L. 4.2


DECONTROLLED AFTER SIX MONTHS

| February <br> 1971 | January <br> 1971 | Three months |  |
| :---: | :---: | :---: | :---: |
|  | ending February* |  |  |

NEW CAR CONTRACTS

Per cent of contracts written for:
24 months or less
28.7

25-30 months 6.7
31-36 months
64.0

Over 36 months

| 27.5 | 27.8 | 27.8 |
| ---: | ---: | ---: |
| 8.3 | 7.3 | 6.0 |
| 63.5 | 64.3 | 65.9 |
| 0.7 |  | 0.6 |

Contracts written for 36 months:
Median loan/value ratio
89.4
88.6
88.8
87.0

USED CAR CONTRACTS

Per cent of contracts written for:

| 12 months or less | 18.2 | 19.6 | 19.2 | 16.9 |
| :--- | :--- | :--- | :--- | :--- |
| $13-18$ months | 13.4 | 13.2 | 14.1 | 12.7 |
| $19-24$ months | 35.2 | 34.6 | 34.2 | 35.5 |
| Over 24 months | 33.3 |  | 32.7 | 32.5 |

All used car contracts:
$\begin{array}{lllll}\text { Median loan/value ratio } & 89.3 & 89.2 & 89.0 & 88.8\end{array}$
*Unweighted arithmetic mean of the three monthly ratios. Details may not add to totals because of rounding.

| February <br> 1971 | January <br> 1971 | Three months <br> ending February* |  |
| :--- | :---: | :---: | :---: |
| $\because$ | NEW CAR CONTRACTS |  |  |


| Per cent of contracts written for: |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
|  |  |  |  |  |
| 24 months or less | 12.7 | 13.3 | 13.0 | 13.3 |
| $25-30$ months | 3.3 | 3.3 | 3.3 | 3.2 |
| $31-36$ months | 82.0 | 81.6 | 82.0 | 81.6 |
| Over 36 months | 1.9 | 1.7 | 1.7 | 1.9 |

Contracts written for 36 months:
Median loan/value ratio
93.2
92.9
93.1
92.8

## USED CAR CONTRACTS

| Per cent of contracts written for: |  |  |  |  |
| :--- | :--- | :--- | :--- | ---: |
|  |  |  |  |  |
| 12 months or less | 15.7 | 16.4 | 16.0 | 10.1 |
| $13-18$ months | 12.0 | 11.6 | 11.5 | 9.6 |
| $19-24$ months | 27.1 | 28.2 | 28.1 | 30.9 |
| Over 24 months | 45.2 | 43.8 | 44.4 | 49.4 |

All used car contracts:
$\begin{array}{lllll}\text { Median loan/value ratio } & 96.8 & 97.0 & 96.9 & 97.9\end{array}$

[^0]DEALER COST RATIOS AND MATURITIES ON AUTOMOBILE INSTALMENT LOANS

FEBRUARY 1971 AND JANUARY 1971
NEW CARS
(Percentage distribution of contracts)

| Contract balance as percentage of dealer cost 1/ | Maturities |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} 24 \text { months } \\ \text { or less } \\ \hline \end{gathered}$ | $\begin{array}{r} 25-30 \\ \text { months } \\ \hline \end{array}$ |  | $31-36$months |  | Over 36 months |  | Total |  |
|  | Feb. Jan. | Feb. | Jan | Feb. | Jan. | Feb. | Jan. | Feb. | Jan, |
|  | PURCHASED PAPER |  |  |  |  |  |  |  |  |

$80 \%$ or less
81\% to $90 \%$
91\% to 100\%
101\% to $110 \%$
Over 110\%

## Total

$80 \%$ or less
$81 \%$ to $90 \%$
$91 \%$ to $100 \%$
101\% to 110\%
Over 110\%
Total
$80 \%$ or less
$81 \%$ to $90 \%$
$91 \%$ to $100 \%$
101\% to 110\%
Over 110\%
Total

| 6.8 | 7.8 | 1.1 | 1.3 | 15.6 | 16.3 | 0.2 | 0.2 | 23.6 | 25.6 |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 2.0 | 2.1 | 0.9 | 0.7 | 17.6 | 17.7 | 0.1 | 0.1 | 20.7 | 20.6 |
| 2.2 | 2.1 | 0.8 | 0.7 | 24.1 | 23.0 | 0.7 | 0.6 | 27.8 | 26.4 |
| 1.4 | 1.0 | 0.6 | 0.5 | 15.9 | 14.8 | 0.3 | 0.3 | 18.3 | 16.6 |
| 0.8 | 0.8 | 0.2 | 0.2 | 8.3 | 9.3 | 0.2 | 0.2 | 9.5 | 10.4 |
| 13.2 | 13.8 | 3.6 | 3.4 | 81.6 | 81.4 | 1.6 | 1.4 | 100.0 | 100.0 |

DIRECT LOANS

| 12.1 | 12.3 | 3.5 | 4.7 | 17.2 | 19.3 | 0.3 | 0.4 | 33.1 | 36.7 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 5.6 | 5.4 | 1.2 | 1.7 | 16.0 | 13.8 | 0.3 | 0.1 | 23.1 | 21.0 |
| 5.1 | 4.2 | 1.1 | 1.5 | 18.2 | 18.8 | 0.3 | 0.3 | 24.8 | 24.8 |
| 0.9 | 1.1 | 1.2 | 1.5 | 4.7 | 3.9 | * | 0.1 | 6.8 | 6.5 |
| 1.4 | 1.4 | 0.2 | 0.7 | 3.0 | 1.5 | * | 0.1 | 4.6 | 3.7 |
| 26.9 | 26.1 | 7.7 | 10.6 | 64.5 | 62.2 | 1.0 | 1.1 | 100.0 | 100.0 |
| TOTAL |  |  |  |  |  |  |  |  |  |
| 8.2 | 9.0 | 1.7 | 2.2 | 16.0 | 17.0 | 0.2 | 0.2 | 26.1 | 28.5 |
| 3.0 | 3.0 | 1.0 | 1.0 | 17.2 | 16.7 | 20.2 | 0.1 | 21.3 | 20.7 |
| 3.0 | 2.6 | 0.9 | 0.9 | 22.6 | 21.9 | 0.6 | 0.5 | 27.0 | 26.0 |
| 1.3 | 1.0 | 0.7 | 0.7 | 13.0 | 11.9 | 0.3 | 0.2 | 15.3 | 14.0 |
| 1.0 | 0.9 | 0.2 | 0.3 | 6.9 | 7.2 | 0.1 | 0.2 | 8.2 | 8.7 |
| 16.9 | 17.0 | 4.7 | 5.3 | 77.0 | 76.4 | 1.4 | 1.3 | 100.0 | 100.0 |

1/Contract balance excludes finance and insurance charges.
$\bar{*}$ Less than one-tenth of one per cent.
NOTE: Distributions for February and January are derived from reports of 102 banks, 54 of which reported dealer cost ratios as well as maturities. The February maturity distribution for new cars shown on pages 1 and 2 is based on 27,000 contracts, 18,000 purchased and 9,000 direct. The cross-classifieation on this page is based on 15,000 contracts, 11,000 purchased and 4,000 direct. The data are not intended to be estimates for all commercial banks and are not comparable with previous releases since composition of the group of banks changes, from month to month.

DigitizeDlefairsRuabrot add to totals because of rounding.

DEALER COST RATIOS AND MATURITIES ON AUTOMOBILE INSTALMENT LOANS (continued)

FEBRUARY 1971 AND JANUARY 1971
USED CARS
(Percentage distribution of contracts)

| Contract balance as percentage of wholesale value $1 / 2$ / | Maturities. |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 12 months or less |  | $\begin{array}{r} 13-18 \\ \text { months } \end{array}$ |  | $\begin{array}{r} 19-24 \\ \text { months } \\ \hline \end{array}$ |  | Over 24 months |  | Total |  |
|  | Feb. | Jan. | Feb. | Jan. | Feb. | Jan. | Feb. | Jan. | Feb. | Jan. |
|  | PURCHASED PAPER |  |  |  |  |  |  |  |  |  |
| $80 \%$ or less | 4.3 | 4.4 | 2.3 | 2.2 | 4.7 | 5.7 | 6.4 | 5.1 | 17.6 | 17.4 |
| 81\% to $90 \%$ | 1.3 | 1.2 | 1.8 | 1.7 | 4.5 | 5.0 | 7.7 | 6.7 | 15.3 | 14.6 |
| 91\% to 100\% | 6.3 | 6.9 | 1.9 | 1.9 | 5.9 | 6.3 | 11.1 | 10.8 | 25.2 | 25.9 |
| 101\% to $110 \%$ | 1.3 | 1.4 | 1.7 | 1.7 | 4.2 | 4.9 | 10.8 | 10.1 | 18.0 | 18.1 |
| Over 110\% | 1.7 | 1.8 | 2.6 | 2.1 | 6.5 | 7.2 | 13.0 | 12.3 | 23.8 | 23.5 |
| Total | 14.8 | 15.8 | 10.4 | 9.7 | 25.8 | 29.2 | 49.0 | 45.3 | 100.0 | 100.0 |
|  | DIRECT LOANS |  |  |  |  |  |  |  |  |  |
| 80\% or less | 8.5 | 8.3 | 5.0 | 5.3 | 11.9 | 12.8 | 8.2 | 8.0 | 33.5 | 34.5 |
| 81\% to 90\% | 3.7 | 4.0 | 1.9 | 1.8 | 7.0 | 6.3 | 5.3 | 4.8 | 17.8 | 16.9 |
| 91\% to $100 \%$ | 4.1 | 5.4 | 4.0 | 4.3 | 12.0 | 11.1 | 8.8 | 8.2 | 29.0 | 29.0 |
| 101\% to 110\% | 1.0 | 1.5 | 0.9 | 0.9 | 2.2 | 2.5 | 3.7 | 3.6 | 7.7 | 8.4 |
| Over 110\% | 2.1 | 2.1 | 2.0 | 2.3 | 4.8 | 3.6 | 3.1 | 3.1 | 12.0 | 11.2 |
| Total | 19.4 | 21.4 | 13.7 | 14.5 | 37.8 | 36.3 | 29.1 | 27.7 | 100.0 | 100.0 |
|  |  |  |  |  | TOTAL |  |  |  |  |  |
| $80 \%$ or less | 5.7 | 5.7 | 3.2 | 3.3 | 7.1 | 8.1 | 7.0 | 6.1 | 23.0 | 23.1 |
| 81\% to 90\% | 2.1 | 2.2 | 1.8 | 1.8 | 5.4 | 5.4 | 6.9 | 6.0 | 16.2 | 15.4 |
| 91\% to 100\% | 5.6 | 6.4 | 2.6 | 2.7 | 8.0 | 7.9 | 10.3 | 10.0 | 26.5 | 26.9 |
| 101\% to 110\% | 1.2 | 1.4 | 1.4 | 1.4 | 3.5 | 4.1 | 8.4 | 7.9 | 14.5 | 14.8 |
| Over 110\% | 1.8 | 1.9 | 2.4 | 2.2 | 5.9 | 6.0 | 9.7 | 9.2 | 19.8 | 19.4 |
| Total | 16.4 | 17.7 | 11.5 | 11.3 | 29.9 | 31.6 | 42.2 | 39.4 | 100.0 | 100.0 |

1/Contract balance excludes finance and insurance charges.
$\underline{\underline{2}} /$ Wholesale value represents "average wholesale," "as is," or "buying value" as indicated by used car guides..

NOTE: Distributions for February and January are derived from reports of 102 banks, 50 of which reported dealer cost ratios as well as maturities. The February maturity listribution for used cars shown on pages 1 and 2 is based on 22,000 contracts, 14,000 ourchased and 8,000 direct. The cross-classification on this page is based on 10,000 contracts, 7,000 purchased and 3,000 direct. The data are not intended to be estimates Diforzall fepmmertpat banks and are not comparable with previous releases since composition htip:/the group of banks changes from month to month.

Details may not add to totals because of rounding.
Federatals may not add to totals b


[^0]:    *Unweighted arithmetic mean of the three monthly ratios. Details may not add to totals because of rounding.

