

LABOR CHIEF CAUSE OF AUTO SHORTAGE

Strikers in Parts Factories Tie Up Material.

EVEN FORD PLANT SUFFERS

No Strike at Factory, but One at Body Works Holds Down Production for June.

Labor trouble in the automotive plants of Michigan and Ohio is curtailing production approximately 40 per cent. While, with few exceptions, strikers have not hit the motor car plants directly, they are occurring in the factories of the parts makers, causing a shortage of materials which is becoming critical.

Car manufacturers in the Detroit district cannot secure sufficient material to meet increased production demands and they are going along on curtailed schedules, says an interesting article in Motor Age for July 3.

This condition is perhaps most striking in the case of the Ford Motor company. The Ford production sheet called for the manufacture of 2500 cars daily in June. Although every effort was made to boost production, the highest point reached last month by this company was 1900 cars. This was due directly to a shortage of bodies, of both open and closed type.

Strikes at the Packardworth Manufacturing company plant, makers of the Ford sedan body, and the Wilson Body company, which makes open bodies for Ford cars, make it impossible for the Ford company to secure sufficient bodies to care for its production. This is but one of many similar instances.

Paige Handicapped, Too.

Paige-Detroit made 1500 cars last month and would have made twice that number if a steady flow of material could have been obtained. The capacity of this plant was 125 cars daily, but present production has been running from 60 to 75 cars. Officials say that in every instance where material shortage occurred it was due directly to labor trouble in the plants of the parts makers.

Maxwell-Chalmers is affected similarly. No direct trouble has occurred in its plants, with the possible exception of a few minor difficulties in certain departments which were quickly adjusted. The Maxwell division planned to reach a production of 400 cars daily, but the best the company has been able to do to date is to turn out 200 cars.

This concern is finding it hard to get competent workers as well as material. The Chalmers division sales department is hundreds of cars behind production, but cannot boost its output because of a similar situation. From 50 to 75 cars are being made daily. This production would be increased 40 per cent immediately if material was available.

Willys-Overland is getting back into production after a tie-up of nearly two and one-half months. The company is making a few cars daily. During June no completed cars were made, and prior to the strike in April production was averaging 550 cars daily.

Studebaker Has Troubles.

C. A. Earl, vice-president and general manager, says the company would be back in full production in about 30 days. This company and Studebaker plant No. 3 of Detroit were among the few directly affected by labor trouble.

The Wilcox body strike caused Studebaker production to fall off 1000 cars in June. In spite of this curtailment the company managed to average approximately 80 cars a day. Bodies are now coming through more regularly and production is going up again.

Production at Cadillac has been limited by a material shortage. The company is running 70 cars daily, but will double this production within the next 60 days if the material and labor situation permits.

Columbia is running 30 cars a day and is one of the few companies in Detroit able to record a steady production increase. If the parts makers could supply the material this company would greatly increase its production. To keep up with its orders Columbia would have to produce 125 cars per day.

Liberty is running 40 cars daily, twice the capacity. The company states the material situation is bad, but inasmuch as its manufacturing facilities prevent further production on increase, it is not greatly affected. The company has orders for more cars than it can manufacture according to present schedule in the next 18 months. Two new closed car models will be brought out next month.

Oakland Getting Great Guns. Oakland, at Pontiac, has experienced little labor and material trouble. Its production has reached the highest point in its history. Its daily output is now averaging 245 cars, an increase of 40 cars over May figures. The company has not reached peak production, although by August 1 it expects the daily turnout will be at the 300-car mark.

The Harley Motor Car company, Kalamazoo, is 1000 cars ahead of production. The company is turning out ten cars daily. The capacity of the plant is 20 cars a day. It is unable to reach capacity because of inability to secure sufficient bodies, which it is getting from Muncie, Ind.

The Olds Motor Works, Lansing, is having difficulty in getting small parts for universal joints, electric equipment, closed car bodies, proper cloth trimmings for closed cars and khaki tops for export jobs. On one or two occasions the material shortage became so acute that the plant was within 12 hours of closing down. By pressing every available man into service and rushing them to the plants of the various parts makers to hurry up delivery, the company was able to secure sufficient material to tide them over the crisis.

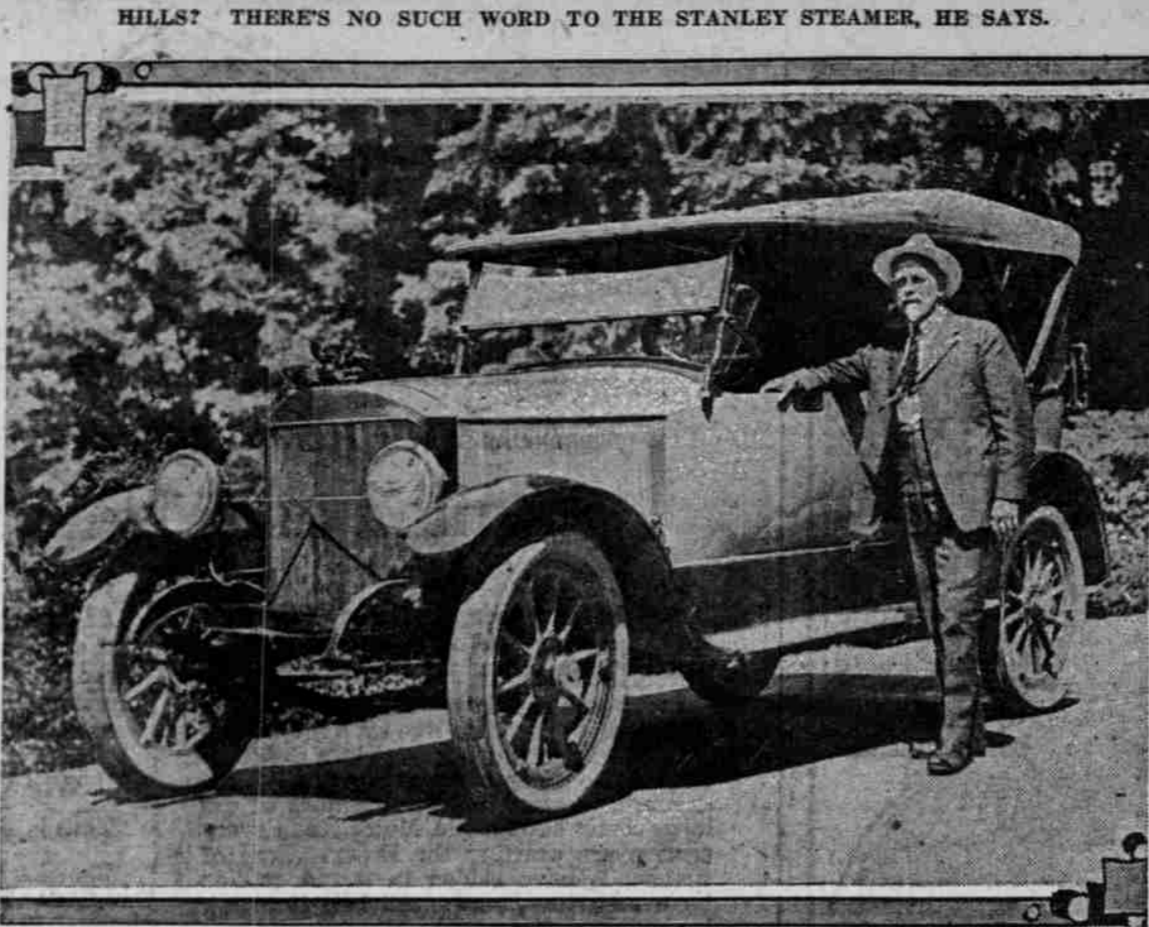
On several occasions lately this company has faced this same situation. Even now trucks are being shipped minus electric equipment. This is made by Auto-Lite at Toledo, whose employees have been on strike for some time. When the electrical apparatus arrives Oldsmobile is shipping it to their distributors by express to place on the trucks in the salesrooms.

Reo Running Strong.

Olds is running 40 trucks and 140 cars daily. There is a shortage of unskilled labor in Lansing and this company is obliged to conduct a recruiting campaign in nearby towns.

Reo at Lansing, in speeding up production, is turning out between 50 and 60 trucks and from 75 to 80 cars daily. Production has not been hampered by material shortage. This is one of the few companies which has not been seriously affected. Reo is going to discontinue production of the four-cylinder cars, supplementing same with six-cylinder models.

Briscoe, at Jackson, is turning out 75 cars daily. This company had a large stock of material on hand and to date has not found it necessary to purchase more parts in any great quantity. The Detroit plant of the Studebaker



Standing beside this Stanley steamer, photographed in Washington park, is F. E. (Duke) Manchester, who wears the steam car is the real thing in luxury and power.

Mr. Manchester is salesman of Stanley Steamers exclusively for the W. H. Wallingford company. Indicating their ease of operation, he had never run a steamer before he went with Mr. Wallingford, but now wouldn't drive anything else. When you come to a hill—why, just forget such a thing as a gear was ever made, open your throttle, and up, up, up you go, says Mr. Manchester, who was president of the Pacific West company, and prior to that a rancher in Killekitt county, Washington, before he became a motor car salesman.

corporation is not hit hard by material shortage, although it has encountered more or less trouble from this source. The labor situation has cleared up here and the company is now back into good production. The plant is turning out 155 cars daily and expects greatly to increase this output the next 30 days.

The motor car companies in Cleveland find their chief difficulty in obtaining parts from Detroit and other centers. The Cleveland parts makers are in a fair shape. What labor difficulties they have encountered have not been of a serious nature and the result has been a sufficient production to cover Cleveland demands. The car companies here, dependent largely upon Detroit for certain materials, are having their own troubles.

Peerless has had a hard time to get sufficient axles, due to the Timken-Detroit axle strike. This has caused production to vary greatly. During June Peerless averaged ten cars daily. Five thousand cars will be made this year. The plant's capacity is 10,000 cars annually. The company does not hope to reach capacity production this year. Additions to the Peerless factory are being built.

Jordan is having trouble getting parts from Detroit. Its most serious shortage being that of tops. This company is running 15 cars daily and in addition to a complete new plant, now under construction, it has authorized an additional unit with a floor space of 30,000 square feet to be used for stock purposes. The present Jordan plant has a floor space of 25,000 square feet while the new plant to be erected will cover 125,000 square feet. The additional unit will be 30,000 square feet.

Did Jess Willard fail to withstand Dempsey's triphammer blow because he entered the ring with excess poundage? If so he should have consulted Howdy Wilcox, the famous automobile race driver, who has discovered a panacea for corpulency that offers prompt relief for gentlemen of beer-nurtured girth and buxom lassies who sigh for the syphilis lines of Annette Kellerman.

The cure? Drive a race car for a full 500 miles at an average speed of 88 miles an hour. Not so bad, though of course this particular brand of medicine couldn't be experimented with in Oregon, where a state speed limit of 30 miles an hour suggests moderation.

Reducing, says "Old Doc" Wilcox in a communication received last week at the office of the Manley Auto company, is merely a matter of speed, and by speed he means the speed of an automobile. No one seems to know why this particular formula was sent at this particular time to the Manley Auto company, unless it was that Wilcox knew that Mr. Manley and Mr. Menzie, both of whom, by the way, are fairly robust in build, had just returned from the Tacoma races.

Anyhow, Wilcox is reminding the Portlanders that he lost 14 1/2 pounds on the day he drove his racing National in this plant will drop to a minimum, after which the first 500 cars of the new series will start coming through.

The average daily production of the 32 leading car plants in Michigan and Ohio during June was 6447 cars, 31 cars less than in May. Both May and June production is nearly 1600 cars short of April figures, during which 7884 cars were produced. This decrease in production is entirely due to labor disturbances, inasmuch as the labor situation is

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Saxon averaged 20 cars daily last month. This company is cleaning up production on its present models preparatory to bringing out a new series. During the next 30 days production in this plant will drop to a minimum, after which the first 500 cars of the new series will start coming through.

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THIS MACK TRUCK HAULS GASOLINE SO YOU CAN RUN YOUR CAR.



One of Standard Oil company's fleet leaving a few hundred gallons at a filling station. The Standard Oil company has many Mack trucks in its service all over the country.

HAND-MADE TIRES LASTING

BUT BAD ROADS ARE HARD ON EVEN BEST CASINGS.

DOUBLE DECK MOTOR BUSES

One Hundred Cars of New Type Will Be Operated in Detroit.

DETROIT, July 12.—Within a few weeks 100 double-deck motor buses will be operating here. The Detroit Motorbuses company has been organized with a capital of \$1,500,000. Richard M. Meade, formerly president and general manager of the Fifth Avenue Coach company, New York, is president. The buses will be similar to those in use in New York, but lower. Each will hold 47 passengers.

ONE WAY TO LOSE WEIGHT

"HOWDY" WILCOX TOOK OFF 14 1/2 POUNDS IN RACE.

But National Driver Was Consoled for Poundage Reduction by Purses of \$20,000.

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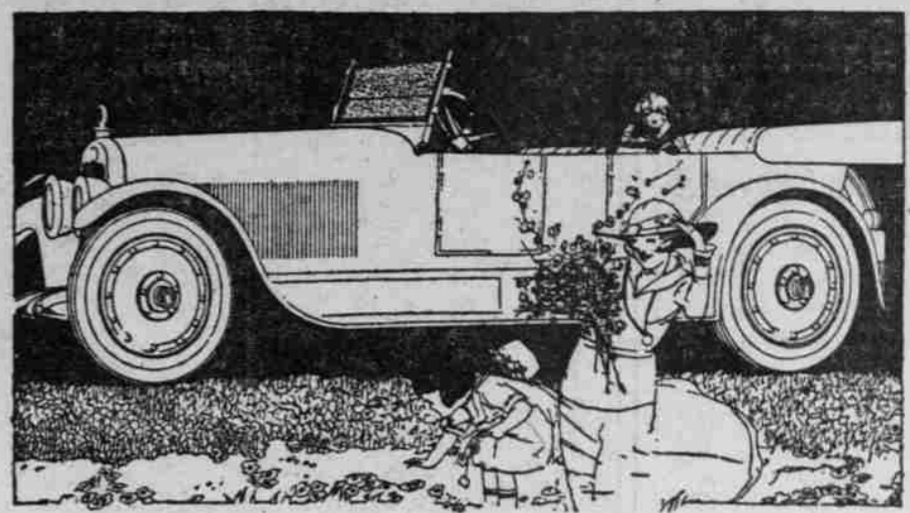
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JORDAN



Dominant Jordan Features

The new Jordan Silhouette possesses the sturdy, substantial appearance of the heavy cars with the beautiful contour, lowness and balance of the light, thoroughbred racing class.

little more slender. There is a new French angle at the dash. Perfectly flat top-edge. Broad-opening doors. Tailored top. Instrument board in gun metal to eliminate squeaking and paint checking.

The chassis, including all the finest universally approved mechanical units, is the lightest on the road for its wheel base.

Hand buffed French leather upholstery. Marshall cushion springs.

Weight is scientifically distributed. Spring suspension is delicately fixed to eliminate side sway. And patented spring shackles prevent the rattles common to most cars.

Delightful position at wheel, with restful tilt and pedals just right.

The all-aluminum body is a

Two optional colors Brewster Green and Burgundy Old Wine. Built for four or seven passengers.

Mitchell, Lewis & Staver Co. Broadway at Oak St. JORDAN MOTOR CAR COMPANY, CLEVELAND, OHIO

thank him for his courtesy. He drives on, a halo over his Good Samaritan brow. He drives on, he disappears. Ha! From the bushes a few feet away emerge the escorts. The stratagem has won, the tire is repaired, all is well and merry. Proceed. A snort from the

flivver and the picnic party again is on its way. Once more, silence in the wilderness. You Can't Race Out of Mud. When the car gets stuck in the mud do not try to pull out by running the

rear wheels. As a matter of fact, the slower the wheels run the better chance they have of getting a grip. If the car can be rocked by alternate engaging and disengaging the clutch it will be found that the pendulum action of the car will pretty nearly carry it out of a bad spot.



EXTRA TEST for Tread Proportion

This Extra Test assures exactly the proper tread weight in relation to the carcass of each tire. Thus, perfect balance always is obtained.

RACINE TIRES

EVERYWHERE Racine Tires are famed for extra service. It's the mileage they roll up beyond the expected figures that makes them more than worth the money. This extra value is made certain by the many extra tests to which each Racine Tire is subjected.

Racine Multi-Mile Cord Tires

A fine example of that extra care in the factory that yields extra wear on the road. The Multi-Mile Cord is the cord tire of true extra tested quality. It's a mileage miracle. Every user becomes a Multi-Mile Cord enthusiast.

We carry a complete stock. Sold by dealers everywhere. Distributed in Northwest by

BALLOU & WRIGHT Seattle, Wash. Portland, Or. For Your Own Protection Be Certain Every Racine Tire You Buy Bears The Name Racine Rubber Company, Racine, Wis.

