On one occasion the petcock in the bottom of the oil reservoir backed out permitting the entire supply of oil to be lost on the road. This engine also had difficulty with the float indicator of the oil level gage, as either the glass broke or became so dirty that it could not indicate the amount of oil in the crank case. Consequently the inspection for oil level consisted in racing the engine, and if a quantity of smoke issued from the exhaust pipe, it was considered that the engine had the proper quantity of oil. Lack of power was frequently experienced because of poor compression, and the valves required frequent adjustment.

The Rayfield Carburetor used on the Garford trucks is not suitable for military use because of the ease with which improper adjustment may be made, and the large number of parts subject to wear. The float valve mechanism in this carburetor became worn to such an extent that it prevented proper functioning, and replacement of these parts had to be made at Salt Lake City. This carburetor employs the Bowden wire control for changing the quality of the mixture, and this loosened up in a short time, permitting the adjustment to change with the result that the mixture became too rich.

The most satisfactory feature of the Garford trucks was the Dixie Ma gneto, which only required an occasional cleaning.

Clutches required frequent adjustment, and the steering gear arms became loose on their shafts, damaging the serrations to such an extent that it was impossible to keep them tight.

The axle on one truck was sprung at about 1000 miles, permitting the front wheels to spread, buckling up the tie rod also. Although the road conditions were very rough at this point, no other vehicles experienced this trouble.

(g) G. M. C.: Of the five (5) G.M.C. Ambulances and two (2) G.M.C. 1½-2 ton cargo trucks, one of each type failed to complete the trip. On July 10th, a G.M.C. truck (#39306) skidded off the road and down the mountain side near Ligonier, Pa., and was damaged beyond hope of repair by the Convoy. On July 19th, a G.M.C. Ambulance (#39304) ran off the road and overturned in the ditch as the result of careless driving, just a few miles east of Chicago Heights, Ill. The body was so badly cracked and the frame kinked to such an extent that this Ambulance was exchanged for another (#24212) at Chicago. Aside from these two accidents these vehicles had very little trouble.

The principal difficulty was experienced with the Marvel Carburetor, largely due to the fact that the mechanics and drivers did not understand how to make necessary adjustments. They seemed to depend entirely on the air adjustment, because they were not familiar with the fact that there is a gasoline adjustment in the lower part of the carburetor. The cork float in one carburetor became saturated, and the air valve springs were made of poor material which took a permanent set, thus preventing the making of a satisfactory adjustment.