

Taking A Local Look at the GOP Convention



ON THE CONVENTION FLOOR

Richard C. Van Dusen, delegate at large, chats with Mrs. Howard Liverance.

Residents Hold Top State Posts

Adding little to the noise but much to the organization of the Michigan delegation at the Republican National Convention were the seven area residents in attendance.

Leading the list of residents appointed to top convention posts was Gov. George W. Romney of Bloomfield Hills. He was elected chairman of the state delegation as well as being its "Favorite Son" candidate.

Vice chairman of the delegation was Arthur G. Elliott Jr., of Bloomfield Township. He is also state chairman of the Republican State Central Committee.

RESPONSIBLE FOR forming a platform for the national party were Richard Van Dusen of Bingham Farms and Mrs. Irma Liverance of Bloomfield Township, both appointed to the Resolution Committee.

Members of the state finance committee in San Francisco for the occasion were Don E. Ahrens of Bloomfield Hills and Max Fisher of Franklin County chairman Charles Lyle completed the local team.

Alternate delegate Paul Matchette of Birmingham was also in attendance.



MICHIGAN'S—AND BLOOMFIELD HILLS'—FAVORITE SON
Gov. George Romney's opinions are news to the press media.



IN THE MIDST OF THINGS

Checking on the delegation is its vice chairman, Arthur G. Elliott, Jr.

Car Titles Near 2-Million Mark

LANSING—The State's economy was reflected in the number of vehicle titles processed last year by the title section of the Secretary of State's office — a record 1,886,016.

The total could rise even higher this year, Secretary of State James M. Hare said, if current trends continue.

He said that in the first 17 days of the new year, the title unit had processed 91,340 titles, an increase of 2,695 over a comparable period in 1965.

TOTAL 1963 totals were more than 140,000 higher than the previous high recorded in 1962, and 340,000 more than in 1961.

The biggest percentage increase was in new vehicles, Hare reported, 50,000 more than in 1962.

More than 1-million titles were issued for transfers and for used vehicles, as against 941,251 during 1962. Increases were reported in other categories such as foreign cars and repossessions.

Volkswagen Tops In Foreign Cars

LANSING — Have you ever heard of a Humber, a Siata, a Toyopet, a King or a Singer?

Chances are that unless you're a foreign car buff, you haven't because they are nearly as scarce as the proverbial dodo bird here on Michigan roads.

According to Secretary of State James M. Hare, whose Department of State registers all foreign cars in Michigan, only one each of the above listed autos was registered in Michigan during 1965.

On the other side of the scale is the very popular German Volkswagen, which continued to out-

distance all other foreign cars in Michigan registrations in 1965.

"THE V-W'S popularity can be attested to by the fact that it outstripped all the other foreign makes about two-to-one," Hare noted.

A total of 10,054 Volkswagens were registered out of the entire Michigan foreign car registration of 15,218.

Next in line was the French Renault with 1,353 registrations, a sizeable drop from the 2,070 registered the previous year. The British Triumph stayed in third place with 764 registrations, an increase from 628 in 1962.

Maintenance Men Called Unsung Highway Heroes

Highway Dept. will spend about \$28 million on the maintenance of Michigan's state highways, streets and bridges.

THERE IS MORE to maintaining highways than patching up the cracks and painting the bridge railings.

Snow removal is one of the most costly items of maintenance and consumes about one-fourth of all the maintenance money.

Painting new stripes on the roads is another big job. This year, the paint strippers will use as just part of the landscape. But without correct maintenance, highways soon begin to show their age. During 1964, the Michigan State

One of the more unsung aspects of the highway business is the maintenance operation — taking care of the roads after they're built. This is something that goes on down through the years long after the road has come to be regarded as just part of the landscape. But without correct maintenance, highways soon begin to show their age. During 1964, the Michigan State

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