

# MOTOR NEWS

From Road & Showroom

## WATCH TITLE IS WARNING

A warning to all motorists in the state to examine their certificates of title for their cars as issued by the state department was given today by the Detroit Automobile club. The club states that there are hundreds of cars purchased second hand to which the present owners have no lawful title. The legal department of the automobile club says every purchaser of a used car or prospective purchaser should not trust to what appears to be clear title given by the state. The club has found that in a great many cases there is a lien tiled against the car in the first purchaser's home town that does not show on the title. The circuit court recently held that the purchaser of a car that had a lien against it was responsible for the lien, regardless of what the title might state. The club has also found that in

some undetermined manner professional thieves have stolen cars, later sold them as used ones and obtained a good Michigan title by a juggling of engine numbers. According to Richard Harfst, manager of the club, this condition is freely admitted at the certificate of the title office in Lansing and the state authorities have been hard at work for the last 90 days revising their records to prevent stolen cars. This department, it is said, is also in favor of changing the mortgage laws that all chattel mortgages, collateral notes, etc. acting as liens against cars, should be filed in the secretary of state's office rather than in the home town of the purchaser.

Changing titles has no terrors for a group of Oldsmobile workmen. Day after day their sole work is putting tires on rims. Other men do nothing but inflate the tires. They use an air hose with four outlets, each equipped with a nipple that holds the valve stem, thus inflating four tires at a time.

## AUTO EXPERTS REPORT GAIN

Shipments of passenger cars and trucks during September numbered 262,774 units and maintained a high ratio to production, according to the Automotive Division of the Department of Commerce in a report to the Detroit district office of the Department. This high record of exports for production, noted O. M. Butler, Detroit district manager of the Bureau of Foreign and Domestic Commerce, is attributable to the decreased output of automobile plants.

The loss in the export figure of passenger cars was accounted for entirely by decreased shipments of low-priced cars in the class up to \$500. Shipments in all other classes showed an appreciable gain, especially in the \$1,200 to \$2,000 class. The report showed further that truck exports increased slightly over September of last year through a gain in shipments

in the 1 to 1 1/2-ton classification. The export value of all automobile products during September totaled \$29,129,619, an increase of less than \$1,000,000 over September of 1926. The monthly average of automotive exports maintains a high figure of \$232,000,000, an average unit value of passenger car shipments during the month was \$763 and that of truck \$730.

Australia occupied third market position during August of this year as a market for passenger cars, regained the lead, closely followed by Argentina, Canada and British South Africa. While Australia occupied the leading position as a taker of passenger cars, shipments to this country were during the same half of what they were during the same half of last year. In the truck market, Australia, who occupied the leading position during August, and was followed in turn by Denmark, Australia and British South Africa. Foreign figures are substantially increased over both August of this year and September, 1926.

Compared with the corresponding period of last year, shipments of motor trucks and passenger cars, automotive fire engines and automobile engines for both passenger cars and trucks were considerably below last year's figure, while a gain was shown in shipments of trailers. Parts of motor trucks increased over a million dollars as compared with the same month of last year, while all other motor automobiles, including motorcycles, motorbuses, marine engines and aircraft were decidedly weaker than during September of 1926.

Total imports increased, although imports of automobile engines and chassis during September of this year were less than those of the corresponding month of 1926, both in value and number. The amount of bodies and parts virtually doubled those of the last year period and this increase caused total imports to register slightly above the last year figure.

## AIRPLANE USED IN DRIVEAWAYS

The automobile industry now is using its agile offspring, the airplane, in setting the pace for motor business. One motor manufacturing company and a motor fact company already possess planes in which their executives are carried rapidly to points where their services are needed.

But a brand new angle in the growing association between land motoring and "air motoring" developed recently when two automobile sales executives flew from Milwaukee to the Grand Motor Car company factory at Pontiac, Mich., in order to conduct an urgently needed drive-away of Oakland and Pontiac Sixes.

The two men, K. D. Moore, general sales manager of Hokanson, Thompson, Inc., Milwaukee, and his assistant, W. H. Hope, needed immediately a large number of cars to fill the orders of waiting customers. They chartered a commercial plane and took to the air at 5 a. m. Four hours later they were in Pontiac where they took charge of the drive-away back to Milwaukee.

## CHINA REPORTS AUTO INCREASE

The increasing importance of the Chinese and Japanese automobile markets is perhaps best demonstrated by the fact that the number of automobiles reported in use in these two countries increased from about 19,000 at the beginning of 1924 to almost 400,000 in 1927, says a statement by the Bureau of Foreign and Domestic Commerce. This represents a 216 per cent gain in four years. One of the many obstacles standing in the way of automobile use in the Orient now has been so much felt as the lack of road development. China is almost wholly without roads and what few exists are hardly more than paths, which may or may not survive the rainy seasons. Japan is considerably ahead of China in this respect, but even here road development has not attained to the degree of perfection to which western countries are accustomed.

The Orient, until recently surprisingly indifferent to the motor car, had clung to old modes of transport, chiefly the man-drawn vehicle; he preferred to travel and leisurely in a jirikou, a vehicle hauled by a coolie to being transported quickly in a modern automobile. Moreover, the masses are so impoverished they could not afford cars even if they wished them, while employment is provided by means of the man-drawn car to a large percentage of the population who have no other means of livelihood and who consequently resent any encroachment thereon. America has supplied the majority of vehicles in both China and Japan, but our portion in the Japanese market has been considerably better than in China. The chief Chinese market has heretofore been found among the European settlements, where the American car has had to fight great competition.

The majority of the residents are Europeans, who in many cases purchased automobiles manufactured in their home countries; the Chinese, however, are beginning to buy on a greater scale and are showing a decided preference for the American car. For example, of the automobile imports in 1921 about 51 per cent were American (United States and

Canadian), while in 1926 the figure had risen to 72.3 per cent. Especially, the American percentage of automobile imports to the Japanese market has shown some decline, falling from 36 per cent in 1919 to 76 per cent in 1926. The United Kingdom is our greatest competitor in China, while France has recently forged ahead of the English in Japan.

WJAS, Pittsburgh; WAGD, Akron; WAU, Columbus; WKRC, Cincinnati; WGHP, Detroit; WMAQ, Chicago; KMOX, St. Louis; WOWO, Fort Wayne and WCAO, Baltimore.

## DODGE STARTS RADIO CONTEST

Responses already received indicate a widespread interest in the prize letter competition begun recently by Dodge Brothers, Inc. in conjunction with the broadcasting of "Dodge Brothers' Dependable Hour of Music" each Friday evening over the Columbia chain of radio stations.

A cash prize of \$500 will be awarded each month to the writer of the best letter on "Why I Own a Dodge" or "Why I Want a Dodge." The contest is open to everyone except Dodge Brothers and Dodge Brothers' dealers' employees and members of their families.

Letters are not to exceed 150 words and are to be based upon the writer's own experience with Dodge Brothers' cars, the experience of his friends or any other logical line of reasoning he may choose. Sincerity rather than literary style will be the basis upon which the best letter is chosen and the winner will be picked by a committee of prominent citizens.

The conditions under which the contest is being conducted provide that the best letter received each week will be read during each of the Friday night programs over the Columbia system and the winner for the month will be picked from those read. Letters must be written upon special blanks which can be secured from any Dodge dealer. There is no limit to the number of members of a family who may submit letters but individual may submit more than one a month. All letters must be addressed to Radio Committee, Dodge Brothers, Inc., Detroit, Mich.

The stations which are included in the Columbia system blanket the country from Newark, New Jersey as far west as the Mississippi. They are: WOL, Newark; WTAN, Providence; WNAO, Boston; WBLE, Syracuse; WMAK, Buffalo; WCAE, Philadelphia.

## WATCH CARBON ADVICE GIVEN

The approaching winter season brings to mind the need of precaution for all motorists against the ever present carbon monoxide gas that lurks in the exhaust of all motor cars propelled by gas en-

gines. Though the results of this deadly gas are known to most motorists the fatalities that occurred last year were mostly due to lack of care in guarding against the serious consequences of inhaling the carbon monoxide fumes.

While authoritative figures of carbon monoxide fatalities for the entire country are not available, there have been many fatalities.

T. H. Stambaugh, general service manager of Olds Motor Works, has sent bulletins to the automobile dealer organization suggesting that they write all Oldsmobile owners warning them of the carbon monoxide fumes contained in the exhaust of all automobiles, and that the danger is great in public garages as in private garages.

He advises motorists— "Do not run the engine with your car in a closed space. "Open your garage doors their full limit before starting motor.

"Do not run motor in garage for starting, even though doors are open. Drive the car outside the warming-up period in place in the open air.

"After driving into garage, motor of immediately and let garage open.

One of the most dangerous types of carbon monoxide gas is the fact that it is odorless, tasteless, and therefore not detected by any of the senses.

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