

Auto Industry Giving Little Support to Recession Prophets

By JACK VANDENBERG
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Detroit—(UPI)—The auto industry, a barometer of the nation's economy, is giving little support to prophets of a recession.

Ward's Automotive Reports, statistical agency for the industry, says sales of new cars in October were 22.5 per cent higher than September sales and 6.1 per cent higher than sales in October last year.

Part of the increase could be accounted for by the fact

that all of the industry's 1961 models were introduced in October this year while some of the 1960 models were introduced later last year.

But the October record included a period during the final 10 days of the month when the usual post-introduction slump dropped the daily rate of sales from 21,742 in the middle 10 days to 20,879 in the final 10 days of the month.

The final 10 days was still the best for that interval in

the history of the industry, however, and the auto industry pointed to that as a sign that the public had accepted its new styling and engineering features and was in a mood to buy.

The 539,099 domestic-built cars sold during October represented an average of 20,896 cars sold for every day of business during the month. The daily average topped the October record of 19,509 set last year when 526,737 new cars were sold.

Another encouraging sign was seen in the fact that deal-

er inventories, which were at record levels during the period of cleanup of 1960 models, dropped to 920,000 on Oct. 30.

That's equivalent to a 44½ days supply at current sales levels, the lowest supply on hand in dealer showrooms since January.

WAL, Clerks Agree On New Contract

Los Angeles—(UPI)—Western Air Lines and the Brotherhood of Railway Clerks Monday agreed on a new 41-month contract covering 1,200 employees in the firm's offices in domestic cities.

The agreement was reached in negotiations attended by a

member of the Mediation board after talks became stale-mated Oct. 20. The agreement provides for undisclosed pay increases and other changes in work rules. Term of the pact is retroactive to Feb. 1, 1960. It will expire June 30, 1963.

Compact cars were leading the sales surge.

Ward's reported that compacts accounted for 28.9 per cent of the sales during October and the percentage climbed to 29.7 during the final 10 days of the month.

But the compacts' bigger brothers, some of which suffered from internal competition with the smaller cars last year, appeared to be holding their own this year, meaning that car buyers again were putting more emphasis on comfort than they had been

during the past economy-oriented year.

Nearly all of the auto workers shared in the upsurge but Ford Motor Co. seemed to benefit most. Ford beat out Chevrolet in the sales race during October, the first time in more than a year that Ford has been first.

On a company-wide basis, General Motors accounted for 46.3 per cent of the October sales while Ford claimed 31 per cent, Chrysler 14.7 per cent, American Motors 6.8 and Studebaker-Packard 1.2.

The month ahead will give a better indication of the year ahead for the auto industry but the industry couldn't help

but be encouraged by the October sales.

And, in several cases, the auto makers hiked their estimates of sales of 1961 models, and the nation's economy, after they got wind of the October figures.

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By Jack Smith

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The fever is on me again. So far the symptoms are trifling.

There's no acute discomfort. But I know it will worsen.

I haven't had an attack for more than a year. I was hoping it wouldn't come again until the last one was paid for.

The signs are tiny but unmistakable.

This morning I noticed that the thin spot in the upholstery of the front seat had worn through. The left windshield wiper is getting lazy. The engine has a tic.

I'm fighting it. But in the past, resistance has only made me weaker.

There is one merciful factor this time. There will be no lying awake at night, toss-

ing in anguish over whether the engine should be in the front or in the rear.

That dilemma aggravated the condition last time and nearly did me in.

When the crisis comes this time, I'm going to ignore the front-rear controversy altogether. I won't ask. I won't look. I won't let them tell me. I won't even try to guess.

When I get the thing home, I'll put it in the garage and lock the door. Then I'll lift the hood, or the lid, as the case may be. If the engine is there, excellent. If it isn't, I'll assume it's in the other end. I won't worry any more about it.

There are enough things to worry a man this year besides which end the engine is in.

There are more shapes and sizes than you can find on the campus at Sarah Lawrence.

Up to now, my thinking has been compact. Now I'm not sure. What is a compact, anyway? There are compact compacts, standard compacts and compact standards, not to mention import compacts.

Import compacts are extremely compact indeed and are sneered at by domestic compacts, although they use less fuel and can turn in smaller circles.

The ads have never been so seductive and confusing.

One compact is said to be longer than any other compact. This must be for the man who wants to get into a compact, but not too compact a compact.

On the other hand, the fellow who wants a real compact, but can't quite stomach an import compact, would never be happy with the longest compact in the world. His best bet would be the biggest of the smaller compacts or rapid transit.

This year the big cars have small car economy and the small cars have big car luxury. The only way you can tell them apart is by their asterisks. Most models are loaded with asterisks.

An asterisk means that the noun preceding it is only true part of the time, is never true, costs extra, doesn't come on the model in the photograph, is F.O.B. P.O.E. or unavailable west of the Rio Grande.

Right now I sort of lean toward a four-door standard compact* with a V-8 engine** delivering 180 h.p.*** with automatic transmission**** and a Rickenbacker bifurcated carburetor with four aortae*****.

*Available in February. **Costs extra. ***With Rickenbacker carburetor. ****Extra. *****Unavailable. The only trouble is they don't have it in red.

Portland Leader Of Northwest Ports

Portland—(UPI)—Portland, the West coast dry cargo tonnage leader for four consecutive years, has been ranked leader among all Pacific Northwest ports in dollar volume of imports and exports, according to figures released here by the Department of Commerce.

The 1959 volume of principal import-export commodities placed Portland dollar value of cargoes at \$228 million.

Lockport, N.Y. — Passers-by sometimes get the impression a tree is growing upside down in Dr. T. Edwin O'Brien's yard. The family explains that it isn't even a tree, but an eunymus vine planted by the home's former owner.

NOW...AUTOMATIC CHRISTMAS CLUB DEPOSITS!

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3. Check the amount you wish transferred each month from your checking account to your Christmas Club account. (Choice of six even amounts: \$2.50, \$5.00, \$10.00, \$15.00, \$25.00, or \$50.00 per month.) Sign and hand the card to any teller or bank officer.
4. As your checking account statement is returned to you each month, you receive a reminder that the amount you specified has been transferred to Christmas Club savings. This will remind you to make the deduction on your check records.
5. These transfers continue automatically for ten months, from January through October. The same authorization is continued from year to year, unless you wish to cancel it.
6. That's all you do! You need not stop in at the bank with your Christmas Club receipt book, or remember from week to week to make your deposit. You simply relax, and next November you will receive a check for the full amount in your Christmas Club account, plus interest.

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