

TO: H. R. Costley (3)

DATE: June 11, 1954

FROM: A. G. Koepfgen

cc: G. Romney

L. H. Shippee ✓

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

A. M. Wibel

T. S. Adams

H. C. Doss

R. Gibson

M. F. Moore

L. C. Hilliker

B. A. Chapman

W. S. Berry

F. G. Sease

J. Cogola

H. G. Paxton

W. K. VanDerzee

J. P. Goodyear

R. K. Seidel

J. A. Leo

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 Canadian 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 14. 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 poses a shortage problem for the Nash 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 cars 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 "W" 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, Milwaukee Service, for those cars produced without same.

Customer options are to remain as per those on Schedule No. 4 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, 1954.

Colors	Paint	Top	
		Was	Now
<u>Soft-Top</u>			
P-904 Red	43%	100% Black	100% Black
P-905 Blue	42%	50% Black 50% Tan	92% Black 8% Tan
P-903 Green	15%	100% Tan	100% Tan
<u>Hard-Top</u>			
P-904 Red	43%		
P-905 Blue	42%		
P-903 Green	15%		
<u>White Wall Tires</u>	= 15%		

If there are any questions, please advise.

A. G. Koepfgen
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AGK:ad
Attach.

