

than the standard truck, and the axle shafts and so on are a different length, and, of course, not repairable by ordinary commercial spares. The tires are of an "orphan" type not used by any other vehicle.

Mr. Wright, sales manager for General Motors, wrote on the 2nd October, 1945, in answer to an inquiry by the Munitions Controller :—

As this type of truck (*i.e.*, G.M.C.) is generally unsuitable for New Zealand's transport needs, and as only a very small quantity can be sold for special types of work, such as timber and coal carting and for conversion to dump trucks, we regret we are unable to purchase these 1,345 G.M.C.'s involved.

Mr. Wright amplified these reasons :—

- (1) They are designed primarily for military use and have very limited commercial possibilities. This vehicle was designed in 1936 for military purposes and was never intended primarily as a commercial vehicle :
- (2) They are designed to carry concentrated loads on a small deck space or with trailer attachments :
- (3) They can only be used effectively in the timber, mining, and gravel industries, where it is necessary for the truck to be used off the road and in rough country :
- (4) In the four years 1937 to 1940 an average of only 220 trucks per annum of a four-ton capacity and over were sold in New Zealand—*i.e.*, trucks of all makes.

The G.M.C. is a military type with a driving front axle, and there is not another truck in the country of that type.

These vehicles had all been packed in the park by the American authorities—the majority having been towed and jammed against one another not only by being pushed forwards and backwards, but also sideways and somewhat battered in the process, and many with tires deflated and standing in pools of water and about half the Jeeps stacked on the G.M.C.s. All three companies engaged in reconditioning contracts had declined to purchase the vehicles. The cost of reconditioning rendered them unsaleable, and the vehicles had been specially built for war purposes and were unsuitable as commercial vehicles except in limited degree.

There was also the difficulty, if not impossibility, of obtaining replacement parts, and, in the case of the Dodges, the tire was of a special military size, an "orphan" and not manufactured at all for commercial purposes. Another consideration to be taken into account was the supply position in existence and prospective both as regards Army vehicles and commercial vehicles. This position is set out in the General Manager's report to the Treasury on the 30th October, 1945.

VEHICLES EX U.S. FORCES

1. The vehicles declared surplus by U.S. Forces are as follows :—

Cars	35
G.M.C. trucks	1,277
Dodge trucks	421
International trucks	3
Diamond T trucks	4
Jeeps	547
	2,287

2. All these vehicles are ex the Pacific and require major repairs. The contract for the reconditioning of the vehicles has been cancelled.