

Declassified E.O. 12356 Section 3.3/NND No. 785015

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10000/110/137 REQ  
HQS  
JUN

Declassified E.O. 12356 Section 3.3/NND No. 785015

10000/110/137 REQUISITIONED VEHICLE  
HQ 596 FIAT 1500-EMILIA ZARA  
JUNE 45

93.10/EST

1278

Declassified E.O. 12356 Section 3.3/NND No. 785015

9 July

Folios 1-2-3 to Dr. Janna

1- chul<sup>5/16</sup> to E-4(A) 28 Sept. 44

2- E-4(A) to R.C. Abruzzi-Marche Reg.  
4 Oct. 44

3- E-4(A) to Public Safety Garage  
June 1945

6491

*LV*

1279

Declassified E.O. 12356 Section 3.3/NND No. 785015

# HEADQUARTERS ALLIED COMMISSION

## ESTABLISHMENT SECTION

File

Date

FROM

TO

Deputy Ex. Commissioner

Staff Officer

Executive Officer (A)

Executive Officer (B)

G-1 (A)

G-1 (B)

G-4 (A)

G-4 (B)

Headquarters Commandant

Adjutant

FOR

Comment

Draft of reply

Investigation and report

Answer

Signature

Approval/Disapproval

Your Information

Your File

Return, please



LWS/hip

30 June 1945

MEMORANDUM TO: Office of the Executive Commissioner  
For: Establishments Section

1. In view of the information contained in G-4 report, ref. G4/41/A of 26 June, subject: Fiat Car Requisitioned from Dr. E. Zara, it is recommended that immediate steps be taken to void the derequisitioning of this car.

2. This recommendation is based on para 6 and 7 of the above report.

*/s/ L. W. Stearns*

L. W. STEARNS  
Major, A.C.D.  
Staff Officer to CG

*EC Reference is  
5815/81/EC of 28 June.*

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Declassified E.O. 12356 Section 3.3/NND No. 785015

Phone: 489081, Ext 477

HEADQUARTERS  
ALLIED COMMISSION  
APO 394  
OFFICE OF G-4

*Jun*  
GOC/WJA/ao  
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In reply refer to:

Q4/41/A

26 June 1945

SUBJECT: Fiat Car Requisitioned from Dr. E. Zara.

TO : Office of the Executive Commissioner.

ATTENTION:

1. With reference to the subject of Dr. Emilio M. Zara's car, the following facts concerning the requisitioning and derequisitioning of this vehicle are submitted for your information:

a. The Office of G-4 (A) this Headquarters was first informed of the requisitioning of this vehicle on the 28th of September 1944, when a letter was received from the Director of Industry Sub-Commission where Dr. Zara is employed. This letter requested that Dr. Zara's vehicle be derequisitioned in order that the vehicle might be put to use in the rehabilitation of the pharmaceutical and medicinal industry in Italy. Attached to the Industry Sub-Commission's letter was a letter from Dr. Zara, who stated that he had been of considerable assistance to the Armed Forces, and that he had suffered many hardships due to the conditions of War, etc., etc.

b. The G-4 Section, after considerable study, recommended to Region V Headquarters, who had requisitioned the car, that the car be returned to its owner and that this Headquarters be notified when this action had been completed. On the 4th of September 1944, a letter was received from Region V Headquarters stating that the vehicle was still in use at Region V and could not be released for military reasons. On the 4th of October 1944, the G-4 Section wrote again to Region V Headquarters, requesting that the subject vehicle be returned to its owner. In response to this letter a telephone message was received with the same information as before: that the vehicle was urgently needed in Region V.

c. On the 7th of May 1945, the G-4 Section received a request from the Office of the Executive Commissioner together with a letter from Dr. Zara, requesting that some action be taken toward the derequisitioning of this vehicle. Although existing Italian Legislative Decree state clearly and specifically that no vehicle will be returned direct to its owners and that all vehi-



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Ltr, Hq, AG, Office of G-4 (A), dtd 26 June 45, file 04/41/A, sub: Fiat Car Requisitioned from Dr. E. Zara.

cles shall be returned to the Italian Government, for eventual return to owners, the G-4 Section, aware of Dr. Zara's position, and believing that the vehicle was needed for the reasons stated, that of rehabilitating pharmaceutical and medicinal industries in Italy, directed Dr. Zara to submit to G-4 Section a letter with justification for the return of his vehicle, so that this justification could be forwarded to Headquarters MTOUSA, and authority requested from them to derequisition the vehicle. Lt. Amoroso went so far as to instruct Dr. Zara and Major Rosenbaum of Industry Sub-Commission as to the procedure for drafting a letter and submitting it to G-4 Section.

2. On the 12th of June 1945, Headquarters MTOUSA granted authority for the derequisition of this vehicle on the basis of the justification presented, and Dr. Zara was informed that his vehicle was ready for derequisition.

3. It has been theater policy, in cases of derequisition, to remove any and all W.D parts from any vehicles being returned to their owners.

4. Dr. Zara was called in by the G-4 Section and told that his car was ready for derequisitioning. He signed the necessary release papers and was given a letter to pick up the vehicle. He returned the same day and stated that he had been done a grave injustice, that the vehicle was minus tires and tubes and battery, and that he expected compensation for the missing parts. He was informed by Lt. Amoroso that no War Department parts could be returned to him for those which had been on the vehicle. He was also informed that the only means A.C. could employ to adjust the matter satisfactorily would be to issue him a new requisition for the missing parts. Dr. Zara agreed to accept this requisition. At this time, Dr. Zara also stated that he was in the process of selling the vehicle and admitted to Lt. Amoroso that he could obtain more money for the vehicle in its present condition than he had paid for it, and that he was just trying to get everything he could back with the car.

5. In reference to your 5815/70/20 of 23 June concerning the subject vehicle and attached letter dated the 21st from Dr. Zara, please be informed that Dr. Zara's letter contains several misstatements. First, Lt. Amoroso did not by words or actions state or imply that all Dr. Zara had to do was go to the garage, get his car and drive away. He merely stated that the vehicle was ready to be derequisitioned. Second, Dr. Zara's car at no time was in the Salvage Section of the Public Safety Garage. Third, the vehicle in its present condition could easily be sold for a considerable amount in excess of 50,000 lire, the price which Dr. Zara admits being offered in the letter.

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Ltr. Hq. AG, Office of G-4 (A), dtd 26 June 45, file G4/41/A, sub: Fiat Car Requisitioned from Dr. M. Zara.

6. Attention is invited to the fact that the request for the derequisitioning of this vehicle was approved by MTOUSA on the grounds that this vehicle would be used in the rehabilitation of industry, and that the authority granted by MTOUSA was granted solely for this reason. Dr. Zara, has clearly indicated that his motive for the return of his vehicle was not to use this vehicle for the reasons stated, but to sell it immediately upon its return. It would therefore appear that a civilian employee of the Commission has taken advantage of personal contacts with officers of the Commission to secure the return of his motorcar, not to aid in the rehabilitation of the pharmaceutical and medicinal industry, but to serve his personal needs.

7. In brief, the vehicle in question was properly derequisitioned, returned to the owner in compliance with pertinent directives of higher authority on the subject, on the basis of statements the accuracy of which appears to be open to some question.

CLAYTON C. CRAIG  
Major, Infantry  
G-4 (A)



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# HEADQUARTERS ALLIED COMMISSION

ESTABLISHMENT SECTION

File

Date 23 June

FROM

TO

Deputy Ex. Commissioner

→ Staff Officer

Executive Officer (A)

Executive Officer (B)

G-1 (A)

G-1 (B)

G-4 (A) ←

G-4 (B)

Headquarters Commandant

Adjutant

FOR:

Comment

Draft of reply

Investigation and report

Answer

Signature

Approval/Disapproval

Your Information

Your File

Return, please

*I want a full story  
on this car.  
① What kind  
of shape was it in  
when requisitioned?  
② Why was it  
de-requisitioned?  
③ What recourse  
has the owner to collect the  
difference in value between  
time of requisitioning & time  
of de-requisitioning. hup.*

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HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Executive Commissioner


Ref: 5815/70/EC.

23 June 1945.

SUBJECT: Fiat Car - Registration Number 55205 MI.

TO : Establishment Section.

1. I refer to my 5815/49/EC dated 7 May 45, 5815/66/EC dated 16 June 45, and your LHM/rjp dated 19 June 45, in which you advised that the above mentioned car was derequisitioned and returned to its owner on 19 June 45.
2. Enclosed is a further letter received by the Chief Commissioner from Dr. Emilio M. Zara, from which it will be noted that the car when released was not in a fit state for the road.
3. This case would appear to warrant investigation and I shall be pleased if you will cause the necessary enquiries to be made and submit a full report to this office for the information of the Chief Commissioner.

*for*   
Chief Staff Officer,  
To the Executive Commissioner.

6.9.45

Encls.

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JUN 22 RECD

CC 1116

June 21st, 1945

TO : Admiral Emery Stone,  
Chief Commissioner,  
Allied Commission  
R o m e .

FROM : Dr. Emilio M. Zara

On April 30th last, I requested consideration from you in the derequisition of my automobile. Through your kind offices the vehicle was derequisitioned and for this I am sincerely appreciative.

However, I am once again compelled to call upon your sense of justice. On 19th June, I was advised by G-1 (A) that my car was in Rome and I was to report to the G-1 (A) office. At this office, after turning in all documents pertaining to the requisition, and after signing all release papers, I was given a note to c.o. Public Safety garage to go and get my car (Copy attached).

Naturally, I was elated. But my elation was of short duration, for on my arrival at the garage I was told the tyres (5 in all), the battery and the tools had been removed. Lt. Amoroso of G-1 (A) had not even troubled to advise me of this but had, on the contrary, by words and actions, strongly implied all I had to do was to go to the garage, get my car, and drive away, and I should be happy and grateful.

On June 20th, realizing that my car had been placed in the Salvage Section of the Public Safety garage, I sent a buyer there to see what once was a vehicle. I could not accompany him because of my official duties here. The buyer was refused admission to the garage.

Today, 21st June, I accompanied the prospective purchaser to the P.S. garage. My worst fears were realized: the car had been further stripped including: head light glass, head light bulbs, a spare coil and a spare wheel.

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Thus, it may well be that before I am able to dispose of my car, I will have nothing but a badly smashed body to offer the purchaser. Had my car been returned as I was led to believe it would be, last October (see attached copy of G-4 (A) ) I could have gotten 800,000 lire for it. Today, I was generously offered 50,000 lire for it !

As I stated in my original documents to you on April 30th last, this is not a financial matter, even though I have lost all my physical possession in this war including my plant and home. Rather, it is a matter of principles. For, despite your kind efforts, the derequisition has become a mockery, a joke of very bad taste bordering on sadism, if before I am given possession of my property I am required to sign release papers only to find that in fact I have no car at all.

May I therefore, once again ask your kind indulgence that my car be returned to me as a car in fact and not in name. Although, I realize this has no bearing on my case, I do know that cars have been returned to others complete with tyres and tubes in perfect running conditions; (about 25 cars have been returned to proper owners in Perugia by Region there) and in many of these cases the recipients had contributed nothing to the Allied effort. My car was requisitioned in perfect efficiency (as stated in Requisition Form No.60 returned the other day to G-4(A) ) and I think you will agree that I should in turn have received it in such conditions.

I may further add that I have placed no claim for compensation for the use of the car by Region V for a period of over eleven months.

With the deepest respect.

*Emilio M. ZARA*  
(Dr. EMILIO M. ZARA)  
Industry Sub-Commission  
Pharmaceutical Division

(3 Enclosures, to be kindly returned)

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