306	5716 3767		530	6246 3767		0	7164 3767		0	8042 3767		1066 132	3899	
Soft-Top Convertible Total	6677		326 1446	8123		1360	9483		530	10013		918	10931		878	11809		1198	13007	
HUDSON - TOTAL	0077		1440	0123		1300	2403		330	10013		910	10931		0/0	11009		1170	13007	
Hard-Top Convertible	0		0	0		0	0		322	322		644	966		613	1579		496	2075	
Soft-Top Convertible	ŏ		ő	ŏ		ŏ	Ŏ		108	108		198	306		189	495		66	561	
Total	ŏ		ő	ŏ		ŏ	Ŏ		430	430		842	1272		802	2074		562	2636	
CORPORATION - TOTAL																				
Hard-Top Convertible	3542	59	1120	4662	62	1054	5716	71	852	6568	71	1562	8130	71	1491	9621	71	1562	11183	
Soft-Top Convertible	3135	17	326	3461	18	306	3767	9	108	3875	9	198	4073	9	189	4262	9	198	4460	
Total	6677	76	1446	8123	80	1360	9483	80	960	10443	80	1760	12203	80	1680	13883	80	1760	15643	
Over/(Under) Sched. #5	(225)		(74)	(299)		0	(299)		(320)	(619)		0	(619)		(80)	(699)		1342	643	
			December						a 1m.											
			Hard-Top Soft-Top			Inschedule	<u>d</u>		Grand Tota	<u>al</u>										
NASH-CANADA			Болг тор																	
Hard-Top Convertible			75	1675		0			1675											
Soft-Top Convertible			0	300		0			300											
Total			75	1975		0			1975											
NASH – U.S.																				
Hard-Top Convertible			828	8336		0			8336											
Soft-Top Convertible			126	3725		351			4076											
Total			954	12061		351			12412											
NASH- TOTAL			000	40044					40044											
Hard-Top Convertible			903	10011		0			10011											
Soft-Top Convertible			126	4025		351			4376											
Total			1029	14036		351			14387											
<u>HUDSON - TOTAL</u> Hard-Top Convertible			414	2489		0			2489											
Soft-Top Convertible			63	624		0			624											
Total			477	3113		0			3113											
CORPORATION - TOTAL			.,,	0110					0110											
Hard-Top Convertible		71	1317	12500		0			12500											
Soft-Top Convertible		9	189	4649		351			5000											
Total		80	1506	17149		351			17500											
Over/(Under) Sched. #5			1506	2149		351			2500		l									