

ACC

AC25/A/TN5

10000/148/2562

ROAD
Jan.-Nov

5 10000/148/2568 ROADS = APPLICATION FOR AND
JUL.-NOV. 1944 REPLACEMENT OF TUBES

1696

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
APO 394, U.S. Army
Transportation Section

R/22

TH/AR/5/119

14 November 1944

SUBJECT : Tyres & Tubes.

TO : I.S.R. Works Division Naples.

We are informed by H.Q. A.C. that on June 8th 8 tyres and 8 tubes size 16 x 600 were delivered to you to be used on the automobiles of the Chief of above division or on the one of his assistant.

We are now asked to collect the sum of £ 32,000.00 representing the cost of the supplies mentioned.

Will you be good enough to remit this to this office.

By order of Brigadier DUNLOP:

HEADQUARTERS
16 NOV 1944

[Signature]
J. A. W. GILES
Lt. Colonel,
Regional Tptn. Officer

5649

JC/mjs

Copy to : Transportation Sub-Commission. ✓
" " Adjutant's File.

CONFIDENTIAL *Transportation*
Sub-Commission
ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512
GSF/em

14 August 1944

G5:537

SUBJECT: Tyres - Misuse

TO : Headquarters, Allied Control Commission, APO 394

1. Attached hereto is copy of Q "AE" memo AFHQ/8200/6/Q(AE) dated 12 Aug 44, which is self-explanatory.
2. May information as requested in para 4 above memo, be forwarded to this H.Q. with the minimum of delay.

G.S. Franklin
G.S. FRANKLIN, Major
Economics & Supply Div.

Incl: As above.

File
R/22
Chap
21/8

5648

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C O P Y

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ALLIED FORCE HEADQUARTERS

TEL. NO. FREEDOM 296

AFHQ/8200/6/3(AE)

12 Aug 44

Subject:- Tyres - Misuse.

G-5.

Further to conversation Franklin - Little, of 8 August 44.

1. It is understood that ACC propose to convert wheel discs normally fitted with the size of tyres listed in Appendix "A" (Attached) to take 600 x 16 (Jeep) tyres. ACC letter ACC/TN/TP of 29 June 44 refers.
2. The majority of these conversions require technical skill, equipment and tools, and are not merely slight modifications as stated by ACC. Unless these conversions are carried out properly the covers and tubes when fitted will be seriously damaged in a short space of time.
3. The necessity rigidly to conserve stocks of tyres and tubes cannot be over emphasised, and any action running counter to this principle cannot be permitted to continue.
4. Would you please forward as soon as possible details of the modifications which ACC contemplate carrying out.

JGC/DY

/s/
J.G. COWLEY, Brigadier,
for Major General, G4(B).

Copies to:- ORD (Br).
R.E.M.E.
U.M.I.

(Will you please bear this matter in mind when inspecting ACC vehicles).

5646

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C O P Y

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APPENDIX "A" TO
AFHQ/8200/4/Q(AE)
dated 8 Aug 44

Wheel discs to be converted to take 600 x 16 tyres.

500 x 16
400 x 17
525 x 16
155 x 400
140 x 40
15 x 45
525 x 18
550 x 18
475 x 18
13 x 45
15 x 50
550 x 15

130 x 40
425 x 17
525 x 15
165 x 400
14 x 45
16 x 45
600 x 18
12 x 45
440 x 19
17 x 50
16 x 50

584

CONFIDENTIAL

9 August 1944 *R/22*
GR

TIRES

1. The number of vehicles in liberated Italy that is now immobilized because of lack of tires is 6,411. Of this number 3,283 are vehicles which are essential for the health and self-sustenance of the liberated regions.

To put these vehicles in operation requires the delivery and mounting of 11,054 casings and 11,695 tubes. This figure is reflected in the requisition which is now in the hands of the C.C.S. in Washington.

Our stock of usable tires in Italy amounts to 954 tires and 182 tubes, of which more than 30% are for motorcycles. This stock is now being distributed and within 6 days every tire now in Italy (and in servicable condition) will be on the road.

2. Plants for the manufacture, repair and retreading of casings and for the manufacture and repair of inner tubes are in process of rehabilitation. Of the total of fourteen plants within the area where operation is possible one (1) is operating at complete efficiency with a monthly production of about 900 tires; and one (1) is idle because of lack of machinery; two (2) are inoperative because of unavailability of power; four (4) have been bombed to an extent that repair will require several months and six (6) are in a condition to do minor repair work. These six are now idle due to lack of raw material. If all these plants were in operation the total output would represent about 20% of the total requirements now existent. (This figure based on monthly requirements.)

3. We have collected some 35,000 tires for repairs. Of this number five thousand have been inspected and those susceptible of repair work have been forwarded to repair plants. 4% of this number can be repaired. 96% are scrap.

(It should be noted that in this category the four percent represent tires that can be repaired; in ordinary times about half of this number would be classed as "rejected" and it serves as a commentary on the desperate need which exists that we are now effecting repairs on tires that tie up one machine for an entire day because of the lack of suitable repairable stocks.)

Thousands of casings have been damaged beyond repair by the Germans before their retreat. Their system of "bring two tires and get one" has exhausted the repairable tire reservoir that ordinarily exists. The repair work which they did for civilian vehicles was done with a view to putting the tire in service for several hundred miles only and we now have thousands of their repair jobs which are destroying tubes and which cannot be remoulded. Repairable casings are difficult to collect because inhabitants of the outlying districts cut them up for various personal household and farming utilities.

4. Pending import of stocks for immediate need (prewar importation amounted to about 70,000 tires yearly) (1933-1934 and 1936 averages) repair and manufacture (within the scope of this country's ability) will be inadequate. The area now liberated represents the demand area, the supply area yet to be taken (Milan, Torino etc.) will undoubtedly be damaged beyond productivity for a six to eight months period.

(Cont'd)

Immediate filling of outstanding requisitions is imperative. Rehabilitation of plants will provide inadequate but helpful stocks. The outlook for the ensuing year is one of "limping" vehicular transport.

Telephone : 47893

CHAP/efh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Economic Section
APO 394

Our Reference : ACC Tn/P22/3

Date : 29 July '44

TO : Executive Commissioner,
R.G. & M.G. Section,
HQ., ACC.

SUBJECT : Grain Campaign. - Request for Tyres.

1. With reference to the letter RC/433 dated 22nd July, 1944, addressed to you from the Regional Commissioner, Sicily, and also enclosure addressed this Sub-Commission dated 21st July, 1944, re tyres.

2. It is regretted that the possibility of being able to supply more than a very small percentage of Col. Hancock's needs is exceedingly remote for the reasons outlined below :-

(i) We have no new tyres or inner tubes.

(ii) We have repeatedly indicated for some, stressing the urgency, but have not with little success, receiving one or two small consignments of miscellaneous new tyres without inner tubes. Most of these were motor cycle tyres and, as such, useless.

3. So acute is the tyre situation, even for military needs, that A.F.H.Q., realising that ACC would never have a satisfactory supply of tyres from Army sources, made special arrangements whereby ACC are authorised to purchase from P.B.S. tyres which have been discarded from military Class A vehicles and to repair same in workshops and tyre plants specially set up for the purpose. These plants are on the point of opening, and a fair output of repaired tyres not suitable for military use can reasonably be expected, but no inner tubes.

4. Even to this plan, however, there is a serious drawback. Although accurate figures cannot yet be quoted, it is estimated that a very large percentage of C-1 tyres issued to us will be size 750 x 20. We also hope to have a fair stock of 600 x 16 (Jeep tyres) which can be used in place of certain of the sizes quoted by Col. Hancock provided slight modification is made to the existing rims. Nevertheless, this represents only a small portion of Col. Hancock's demands, apart entirely from an inability to provide inner tubes.

5. In the circumstances, it is felt that little progress would be served by painting an optimistic picture for the future.

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FOR CAPTAIN STONE, (UNRP) :

A.G. ANTONINI,
Executive Director,
Economic Section.

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