

That extended use of triangular signs, bearing the designation of the unit using them, or road workers is inevitable.

That there should always be a very careful inspection of all vehicles for the proper amount of gasoline, oil, and water before departure on any run, no matter how short.

That a light touring car or light delivery car replace the present motorcycle with side-car, which cannot negotiate soft, sandy or muddy roads successfully, and is a single purpose vehicle.

That Class 3 trucks are too heavy for use in the field, except in the rear areas on good roads and over strong bridges.

That only trucks of the four-wheel-drive type be used with artillery, because of the ease with which they negotiate any sort of rough terrain, sand or mud, in any kind of weather.

That two Class 1 trucks be used instead of one Class 3 truck wherever there are unimproved roads or doubtful bridges.

That every Service Park Unit and Repair Base should have a Millitor with winch for wrecking.

That the Millitor should have a longer and stronger spring, of the artillery type, similar to the spring of a gun carriage trail; or perhaps two such springs, one on each rear corner of the frame; that the cable reel should be placed on a square shaft to facilitate rewinding, and should be located ahead of the winch and guide sheaves which should have universal support.

That spare parts trucks should have a stock record card system, and that the arrangement for packing the parts be improved so that such articles as bearings may be protected with individual boxes or cartons.

That the Harley-Davidson Motorcycle is the most desirable for military use.

That every effort be made to cooperate with carburetor manufacturers toward the production of a carburetor of the jet type suitable for use on motorcycles.

II. APPENDICES:

The following appendices are submitted with this report and form a part thereof: