

COMMONWEALTH BUREAU OF CENSUS AND STATISTICS,
CANBERRA, AUSTRALIA.

CENSUS OF MOTOR VEHICLES.

31st DECEMBER, 1955.

No. 8: AUSTRALIA.

PREPARED UNDER INSTRUCTIONS FROM
THE RIGHT HONORABLE THE TREASURER.

BY

S. R. CARVER,
COMMONWEALTH STATISTICIAN.

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PREFACE.

This Bulletin contains particulars of motor vehicles on the register in Australia at 31st December, 1955. Similar bulletins have been published for each State of Australia, and for the Northern Territory and the Australian Capital Territory.

The statistics have been compiled from motor vehicle registrations and cover, in general, those particulars which are available uniformly in all States and Territories. These include, for all vehicles, type of vehicle, make, year of model and rated horsepower, and, for commercial carrying vehicles only, unladen weight, carrying capacity and type of fuel used. The figures herein relate to motor vehicles whose registrations were renewed during the year 1955 plus registrations of new vehicles and re-registrations of previously registered vehicles less registrations cancelled during the year.

Vehicles owned by the Commonwealth Government, other than Defence Service vehicles, have been included in all tables.

All figures for horsepower are in terms of R.A.C. rating. Whole numbers only have been shown. For example, an R.A.C. rating of 17.9 h.p. is recorded in this Bulletin as 17 h.p.

The allocation of vehicles according to Local Government Areas in any State is shown in the Bulletin for that State.

The following vehicles have been included in each type—

Cars—

Sedan: Caleche Coupé Limousine Saloon Sedan Sedan Coupé Sports Sedan.

Open: Convertible Open Sports Roadster Tourer.

Other: Ambulance Hearse.

Station Wagons—Estate Car Station Coupé Station Wagon.

Omnibuses—Coach Omnibus Parlour Coach Trolley-buses have been included for South Australia, the only State in which they are registered.

Utilities—Buckboard Coupé Utility Pick-up Utility.

Vehicles such as the Land Rover, Willys Jeep and Austin Champ are included under the heading of the body type constructed on the chassis, but in most cases such vehicles are classified as "utility".

Queensland panel vans have been recorded as utilities and Australian figures for utilities are therefore overstated to this extent.

Panel Van is defined as a "van body moulded in one unit with the cab integral".

Queensland panel vans have been recorded as utilities and Australian figures for panel vans are therefore understated to this extent.

Lorries—

NOTE—In Queensland, lorries are recorded as either *rigid* or *towing unit*. In this Bulletin rigid lorries have been included with platform lorries and towing units with articulated lorries or semi-trailers. The Australian figures for vans, tippers and other lorries are therefore understated by the exclusion of Queensland vehicles and those for platform lorries and articulated lorries or semi-trailers are correspondingly overstated.

Platform: Lorry Platform Truck Tray Tray Top and Sides Truck.
See NOTE above.

Van: Closed Van Furniture Van Horse Float Meat Wagon Pantehnicon Refrigerated Van.

Tipper: Dump Truck Tipper.

Articulated or Semi-Trailer: Articulated Truck Lorry Type Tractor Low Loader Prime Mover Semi-Trailer.
See NOTE above.

Other: Amphibious Truck Bolster Truck Log and Winch Truck Sanitary Wagon Scout Car Skeleton Wood Cart Timber Jinker Wood Chassis.
See NOTE above.

Other Commercial Vehicles—Concrete Agitator Fire Engine Milk Wagon Mobile
Winch Petrol Wagon Spray Wagon Straddle Truck Street Flusher Street
Sweeper Tanker Tow Truck Tower Wagon.

Motor Cycles—Motor Cycle Motor Scooter Pedal Cycle with motor attached.

The following vehicles have been excluded—Bulldozer, Crawler Tractor, Fork/Air Lift, Front End Loader, Grader, Industrial Barrow, Mobile Crane, Overloader, Rotary Hoe, Tractor, Trailers and vehicles without motive power (e.g., concrete mixers, air compressors and the like).

S. R. CARVER,
Commonwealth Statistician.

Commonwealth Bureau of Census and Statistics,
Canberra, A.C.T., 6th January, 1958.

CENSUS OF MOTOR VEHICLES.

31st DECEMBER, 1955.

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AUSTRALIA.

No. 1—SUMMARY OF MOTOR VEHICLES ON THE REGISTER AT 31st DECEMBER, 1955.
AUSTRALIA.

| Type of Vehicle | Number of Vehicles |
|--|--------------------|
| Cars— | |
| Sedan | 1,194,374 |
| Open | 160,275 |
| Other | 2,033 |
| Total Cars | 1,356,682 |
| Station Wagons | 15,948 |
| Omnibuses | 10,142 |
| Utilities | (a) 361,970 |
| Panel Vans | (b) 53,808 |
| Lorries (c)— | |
| Platform | 204,503 |
| Van | 9,499 |
| Tipper | 20,719 |
| Articulated or Semi-Trailer | 13,589 |
| Other | 2,320 |
| Total Lorries | 250,630 |
| Other Commercial Vehicles | 5,884 |
| All Motor Vehicles (excluding Motor Cycles) | 2,055,064 |
| Motor Cycles | 127,129 |

(a) Includes Queensland panel vans. (b) Excludes Queensland panel vans, which are included with utilities. (c) See explanatory notes in Preface.

CENSUS OF MOTOR VEHICLES, 31st DECEMBER, 1955.

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(i) CARS—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | | | Total | Percentage of Total Cars | | | | |
|----------------------|----------------------|---------------|---------|---------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------------------|------|------------|--------|-----|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | | | 1955 | Not Stated | | |
| De Soto | 21 | 738 | 623 | 610 | 150 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 1,362 | .. | |
| | 23 | .. | 57 | 610 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 817 | .. | |
| | 25 | .. | 156 | 67 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 878 | .. | |
| | 26 | 17 | 148 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 165 | .. | |
| Total De Soto Dodge | 27 | .. | 97 | 1,771 | 114 | 108 | 375 | 362 | 243 | 247 | 381 | 275 | 592 | 260 | 59 | .. | 4 | 4,958 | .. | |
| | 28 | .. | .. | .. | 1 | 19 | 78 | 16 | 10 | 11 | 13 | 25 | .. | 1 | .. | .. | .. | 1,329 | .. | |
| | 42 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Total Dodge Durant | 19 | 755 | 1,081 | 2,448 | 270 | 127 | 454 | 379 | 256 | 260 | 397 | 308 | 907 | 1,520 | .. | .. | 2 | 9,512 | 0.7 | |
| | 21 | .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 126 | .. | |
| | 23 | 1 | 125 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12,052 | .. | |
| | 25 | 3,112 | 2,498 | 5,489 | 914 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 39 | 12,052 | .. | |
| | 26 | 263 | 1,139 | 7,368 | 415 | 1 | 14 | 30 | 12 | 32 | 34 | 23 | 59 | 1,058 | .. | .. | 5 | 10,515 | .. | |
| | 27 | 15 | 147 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 162 | .. | |
| | 28 | 1,727 | 1,233 | 185 | 307 | 479 | 1,503 | 1,198 | 796 | 1,413 | 1,693 | 909 | 1,758 | 334 | 140 | .. | 7 | 14,985 | .. | |
| | 33 | .. | .. | 5 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,775 | .. | |
| | 37 | .. | .. | 9 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 15 | .. | |
| | 42 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 | .. | |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total Durant Erskine | 16 | 5,178 | 5,155 | 13,047 | 1,639 | 480 | 1,517 | 1,223 | 808 | 1,445 | 1,727 | 961 | 2,151 | 2,620 | .. | .. | 16 | 39,662 | 2.9 |
| 18 | | 2,005 | 664 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 67 | 2,696 | .. | |
| 19 | | 233 | 129 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 27 | 362 | .. | |
| 23 | | 30 | 37 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 30 | .. | |
| Total Durant Erskine | 25 | 8 | 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 45 | .. | |
| | 27 | 12 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 18 | .. | |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | Stated | 2,288 | 836 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 3,152 | 0.2 | |
| Total Erskine Essex | 16 | 418 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 28 | 3,152 | .. | |
| | 18 | 456 | 221 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 418 | .. | |
| | 25 | 3 | 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 677 | .. | |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 14 | .. | |
| Total Erskine Essex | Stated | 877 | 232 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 1,111 | 0.1 | |
| | 17 | 3,803 | 910 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 3,803 | .. | |
| | 18 | 1,236 | 142 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | 2,149 | .. | |
| | 20 | 24 | 16 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 166 | .. | |
| Total Essex Fiat | 27 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 19 | .. | |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | Stated | 5,066 | 1,068 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 6,138 | 0.4 | |
| | 6 | 176 | 38 | 62 | 2 | .. | 48 | 189 | 691 | 613 | 219 | 68 | 38 | 296 | 8 | .. | 4 | 2,891 | .. | |
| Total Essex Fiat | 10 | 578 | 139 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 970 | .. | |
| | 11 | .. | 41 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,702 | .. | |

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(i) CARS—continued.

AUSTRALIA.

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | | Total | Percentage of Total Cars | | | | |
|-------------------------------|----------------------|---------------|---------|---------|---------|-------|-------|--------|--------|--------|--------|--------|--------|-------|--------------------------|---------|--------|------------|----|
| | | Prior to 1980 | 1980-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | | | 1954 | 1955 | Not Stated | |
| Fiat—continued | 13 | 17 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 21 | .. | |
| | 15 | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | .. | |
| | 16 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,430 | .. | |
| | 17 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 13 | .. | |
| | 19 | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 237 | .. | |
| | 20 | 35 | 148 | 24 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 14 | .. | |
| | 25 | 14 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 | .. | |
| | 26 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. | |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total Fiat | .. | 832 | 346 | 570 | 62 | 2 | 885 | 1,144 | 1,439 | 505 | 427 | 971 | 1,367 | 1 | 1 | 8,811 | 0.6 | |
| Ford | 7 | .. | 479 | 545 | 440 | 570 | 1,214 | 1,888 | 2,64 | 47 | 12 | 4,449 | 7,334 | 1 | 1 | 7,225 | .. | | |
| | 10 | .. | 62 | 9,459 | 2,923 | 1,650 | 4,778 | 10,072 | 9,052 | 4,055 | 2,316 | 4,449 | 7,334 | 30 | 30 | 69,324 | .. | | |
| | 14 | .. | 7 | .. | .. | .. | .. | .. | 1,883 | 9,826 | 4,783 | 5,258 | 2,858 | 5 | 5 | 24,616 | .. | | |
| | 15 | .. | .. | .. | 3 | .. | .. | .. | .. | 1,733 | 8,259 | 13,845 | 10,935 | 3 | 3 | 34,886 | .. | | |
| | 22 | 771 | 13 | .. | .. | .. | .. | .. | 111 | 1,733 | 8,259 | 13,845 | 10,935 | 16 | 16 | 10,147 | .. | | |
| | 23 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 24 | .. | .. | 135 | .. | .. | .. | .. | .. | 813 | 68 | 33 | 1 | .. | .. | .. | 50,166 | .. | |
| | 30 | 5,251 | 4,745 | 29,922 | 3,901 | 2,544 | 910 | 469 | 2,512 | 4,431 | 4,853 | 9,119 | 9,076 | 1,520 | 13 | 13 | 45,345 | .. | |
| | 32 | .. | 5,269 | 1,546 | 932 | 1,577 | 2,898 | 1,785 | 3,299 | .. | .. | .. | .. | .. | .. | .. | 51 | .. | |
| | 36 | 3 | 7 | 30 | 2 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | |
| 39 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5,152 | .. | | |
| 42 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | | |
| 46 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | |
| Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Total Ford | .. | 6,025 | 10,532 | 41,639 | 8,201 | 6,342 | 5,941 | 8,246 | 17,773 | 20,753 | 24,525 | 32,630 | 27,799 | 61 | 61 | 247,770 | 18.3 | | |
| Graham and Graham-Paige | 18 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. | |
| | 19 | 187 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 187 | .. | |
| | 21 | 224 | 142 | 737 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,104 | .. | |
| | 23 | 38 | 148 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 188 | .. | |
| | 25 | 52 | 197 | 243 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 496 | .. | |
| | 27 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. | |
| | 29 | 15 | 16 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 31 | .. | |
| | 31 | .. | 24 | 17 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 41 | .. | |
| | 33 | .. | 9 | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 22 | .. | |
| | 34 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. | |
| 36 | 3 | 14 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 17 | .. | | |
| Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Total Graham and Graham-Paige | .. | 532 | 550 | 1,012 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,100 | 0.1 | |
| Hillman | 9 | .. | 909 | 6,084 | 1,201 | 1,193 | 4,233 | 2,843 | 4,312 | 4,445 | 4,152 | 6,361 | 888 | 18 | 18 | 17,945 | .. | | |
| | 10 | 24 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 27,101 | .. | |
| | 12 | 36 | 29 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 65 | .. | |
| | 13 | .. | .. | 235 | 16 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 251 | .. | |
| | 14 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4,926 | .. | |

CENSUS OF MOTOR VEHICLES, 31st DECEMBER, 1955.

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(i) CARS—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | | | Total | Percentage of Total Cars | | | | |
|-------------------------|----------------------|---------------|---------|---------|---------|-------|-------|-------|-------|--------|--------|--------|-------|--------|--------|--------------------------|------|------------|---------|-----|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | | | 1955 | Not Stated | | |
| <i>Morris—continued</i> | 25 Not Stated | .. | 44 | 827 | 31 | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 906 | .. |
| <i>Total Morris</i> | .. | 2,339 | 2,790 | 12,980 | 2,643 | 1,653 | 3,895 | 7,551 | 6,857 | 14,875 | 15,827 | 14,979 | 9,179 | 11,271 | 16,858 | .. | .. | .. | 123,831 | 9.1 |
| <i>Nash</i> | .. | 4 | .. | 80 | 6 | 3 | 2 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 338 | .. |
| | 21 | 239 | .. | 231 | 29 | 140 | 219 | 184 | 30 | 50 | 27 | 44 | 51 | 48 | 33 | .. | .. | .. | 1,614 | .. |
| | 23 | 527 | .. | 126 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 605 | .. |
| | 25 | 200 | .. | 278 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 15 | .. |
| | 26 | .. | 15 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,894 | .. |
| | 27 | 16 | 234 | 1,110 | 115 | 85 | 167 | 105 | 21 | 18 | 9 | 5 | 2 | 5 | 2 | .. | .. | .. | 159 | .. |
| | 28 | 107 | 52 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 29 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 151 | .. |
| | 31 | .. | 32 | 116 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 25 | .. |
| | 33 | .. | 24 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 23 | .. |
| | 36 | .. | 18 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4,829 | 0.3 |
| <i>Total Nash</i> | .. | 1,094 | 732 | 1,589 | 153 | 228 | 388 | 293 | 51 | 68 | 36 | 49 | 54 | 53 | 35 | 6 | 1 | .. | 165 | .. |
| <i>Oakland</i> | .. | 164 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 407 | .. |
| | 19 | 407 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 269 | .. |
| | 25 | 251 | 18 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 256 | .. |
| | 27 | 200 | 56 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 51 | .. |
| | 37 | 2 | 49 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| <i>Total Oakland</i> | Not Stated | .. | 123 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| <i>Oldsmobile</i> | .. | 1,024 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,749 | 0.1 |
| | 18 | 467 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 467 | .. |
| | 19 | 517 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 517 | .. |
| | 24 | 671 | 250 | 71 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 993 | .. |
| | 26 | 21 | 756 | 4,150 | 102 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5,030 | .. |
| | 28 | 39 | 39 | 5,692 | 1,069 | 43 | 17 | 27 | 24 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6,914 | .. |
| | 29 | .. | .. | .. | 148 | 1,137 | 463 | 695 | 307 | 287 | 66 | .. | .. | .. | .. | .. | .. | .. | 3,105 | .. |
| | 30 | .. | .. | 5 | 5 | 12 | 8 | 6 | 8 | 15 | 1 | 9 | 6 | 14 | 7 | .. | .. | .. | 96 | .. |
| | 33 | .. | .. | 208 | 14 | 1 | .. | .. | .. | .. | 4 | 2 | .. | .. | .. | .. | .. | .. | 223 | .. |
| | 45 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 15 | .. |
| <i>Total Oldsmobile</i> | Not Stated | .. | 1,045 | 10,126 | 1,338 | 1,193 | 488 | 728 | 339 | 303 | 71 | 71 | 8 | 18 | 9 | 7 | .. | .. | 17,367 | 1.3 |
| <i>Packard</i> | .. | 1,676 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 19 | .. |
| | 27 | 19 | .. | 170 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 170 | .. |
| | 28 | .. | .. | 308 | 117 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 704 | .. |
| | 29 | 127 | .. | 83 | 6 | 115 | 16 | 13 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 216 | .. |
| | 32 | 28 | 83 | 99 | 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 703 | .. |
| | 33 | .. | 1 | 500 | 56 | 102 | 29 | 8 | 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 | .. |
| | 36 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 591 | .. |
| | 39 | 6 | 9 | 9 | 1 | 2 | 6 | 155 | 75 | 82 | 51 | 51 | 73 | 57 | 12 | 2 | .. | .. | 2 | .. |
| | 42 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. |
| | 46 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. |
| | 57 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| <i>Total Packard</i> | Not Stated | .. | 94 | 1,088 | 180 | 219 | 51 | 176 | 88 | 82 | 51 | 51 | 73 | 57 | 17 | 5 | .. | .. | 2,421 | 0.2 |

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
 (i) CARS—continued.

AUSTRALIA.

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | | | Total | Percentage of Total Cars | | |
|---------------------------|----------------------|---------------|---------|---------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------------------|------|------------|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | | | 1955 | Not Stated |
| Peugeot | 6 | 3 | 2 | 1 | 1 | 1 | 13 | 45 | 24 | 1,455 | 1,314 | 936 | 653 | 1,192 | 1,564 | 5 | 0.6 | |
| | 11 | 8 | .. | .. | .. | .. | 7 | 220 | 220 | 1,455 | 1,314 | 936 | 653 | 1,192 | 1,564 | 92 | | |
| | 13 | .. | .. | .. | .. | .. | .. | .. | .. | 1,455 | 1,314 | 936 | 653 | 1,192 | 24 | 7,342 | | |
| | 15 | .. | .. | .. | .. | .. | .. | .. | .. | 1,455 | 1,314 | 936 | 653 | 1,192 | 5 | 24 | | |
| | 17 | .. | .. | .. | .. | .. | .. | .. | .. | 1,455 | 1,314 | 936 | 653 | 1,192 | 2 | 2 | | |
| | 22 | 1 | 1 | .. | .. | .. | .. | .. | .. | 1,455 | 1,314 | 936 | 653 | 1,192 | 2 | 2 | | |
| Total Peugeot Plymouth | 30 | 2 | .. | .. | .. | .. | .. | .. | .. | 1,455 | 1,314 | 936 | 653 | 1,192 | .. | 2 | 0.6 | |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | 1,455 | 1,314 | 936 | 653 | 1,192 | .. | 7,474 | | |
| | 21 | 19 | 3 | 1 | 1 | 13 | 52 | 244 | 244 | 1,455 | 1,314 | 936 | 653 | 1,192 | .. | 1,602 | | |
| | 23 | 870 | 732 | 2 | 1 | .. | .. | .. | .. | 1,455 | 1,314 | 936 | 653 | 1,192 | .. | 15,361 | | |
| | 25 | 157 | 2,735 | 11,201 | 1,258 | .. | .. | .. | .. | 1,455 | 1,314 | 936 | 653 | 1,192 | .. | 1,506 | | |
| | 27 | 30 | 15 | 201 | 34 | .. | .. | .. | .. | 1,455 | 1,314 | 936 | 653 | 1,192 | .. | 12,530 | | |
| | 28 | .. | .. | 234 | .. | 604 | 1,404 | 1,599 | 855 | 1,695 | 1,673 | 1,825 | 897 | 322 | 1,420 | .. | | 1,773 |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | 1,695 | 1,692 | 1,899 | 918 | 2,050 | .. | 16 | | 2.4 |
| | 25 | 1,058 | 3,482 | 11,402 | 1,326 | 604 | 1,404 | 1,599 | 855 | 1,695 | 1,692 | 1,899 | 918 | 2,050 | .. | 32,788 | | |
| | 26 | 1,368 | 122 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,486 | | |
| 27 | 451 | 569 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,020 | | | |
| 28 | .. | 24 | 2,626 | 1,050 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,650 | | | |
| 30 | .. | .. | 4,435 | 1,050 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5,491 | | | |
| 32 | .. | .. | 1 | 179 | 1,142 | 328 | 620 | 265 | 298 | 277 | 259 | 278 | 286 | 77 | 4,014 | | | |
| 33 | .. | 330 | 286 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 618 | | | |
| 45 | .. | .. | 551 | 22 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 573 | | | |
| Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 163 | 163 | | |
| Total Pontiac Renault | 7 | 1,814 | 1,045 | 7,899 | 1,251 | 1,142 | 328 | 620 | 265 | 298 | 277 | 259 | 278 | 286 | 240 | 4 | 1.2 | |
| | 8 | .. | 3 | 16 | 3 | 3 | 46 | 43 | 856 | 1,911 | 3,231 | 815 | 801 | 1,260 | 1,550 | 17 | | |
| | 12 | 6 | 3 | 67 | 99 | 3 | 23 | 51 | 63 | 118 | 34 | .. | .. | .. | .. | 10,519 | | |
| | 13 | 1 | 1 | 4 | 90 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 416 | | |
| | 17 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 159 | | |
| | 19 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | | |
| | 23 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 424 | | |
| | 26 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 29 | | |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | | 0.9 |
| | 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | | |
| 10 | 7 | 8 | 98 | 192 | 6 | 69 | 94 | 919 | 2,029 | 3,265 | 817 | 837 | 1,352 | 1,867 | 3 | | | |
| 11 | 47 | 255 | 93 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | | | |
| 12 | 7 | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | | | |
| 13 | 11 | .. | .. | 28 | 13 | 71 | 115 | 329 | 368 | 207 | 113 | 25 | 84 | 29 | .. | | | |
| 14 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | |
| 16 | 3 | 9 | 10 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | |
| 18 | .. | .. | 8 | 1 | 4 | 53 | 210 | 505 | 804 | 485 | 211 | 81 | 75 | 252 | 8 | | | |
| Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 | | |
| Total Renault Riley | .. | 68 | 275 | 213 | 38 | 17 | 124 | 325 | 834 | 692 | 324 | 106 | 159 | 281 | 1 | 4,629 | | |
| Total Riley | .. | 68 | 275 | 213 | 38 | 17 | 124 | 325 | 834 | 692 | 324 | 106 | 159 | 281 | 1 | 4,629 | | |

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(i) CARS—continued.

AUSTRALIA.

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | | Total | Percentage of Total Cars | | | | | | | |
|--------------------|----------------------|---------------|---------|---------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------------------|-------|------|------------|-----|--------|--------|--|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | | | 1954 | 1955 | Not Stated | | | | |
| Studebaker—cont'd. | 30 | 43 | 182 | 300 | 37 | | | | | | | | | | | | | | 565 | | | |
| | 31 | | 18 | 5 | 1 | | | | | | | | | | | | | | | 6 | | |
| | 35 | | 32 | | | | | | | | | | | | | | | | | 50 | | |
| | 36 | | 65 | 3 | | | | | | | | | | | | | | | | 114 | | |
| | 39 | | 37 | 33 | 2 | | | | | | | | | | | | | | | 72 | | |
| | 40 | | | | | | | | | | | | | | | | | | | 26 | | |
| | Not Stated | | | | | | | | | | | | | | | | | | | | | |
| | Total Studebaker | | 916 | 1,010 | 2,615 | 403 | 125 | 489 | 341 | 106 | 94 | 184 | 98 | 138 | 137 | 119 | | | | 6,781 | 0.5 | |
| | Sunbeam | 8 | 5 | | 14 | 6 | 2 | 72 | 69 | 112 | 53 | | | | | | | | | | 328 | |
| | | 9 | | 1 | | | | | | | | | | | | | | | | | 1 | |
| | | 10 | | | | | | | | | | | | | | | | | | | 3 | |
| | | 11 | | 3 | | | | | | | | | | | | | | | | | 3 | |
| | | 12 | | | 1 | | | | | | | | | | | | | | | | | |
| | | 13 | | 33 | 3 | 1 | 16 | 85 | 148 | 195 | 140 | 5 | 3 | | | | | | | | 642 | |
| | | 16 | | 36 | 13 | | | | | | 13 | 166 | 187 | | | | | | | | 663 | |
| 17 | | | 13 | | | | | | | | | | | | | | | | | 13 | | |
| 20 | | | 23 | 11 | 24 | | | | | | | | | | | | | | | 58 | | |
| 23 | | | 2 | 7 | 3 | | | | | | | | | | | | | | | 12 | | |
| 25 | | | 2 | 1 | 5 | 2 | | | | | | | | | | | | | | 3 | | |
| 26 | | | | | | | | | | | | | | | | | | | | | | |
| 31 | | | 1 | | | | | | | | | | | | | | | | | 7 | | |
| Not Stated | | | | | | | | | | | | | | | | | | | | | | |
| Total Sunbeam | | | 106 | 60 | 50 | 10 | 18 | 157 | 217 | 307 | 206 | 171 | 190 | 88 | 90 | 70 | | | | 1,740 | 0.1 | |
| Triumph | 7 | 149 | 381 | 47 | | | | | | | | | | | | | | | | 578 | | |
| | 8 | | 103 | 23 | | | | | | | | | | | | | | | | 127 | | |
| | 9 | | 129 | 34 | | | | | | | | | | | | | | | | 4,588 | | |
| | 10 | | 5 | 42 | 65 | 3 | | | | | | | | | | | | | | 116 | | |
| | 11 | | 79 | 2 | | | | | | | | | | | | | | | | 81 | | |
| | 13 | | | 15 | 4 | | | | | | | | | | | | | | | 288 | | |
| | 14 | | 2 | | | 30 | 110 | 82 | 41 | 6 | | | | | | | | | | 2 | | |
| | 15 | | | 3 | | | | | | | | | | | | | | | | 22 | | |
| | 17 | | | | | | | | | | | | | | | | | | | 768 | | |
| | Not Stated | | | | | | | | | | | | | | | | | | | | | |
| | Total Triumph | | 156 | 737 | 204 | 8 | 30 | 123 | 86 | 155 | 237 | 2,290 | 1,787 | 562 | 63 | 130 | | | | 6,571 | 0.5 | |
| | Vauxhall | 10 | | | 4,835 | 3,319 | 1,173 | 119 | 58 | 38 | | | | | | | | | | | 9,545 | |
| | | 11 | | | 217 | 152 | 1,963 | 1,602 | 2,354 | 3,532 | 3,852 | 2,030 | 606 | | | | | | | | 16,311 | |
| | | 13 | | 107 | | | | | | | | | | | | | | | | | 107 | |
| | | 14 | | | 12,355 | 4,993 | 2,514 | 1,331 | 1,681 | 144 | 102 | | | | | | | | | | 23,184 | |
| 15 | | | | | | | | | | | | | | | | | | | | 3,991 | | |
| 16 | | | | 18 | | | | | | | | | | | | | | | | 18 | | |
| 17 | | | | | | 23 | 70 | 251 | 5,837 | 5,248 | 5,067 | 2,843 | 47 | | | | | | | 19,387 | | |
| 19 | | | 47 | | | | | | | | | | | | | | | | | 47 | | |
| 20 | | | 27 | | | | | | | | | | | | | | | | | 74 | | |
| 22 | | | 31 | | | | | | | | | | | | | | | | | 31 | | |
| 23 | | | 75 | 46 | | | | | | | | 64 | 1,055 | 2,874 | 7,527 | 6,545 | | | | 18,189 | | |
| 24 | | | 1 | | 1,553 | 79 | | | | | | | | | | | | | | | 1,633 | |

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(i) CARS—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | | | Total | Percentage of Total Cars | | |
|------------------|----------------------|---------------|---------|---------|---------|--------|--------|--------|--------|---------|---------|--------|---------|---------|---------|--------------------------|-----------|------------|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | | | 1955 | Not Stated |
| Vauxhall—contd. | 26 Not Stated | .. | 1,288 | 733 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,021 | .. |
| Total Vauxhall | .. | 237 | 3,455 | 19,694 | 6,543 | 5,673 | 3,122 | 4,844 | 9,551 | 9,202 | 7,161 | 4,739 | 3,755 | 9,162 | 7,831 | 22 | 94,561 | 7.0 |
| Volkswagen | 8 | .. | .. | .. | 2 | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 6 | .. |
| | 10 | .. | .. | .. | 1 | .. | .. | 3 | .. | 8 | .. | .. | .. | .. | .. | .. | 2 | .. |
| | 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 | .. |
| | 13 | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | 14 | 18 | 475 | .. | .. | 517 | .. |
| | 14 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,954 | .. | .. | 7,276 | .. |
| Total Volkswagen | .. | .. | .. | .. | 3 | 1 | 4 | 3 | .. | 9 | 8 | 14 | 18 | 2,429 | 5,322 | 38 | 4,955 | 0.6 |
| Whippet .. | 15 | 3,540 | 1,377 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | 350 | .. |
| | 18 | 306 | 38 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 205 | .. |
| | 21 | 188 | 17 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 528 | .. |
| | 23 | 294 | 234 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 59 | .. |
| | 25 | 7 | 50 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Whippet | Not Stated | 4,335 | 1,716 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | 6,100 | 0.4 |
| Willys .. | 15 | 549 | 873 | 6,523 | 1,170 | 6 | 5 | 8 | 14 | 29 | 8 | 4 | 10 | 14 | 7 | 18 | 8,689 | .. |
| | 20 | 164 | 127 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 676 | .. |
| | 21 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 164 | .. |
| | 23 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 121 | .. |
| | 25 | 36 | 205 | 13 | .. | .. | .. | .. | 1 | 5 | .. | 8 | 55 | 48 | 4 | .. | 254 | .. |
| | 27 | 31 | 21 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 54 | .. |
| | 31 | 6 | 12 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 18 | .. |
| Total Willys | Not Stated | 786 | 1,233 | 6,538 | 1,170 | 6 | 5 | 8 | 15 | 34 | 8 | 12 | 65 | 62 | 11 | 27 | 9,985 | 0.7 |
| Wolseley .. | 8 | .. | 73 | 55 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 135 | .. |
| | 9 | .. | 26 | 88 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 114 | .. |
| | 10 | 14 | 1 | 52 | 76 | 4 | 47 | 183 | 9 | 16 | .. | .. | .. | .. | .. | .. | 3,784 | .. |
| | 11 | .. | .. | 111 | 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 122 | .. |
| | 12 | .. | 387 | 213 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 603 | .. |
| | 13 | .. | .. | 412 | 9 | 2 | 8 | 293 | 34 | 67 | 353 | 94 | 12 | 20 | .. | .. | 2,093 | .. |
| | 14 | .. | .. | 57 | 7 | .. | .. | .. | .. | 14 | 14 | .. | .. | .. | .. | .. | 839 | .. |
| | 15 | 27 | 27 | 53 | 21 | 116 | 192 | 874 | 153 | 50 | 21 | .. | .. | .. | .. | .. | 1,480 | .. |
| | 17 | .. | 22 | 22 | .. | .. | .. | 10 | 279 | 1,749 | 1,356 | 968 | 460 | 317 | 8 | .. | 5,196 | .. |
| | 20 | 5 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 | .. |
| | 21 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. |
| | 22 | .. | .. | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 45 | .. |
| | 23 | 5 | .. | 352 | 11 | 4 | 2 | 9 | 2 | 17 | 9 | .. | .. | .. | .. | .. | 407 | .. |
| | 25 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Wolseley | Not Stated | 53 | 543 | 1,418 | 133 | 126 | 256 | 1,369 | 1,038 | 2,953 | 1,754 | 1,062 | 1,046 | 1,948 | 1,245 | 5 | 14,956 | 1.1 |
| Total Other | .. | 1,986 | 1,428 | 2,054 | 178 | 43 | 107 | 156 | 262 | 333 | 508 | 293 | 228 | 352 | 583 | 447 | 8,958 | 0.7 |
| Total Cars | .. | 67,482 | 60,971 | 221,480 | 41,768 | 28,965 | 32,210 | 49,507 | 92,887 | 133,203 | 120,106 | 98,902 | 102,305 | 148,813 | 156,654 | 1,429 | 1,356,682 | 100.0 |

203,569

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(ii) STATION WAGONS—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | | Total | Percentage of Total Station Wagons | | | |
|----------------------|----------------------|---------------|---------|---------|---------|------|------|------|------|-------|-------|-------|-------|-------|------------------------------------|------|--------|------------|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | | | 1954 | 1955 | Not Stated |
| Morris—continued | 25 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 29 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. |
| Total Morris | .. | 23 | 5 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,371 | .. |
| Peugeot | 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 941 | .. |
| | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 942 | .. |
| Total Peugeot | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. |
| Plymouth | 21 | 3 | 2 | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 | .. |
| | 23 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. |
| | 25 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 19 | .. |
| | 27 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |
| | 28 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 36 | .. |
| Total Plymouth | .. | 3 | 2 | .. | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| Renault | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 17 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 67 | .. |
| Total Renault | .. | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 69 | .. |
| Skoda | 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 197 | .. |
| | 12 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 | .. |
| Total Skoda | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 208 | .. |
| Standard | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. |
| | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |
| | 10 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | .. |
| | 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 | .. |
| | 13 | 1 | .. | .. | 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 25 | .. |
| | 17 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,847 | .. |
| | 19 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| Total Standard | .. | 7 | .. | .. | 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,899 | .. |
| Volkswagen | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 | .. |
| | 14 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 505 | .. |
| | 15 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 505 | .. |
| Total Volkswagen | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 36 | .. |
| Willys | 20 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 23 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 25 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 26 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 27 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| Total Willys | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 546 | .. |
| Total Other | .. | 93 | 37 | 6 | 16 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 329 | .. |
| Total Station Wagons | .. | 207 | 121 | 284 | 214 | 72 | 228 | 382 | 921 | 2,639 | 2,577 | 1,565 | 1,462 | 2,102 | 3,162 | 12 | 15,948 | 100.0 |

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(iii) UTILITIES. (a)

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | | Total | Percentage of Total Utili-ties | | | |
|--------------------------|----------------------|---------------|---------|---------|---------|------|------|------|-------|-------|-------|-------|-------|-------|--------------------------------|--------|-------|------------|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | | | 1954 | 1955 | Not Stated |
| Armstrong Siddeley | 13 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 14 | 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 33 | .. |
| | 15 | 1 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. |
| | 16 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 17 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |
| | 18 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,141 | .. |
| | 19 | 8 | 4 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 13 | .. |
| | 29 | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |
| | 30 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| Total Armstrong Siddeley | .. | 44 | 7 | 4 | 208 | 111 | 160 | 166 | 509 | 338 | 91 | 38 | .. | .. | .. | .. | 1,199 | 0.3 |
| | 8 | 96 | 68 | 367 | 435 | 75 | 102 | 5 | 31 | 11 | .. | .. | .. | .. | .. | 82 | 1,121 | .. |
| | 10 | .. | .. | 426 | 34 | .. | .. | .. | 5,866 | 4,349 | 2,874 | 3,300 | 3,411 | 2,255 | 5 | 26,404 | .. | .. |
| | 11 | 149 | 32 | 26 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 60 | 181 | .. |
| | 12 | .. | 6 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 | .. | .. |
| | 13 | 27 | 17 | 50 | 6 | .. | .. | .. | 2,024 | 1,398 | 844 | 257 | 442 | 163 | 1 | 5,285 | 6 | .. |
| | 15 | .. | .. | 6 | .. | .. | .. | .. | .. | 7 | 9 | 5 | .. | 24 | 68 | 114 | 29 | .. |
| | 17 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. |
| | 18 | 28 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 23 | 3 | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Austin Bedford | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 | 9.2 |
| | Not Stated | 303 | 220 | 879 | 683 | 186 | 262 | 254 | 3,080 | 7,923 | 3,727 | 3,562 | 3,877 | 2,568 | 11 | 33,308 | .. | .. |
| | 10 | .. | .. | 847 | 634 | 140 | 27 | 59 | 24 | 33 | .. | .. | .. | .. | 19 | 1,765 | .. | .. |
| | 11 | .. | .. | 91 | 561 | 496 | 296 | 774 | 2,666 | 2,647 | 832 | 4 | .. | .. | 1 | 10,497 | .. | .. |
| | 14 | .. | 159 | 1,362 | 22 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 1,544 | .. | .. |
| | 15 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 24 | .. | .. |
| | Not Stated | .. | 159 | 2,300 | 1,217 | 636 | 323 | 833 | 2,691 | 2,680 | 2,127 | 832 | 4 | 3 | 7 | 13,837 | .. | 3.8 |
| | 18 | 223 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 | 223 | .. | .. |
| | 21 | 211 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 211 | .. | .. |
| | 23 | 722 | 15 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 737 | .. | .. |
| 26 | 174 | 46 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 220 | .. | .. | |
| 27 | 125 | 23 | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 153 | .. | .. | |
| 28 | 13 | 71 | 12 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 92 | .. | .. | |
| 29 | 209 | 12 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 221 | .. | .. | |
| 30 | 1 | 30 | 39 | 3 | 2 | .. | 1 | 4 | 2 | .. | .. | .. | .. | .. | 82 | .. | .. | |
| 31 | 47 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 49 | .. | .. | |
| 33 | 1 | 15 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 16 | .. | .. | |

(a) Includes Queensland panel vans.

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(iii) UTILITIES (a)—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | | Total | Percentage of Total Utilities | | | |
|---------------------------|----------------------|---------------|---------|---------|---------|-------|-------|-------|-------|-------|-------|------|------|-------|-------------------------------|--------|--------|------------|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | | | 1954 | 1955 | Not Stated |
| <i>Buick—continued</i> | 35 | .. | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. |
| | 37 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |
| <i>Total Buick</i> | .. | 1,726 | 219 | 53 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,015 | 0.5 |
| <i>Chevrolet ..</i> | 21 | 8,714 | 21 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8,735 | .. |
| | 26 | 2,248 | 2,875 | 4,232 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9,362 | .. |
| | 29 | .. | .. | 6,436 | 6,001 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 29,142 | .. |
| | 30 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 236 | .. |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 35 | .. |
| <i>Total Chevrolet ..</i> | .. | 10,962 | 2,896 | 10,669 | 6,001 | 3,389 | 3,070 | 1,736 | 2,245 | 2,004 | 1,991 | 625 | 50 | 19 | 61 | 47,510 | 13.1 | |
| <i>Chrysler ..</i> | 21 | 1,139 | 120 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,249 | .. | |
| | 23 | 512 | 259 | 63 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 837 | .. | |
| | 25 | 149 | 60 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 216 | .. | |
| | 27 | 6 | 52 | 27 | 16 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 101 | .. | |
| | 28 | .. | .. | .. | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 | .. | |
| | 29 | 31 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 31 | .. | |
| | 31 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. | |
| | 33 | .. | 2 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. | |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. | |
| <i>Total Chrysler ..</i> | .. | 1,832 | 493 | 98 | 20 | 12 | 7 | 3 | 1 | .. | .. | .. | .. | .. | .. | 2,456 | 0.7 | |
| <i>Commer ..</i> | 9 | .. | 11 | 355 | 176 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 747 | .. | |
| | 10 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4,865 | .. | |
| | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,858 | .. | |
| | 14 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 | .. | |
| | 15 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. | |
| | 16 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 698 | .. | |
| | 20 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 13 | .. | |
| | 23 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | |
| | 24 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. | |
| <i>Total Commer ..</i> | .. | 4 | 16 | 384 | 183 | 75 | 19 | 196 | 1,679 | 1,338 | 940 | 958 | 991 | 941 | 8,198 | 2.3 | | |
| <i>De Soto ..</i> | 21 | 207 | 109 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 316 | .. | | |
| | 23 | 3 | 40 | 6 | 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 60 | .. | | |
| | 25 | .. | 21 | 4 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 58 | .. | | |
| | 26 | .. | 28 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 35 | .. | | |
| | 27 | .. | 3 | 20 | 63 | 2 | 12 | 34 | 131 | 156 | 166 | 193 | 61 | 9 | 938 | .. | | |
| | 28 | .. | .. | .. | 4 | .. | 2 | 1 | 9 | 7 | 16 | 191 | 369 | 241 | 858 | .. | | |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. | |
| <i>Total De Soto ..</i> | .. | 217 | 201 | 30 | 81 | 2 | 39 | 35 | 140 | 163 | 183 | 386 | 430 | 251 | 2,269 | 0.6 | | |
| <i>Dodge ..</i> | 19 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 199 | .. | | |
| | 21 | 61 | 68 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 199 | .. | | |
| | 23 | 2,955 | 773 | 1,538 | 258 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5,551 | .. | | |

(a) Includes Queensland panel vans.

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(iii) UTILITIES (a)—continued.

| Make of Vehicle | Horsepower (R.A.C.) | Year of Model | | | | | | | | | | | | Total | Percentage of Total Utilities | | | |
|-----------------|---------------------|---------------|---------|---------|---------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------------------------------|--------|--------|------------|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | | | 1954 | 1955 | Not Stated |
| Dodge—continued | 25 | 84 | 143 | 326 | 191 | 11 | 7 | 8 | 6 | 13 | 7 | 56 | 15 | 3 | 2 | 1 | 873 | .. |
| | 26 | 5 | 34 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 39 | .. |
| | 27 | 722 | 311 | 1,025 | 530 | 1,088 | 937 | 486 | 646 | 1,107 | 1,365 | 926 | 449 | 138 | 24 | 11 | 9,715 | .. |
| | 28 | .. | .. | 1 | 67 | 21 | 18 | 7 | 17 | 48 | 66 | 64 | 469 | 635 | 594 | .. | 2,007 | .. |
| Total Dodge | Not Stated | .. | 2 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 21 | 21 | .. |
| | Stated | 3,827 | 1,332 | 2,893 | 1,046 | 1,070 | 962 | 501 | 669 | 1,168 | 1,438 | 1,046 | 933 | 776 | 620 | 60 | 18,341 | 5.1 |
| | 18 | 1,182 | 245 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 | 1,435 | .. |
| | 19 | 60 | 10 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 70 | .. |
| Total Durant | 23 | 15 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 15 | .. |
| | 25 | 6 | 14 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 20 | .. |
| | 27 | 6 | 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 | .. |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 1 | .. |
| Total Durant | Stated | 1,269 | 275 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 | 1,553 | 0.4 |
| | 17 | 750 | 118 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 752 | .. |
| | 18 | 292 | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 412 | .. |
| | 20 | 12 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 20 | .. |
| Total Essex | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 | .. |
| | Stated | 1,062 | 129 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 1,197 | 0.3 |
| | 21 | 3 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 | .. |
| | 23 | 3 | 5 | 45 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 276 | .. |
| Total Fargo | 25 | .. | 57 | 222 | 45 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 104 | .. |
| | 27 | .. | 1 | 437 | 227 | 356 | 462 | 258 | 479 | 789 | 911 | 848 | 108 | .. | .. | 2 | 5,186 | .. |
| | 28 | .. | .. | 2 | 14 | 20 | 21 | 35 | 26 | 23 | 36 | 64 | 673 | 526 | .. | .. | 1,896 | .. |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | 5 | .. |
| Total Fargo | Stated | 6 | 15 | 718 | 337 | 376 | 483 | 293 | 505 | 812 | 947 | 912 | 764 | 781 | 526 | 8 | 7,477 | 2.0 |
| | 6 | .. | 11 | .. | .. | .. | 1 | 1 | .. | 3 | 17 | 16 | 41 | 20 | 2 | .. | 114 | .. |
| | 8 | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 21 | .. |
| | 10 | 104 | 22 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | 134 | .. |
| Total Fiat | 11 | .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 | .. |
| | 13 | 15 | 1 | .. | .. | .. | .. | .. | .. | 1 | 1 | .. | 2 | 1 | .. | .. | 16 | .. |
| | 17 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. |
| | 19 | 2 | 15 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 18 | .. |
| Total Fiat | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. |
| | Stated | 148 | 40 | 27 | 7 | 1 | 7 | 157 | 264 | 4 | 18 | 16 | 43 | 27 | 3 | 1 | 323 | 0.1 |
| | 7 | 38 | 27 | 10 | 45 | 75 | 264 | 153 | 29 | 29 | 1 | 1 | 3 | .. | 1 | 803 | .. | |
| | 10 | .. | 9 | 784 | 329 | 296 | 2,502 | 957 | 3,332 | 3,604 | 2,145 | 2,033 | 1,602 | 1,372 | 13 | 20,401 | .. | |
| Total Ford | 14 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,369 | .. |
| | 15 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,842 | .. |
| | 22 | 815 | 11 | .. | 1,369 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 15 | .. | .. | .. |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

(a) Includes Queensland panel vans.

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(iii) UTILITIES (a)—continued.

AUSTRALIA.

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | | | Total | Percentage of Total Utilities | | | | |
|---|---------------------------|---------------|---------|---------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------------------|--------|------------|--------|------|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | | | 1955 | Not Stated | | |
| Ford—continued | 24 | 3,576 | 2,123 | 46 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5,757 | .. |
| | 26 | .. | 918 | 7,990 | 4,384 | 1,316 | 591 | 233 | 198 | 193 | 107 | 69 | 27 | 21 | 6 | 18 | 16,071 | .. | 16,071 | .. |
| | 30 | .. | .. | 174 | 615 | 735 | 1,318 | 793 | 2,404 | 3,363 | 2,496 | 1,972 | 3,731 | 3,950 | 1,056 | 3 | 22,610 | .. | 22,610 | .. |
| | 32 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,886 | .. |
| Total Ford G.M.C. | 36 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,886 | .. |
| | 42 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Not Stated | .. | 3,100 | 9,660 | 7,168 | 2,425 | 2,280 | 2,140 | 5,369 | 7,041 | 6,236 | 4,187 | 5,794 | 5,573 | 4,320 | 38 | 69,785 | .. | 69,785 | 19.3 |
| | 20 | 4,392 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 100 | .. | .. | .. | .. |
| | 24 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 25 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 26 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 28 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total G.M.C. Hillman | 28 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 29 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 30 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 10 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 12 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Hillman Total Holden Hudson | 12 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 19 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 20 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 21 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Hillman Total Holden Hudson | 21 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 21 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 24 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 26 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 28 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 29 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 16 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 23 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 25 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total Hudson Hupmobile | 25 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 26 | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 26 | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 28 | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 28 | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 29 | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Hudson Hupmobile | 29 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 16 | 303 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 19 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Hupmobile International | 19 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 21 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total International | 21 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 21 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

(a) Includes Queensland panel vans.

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(iii) UTILITIES (a)—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | | | Total | Percentage of Total Utilities | | | | |
|----------------------------------|----------------------|---------------|---------|---------|---------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------------------|--------|------------|-----|-----|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | | | 1955 | Not Stated | | |
| International—cont. | 22 | 5 | 2 | .. | 12 | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 | .. | |
| | 25 | .. | 11 | .. | 797 | 383 | 635 | 588 | 101 | 47 | 13 | .. | .. | .. | .. | .. | .. | 36 | .. | |
| | 26 | .. | 158 | .. | 49 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4,928 | .. | |
| | 27 | .. | .. | .. | 44 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 93 | .. | |
| | 28 | .. | 4 | .. | 35 | 5 | 16 | 18 | 4 | 10 | .. | .. | .. | .. | .. | .. | .. | 127 | .. | |
| | 29 | .. | .. | .. | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 32 | .. | |
| | 30 | .. | .. | .. | 24 | 12 | 27 | 17 | 351 | 978 | 1,155 | 1,552 | 1,448 | .. | .. | .. | .. | 6,538 | .. | |
| | 31 | .. | .. | .. | 1 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. | |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total International | .. | 21 | 182 | 1,959 | 413 | 466 | 573 | 457 | 1,035 | 1,168 | 1,566 | 1,448 | .. | .. | .. | .. | 11,952 | 8 | 3.3 |
| | Jowett/Bradford | 6 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. |
| Total Jowett/Bradford Land Rover | 7 | .. | .. | 6 | 2 | 6 | 81 | 154 | 367 | 187 | 28 | 2 | .. | .. | .. | .. | 1,119 | 16 | .. | |
| | 10 | 1 | .. | 14 | .. | .. | .. | .. | 4 | 14 | .. | .. | .. | .. | .. | .. | 19 | .. | .. | |
| | 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 15 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Total Land Rover | .. | 5 | 1 | 20 | 2 | 6 | 81 | 154 | 371 | 201 | 28 | 2 | .. | .. | .. | .. | 1,158 | 19 | 0.3 | |
| Total Land Rover Morris | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 10 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 12 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 14 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 15 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 17 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 18 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 24 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 25 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Total Morris | .. | 17 | 75 | 1,225 | 514 | 511 | 226 | 1,063 | 1,548 | 1,665 | 1,805 | 2,350 | 2,350 | 2,812 | 2,812 | .. | 14,000 | 1 | 3.9 | |
| Total Morris Nash | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 10 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 12 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 14 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 15 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 17 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 18 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 24 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 25 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Total Nash | .. | 395 | 338 | 1,793 | 901 | 537 | 1,024 | 938 | 3,249 | 2,395 | 2,516 | 3,938 | 3,938 | 2,606 | 2,606 | .. | 23,961 | 14 | 6.6 | |
| Total Nash | 18 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 21 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 23 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 25 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 27 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 28 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 31 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 36 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | Total | .. | 395 | 103 | 38 | 6 | 1 | 3 | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | 552 | 1 | 0.2 |

(a) Includes Queensland panel vans.

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.

(iii) UTILITIES (a)—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | Total | Percentage of Total Utili-ties | | | | |
|-----------------------------|----------------------|---------------|---------|---------|---------|------|------|------|------|------|------|------|-------|--------------------------------|------|------|-------|------------|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | | | 1953 | 1954 | 1955 | Not Stated |
| Oakland .. | 18 | 85 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 85 | .. |
| | 19 | 221 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 222 | .. |
| Total Oakland Oldsmobile .. | 25 | 132 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 136 | .. |
| | 27 | 96 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 113 | .. |
| Total Oldsmobile .. | 37 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 19 | .. |
| | Not Stated | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | 0.2 |
| Total Oldsmobile Peugeot .. | 18 | 539 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 578 | .. |
| | 19 | 203 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 203 | .. |
| Total Peugeot .. | 24 | 288 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 288 | .. |
| | 26 | 345 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 430 | .. |
| Total Peugeot Plymouth .. | 28 | 26 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 139 | .. |
| | 29 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 115 | .. |
| Total Peugeot .. | 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 | .. |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| Total Peugeot .. | .. | 862 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | 0.3 |
| | 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,178 | .. |
| Total Peugeot .. | 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | .. |
| | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 630 | .. |
| Total Peugeot .. | 22 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |
| | 23 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 639 | 0.2 |
| Total Peugeot .. | 25 | 404 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 641 | .. |
| | 27 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 789 | .. |
| Total Peugeot .. | 28 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 39 | .. |
| | 28 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 217 | .. |
| Total Peugeot .. | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 | .. |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. |
| Total Peugeot .. | .. | 449 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,700 | 0.5 |
| | .. | 770 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 786 | .. |
| Total Peugeot .. | 26 | 237 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 398 | .. |
| | 27 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 37 | .. |
| Total Peugeot .. | 28 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 80 | .. |
| | 30 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 98 | .. |
| Total Peugeot .. | 32 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 | .. |
| | 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. |
| Total Peugeot .. | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 0.4 |
| | .. | 1,007 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,411 | .. |
| Total Peugeot .. | 7 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 | .. |
| | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 397 | .. |
| Total Peugeot .. | 9 | 12 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 687 | .. |
| | 10 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. |
| Total Peugeot .. | 11 | 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 15 | .. |
| | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 444 | .. |

(a) Includes Queensland panel vans.

CENSUS OF MOTOR VEHICLES, 31st DECEMBER, 1955.

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(iii) UTILITIES (a)—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | Total | Percentage of Total Utilities | | | | | |
|------------------|----------------------|---------------|---------|---------|---------|------|------|------|-------|-------|-------|-------|-------|-------------------------------|------|--------|-------|------------|-----|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | | | 1953 | 1954 | 1955 | Not Stated | |
| Singer—Continued | 14 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 15 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| Total Singer | 17 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | Not Stated | 24 | 37 | 189 | 32 | 4 | 2 | 45 | 195 | 322 | 259 | 278 | 103 | 52 | 17 | 4 | 1,564 | 4 | 0.4 |
| Standard | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 8 | 1 | .. | 98 | 106 | 132 | 247 | 125 | 11 | 11 | 1 | 1 | .. | .. | .. | .. | .. | .. | .. |
| Total Standard | 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 10 | .. | .. | 27 | 77 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Singer | 11 | 6 | 13 | 165 | 299 | 36 | 22 | 5 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 12 | .. | 2 | 174 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Standard | 13 | 17 | 2 | 7 | 16 | 17 | 45 | 31 | 3 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 14 | 6 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Singer | 15 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 16 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Standard | 17 | 4 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 18 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Standard | 19 | 37 | 69 | 469 | 499 | 185 | 320 | 188 | 1,420 | 3,653 | 2,859 | 2,134 | 2,265 | 2,440 | 29 | 17,294 | 1 | .. | .. |
| | 21 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Studebaker | 23 | 94 | .. | .. | .. | .. | .. | .. | 188 | 219 | 54 | 121 | 42 | .. | .. | .. | .. | .. | .. |
| | 25 | 4 | 37 | 62 | 2 | 3 | 11 | 8 | 2 | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. |
| Standard | 26 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 27 | 401 | 51 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Studebaker | 29 | 18 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 30 | 11 | 16 | 3 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Standard | 31 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 35 | 12 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Studebaker | 36 | 19 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 39 | 7 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Studebaker | Not Stated | 566 | 112 | 110 | 23 | 11 | 169 | 144 | 190 | 220 | 54 | 122 | 42 | .. | .. | 1,768 | 4 | 0.5 | .. |
| | 7 | 11 | 15 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Triumph | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Triumph | 10 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Vauxhall | 14 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 14 | 12 | 26 | 11 | 7 | 1 | 1 | .. | .. | 4 | 8 | 187 | 157 | .. | .. | .. | .. | .. | .. |
| Total Vauxhall | 10 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Vauxhall | 13 | 13 | 64 | 83 | 4 | 2 | 2 | 2 | 3 | 1 | .. | 4 | .. | .. | .. | .. | .. | .. | .. |
| | 14 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Vauxhall | 15 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 16 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Vauxhall | 17 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 17 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

(a) Includes Queensland panel vans.

AUSTRALIA.

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(iii) UTILITIES (a)—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | | Total | Percentage of Total Utilities | | | |
|------------------|----------------------|---------------|---------|---------|---------|-------|-------|-------|--------|--------|--------|--------|--------|--------|-------------------------------|------|---------|------------|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | | | 1954 | 1955 | Not Stated |
| Vauxhall—contd. | 19 | 6 | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | .. |
| | 20 | 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 14 | .. |
| | 22 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. |
| | 23 | 5 | 6 | .. | .. | .. | .. | .. | 7 | .. | 36 | 1,762 | 2,408 | 2,515 | .. | .. | 6,739 | .. |
| | 24 | .. | .. | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 13 | .. |
| | 26 | .. | 104 | 30 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 134 | .. |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Vauxhall | .. | 34 | 183 | 141 | 10 | 5 | 4 | 3 | 7 | 10 | 11 | 2,334 | 3,140 | 2,661 | 7 | 7 | 8,632 | 2.4 |
| Volkswagen | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 14 | .. | .. | .. | 15 | .. |
| | 14 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 145 | .. | .. | .. | 536 | .. |
| Total Volkswagen | .. | .. | 630 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 159 | 391 | .. | .. | 551 | .. |
| Whippet | 15 | 2,355 | 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3,001 | 0.2 |
| | 18 | 276 | 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 288 | .. |
| | 21 | 58 | 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 67 | .. |
| | 23 | 162 | 89 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 253 | .. |
| | 25 | 4 | 19 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 25 | .. |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Whippet | .. | 2,855 | 756 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 | .. |
| Willys | 15 | 1 | 202 | 1,564 | 2,098 | 30 | 36 | 193 | 383 | 279 | 341 | 210 | 177 | 149 | 28 | 3 | 3,641 | 1.0 |
| | 20 | 328 | 32 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5,796 | .. |
| | 21 | 129 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 364 | .. |
| | 23 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 183 | .. |
| | 25 | 16 | 72 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 88 | .. |
| | 27 | 19 | 4 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 24 | .. |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Willys | .. | 494 | 314 | 1,565 | 2,098 | 30 | 36 | 193 | 383 | 279 | 341 | 210 | 183 | 150 | 2 | 9 | 6,415 | 1.8 |
| Total Other | .. | 973 | 282 | 360 | 80 | 4 | 1 | 3 | 29 | 49 | 74 | 26 | 28 | 21 | 77 | .. | 2,055 | 0.6 |
| Total Utilities | .. | 35,081 | 12,368 | 35,518 | 22,490 | 9,213 | 7,814 | 9,976 | 19,858 | 35,199 | 34,362 | 34,138 | 39,342 | 35,720 | 526 | .. | 361,970 | 100.0 |

(a) Includes Queensland panel vans.

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(iv) PANEL VANS. (a)

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | | | Total | Percentage of Total Panel Vans | | | | | | | | | | | |
|-----------------|----------------------|---------------|---------|---------|---------|------|------|------|------|------|------|------|------|------|-------|--------------------------------|------|------------|-----|-----|-----|-----|-----|----|-------|----|----|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | | | 1955 | Not Stated | | | | | | | | | |
| Austin .. | 7 | 20 | 15 | 117 | 34 | 11 | 5 | | 2 | | | | | | | | | | | | | 206 | .. | | | | |
| | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 148 | .. | | | |
| Total Austin | 10 | .. | 10 | 89 | 45 | 13 | 57 | 300 | 774 | 593 | 38 | 38 | 300 | 300 | 300 | 38 | 300 | 300 | 774 | 406 | 350 | 371 | 400 | 4 | 3,450 | .. | |
| | 11 | .. | 2 | 5 | 2 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 | .. |
| Bedford .. | 12 | .. | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 20 | .. |
| | 13 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. |
| Total Bedford | 15 | .. | 2 | 8 | 3 | 1 | .. | 2 | 26 | 6 | .. | .. | 2 | 2 | .. | .. | .. | .. | .. | 28 | 36 | 16 | 30 | .. | 159 | .. | |
| | 16 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |
| Total Buick | 17 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |
| | 18 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Chevrolet | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 19 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Chrysler | 20 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 21 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Chrysler | 22 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 23 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Chrysler | 24 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 25 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Chrysler | 26 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 27 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Chrysler | 28 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 29 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Chrysler | 30 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 31 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Chrysler | 32 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Chrysler | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

(a) Excludes Queensland panel vans, which are included with utilities.

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(iv) PANEL VANS (a)—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | | | Total | Percentage of Total Panel Vans | | |
|-----------------------|----------------------|---------------|---------|---------|---------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|--------------------------------|--------|------------|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | | | 1955 | Not Stated |
| <i>Fiat—continued</i> | 10 | 5 | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 | .. |
| | 11 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. |
| | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 19 | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |
| | 20 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |
| | .. | 7 | 8 | 3 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 229 | 0.4 |
| | .. | .. | 16 | 8 | 3 | 10 | 11 | 60 | 61 | 10 | 1 | 56 | 2 | 3 | 7 | .. | 184 | .. |
| | .. | 10 | .. | 5 | 525 | 164 | 84 | 517 | 2,364 | 1,966 | 1,048 | 1,022 | 805 | 758 | 826 | 2 | 10,194 | .. |
| | .. | 15 | .. | .. | .. | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 | .. |
| | .. | 22 | 19 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 19 | .. |
| .. | 24 | 107 | 115 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 226 | .. | |
| .. | 26 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | |
| .. | 30 | .. | 56 | 926 | 312 | 66 | 17 | 10 | 54 | 19 | 16 | 19 | 7 | 2 | 1 | 1,619 | .. | |
| .. | 32 | .. | .. | 30 | 51 | 113 | 108 | 49 | 55 | 52 | 67 | 48 | 78 | 56 | .. | 791 | .. | |
| .. | 36 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | |
| .. | 42 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 | .. | |
| .. | Not Stated | 126 | 193 | 1,492 | 540 | 274 | 702 | 2,484 | 2,085 | 1,120 | 1,107 | 874 | 843 | 892 | 3 | 13,055 | 24.3 | |
| .. | 24 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 | .. | .. | |
| .. | 26 | .. | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | |
| .. | 29 | .. | .. | 3 | 10 | 39 | 9 | 3 | .. | .. | .. | .. | .. | .. | .. | 2 | .. | |
| .. | 30 | .. | .. | 8 | 30 | 4 | 1 | 1 | .. | 1 | 1 | .. | 1 | .. | .. | 56 | .. | |
| .. | .. | .. | 2 | 11 | 41 | 43 | 10 | 4 | .. | 1 | 1 | .. | 2 | .. | .. | 257 | 0.5 | |
| .. | 21 | 1 | .. | 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 | .. | |
| .. | 23 | 6 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 | .. | |
| .. | 25 | 2 | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. | |
| .. | 27 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | |
| .. | 29 | 2 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. | |
| .. | 31 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | |
| .. | 33 | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | |
| .. | .. | 12 | 4 | 10 | 20 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 26 | 0.1 | |
| .. | 9 | .. | 4 | 46 | .. | 3 | 7 | 2 | .. | .. | .. | .. | .. | .. | .. | 88 | .. | |
| .. | 10 | .. | .. | .. | .. | .. | 3 | 3 | 10 | 1 | 3 | 2 | 5 | 9 | .. | 33 | .. | |
| .. | 12 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | |
| .. | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | |
| .. | 20 | .. | 2 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. | |
| .. | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | |
| .. | .. | 7 | 6 | 49 | 20 | 3 | 7 | 5 | 10 | 1 | 3 | 2 | 5 | 9 | 1 | 123 | 0.2 | |
| .. | 21 | .. | .. | 24 | .. | .. | .. | 1 | 6 | 11 | 30 | 66 | 1,849 | 1,926 | 1 | 3,890 | 7.2 | |
| .. | 16 | .. | .. | .. | 24 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 48 | .. | |
| .. | 19 | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | |
| .. | 25 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. | |
| .. | 26 | .. | 29 | 323 | 175 | 92 | 99 | 69 | 11 | 6 | 2 | .. | .. | .. | 1 | 905 | .. | |

(a) Excludes Queensland panel vans, which are included with utilities.

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
 (iv) PANEL VANS (a)—continued

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | | | | Total | Percentage of Total Panel Vans | | |
|--|----------------------|---------------|---------|---------|---------|------|------|-------|-------|-------|------|------|-------|-------|------|-------|--------------------------------|------------|-----|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | 1955 | | | Not Stated | |
| | | | | | | | | | | | | | | | | | | | |
| International—cont. | 27 | | | 5 | 5 | | | 2 | | | | | | | | | | 10 | |
| | 28 | | | 6 | 3 | | | 1 | | | | | | | | | | 17 | |
| | 29 | | | 1 | 7 | | | 1 | | | | | | | | | | 14 | |
| | 30 | | | | 2 | | | 1 | | 24 | | | | | | | | 634 | |
| | 31 | | | 1 | | | | | | | | | | | | | | 1 | |
| | Not Stated | | | | | | | | | | | | | | | | | | |
| | 3.0 | 1 | 32 | 360 | 216 | 103 | 100 | 103 | 73 | 35 | 54 | 101 | 135 | 152 | 169 | 1 | 1 | 1,636 | 3.0 |
| Total International Jowett/Bradford .. | 10 | 1 | | 7 | 1 | 4 | 73 | 134 | 124 | 169 | 82 | 42 | 1 | | | | 639 | | |
| | 13 | | | | | | | | | 1 | 2 | 1 | | | | | 7 | | |
| | | 1 | | 14 | 1 | | 4 | 73 | 134 | 124 | 170 | 84 | 43 | 1 | | | 650 | 1.2 | |
| | | | | | | | | | | 21 | 2 | 2 | 10 | 29 | 64 | | 116 | | |
| | | 15 | | | | | | | | 5 | 5 | 13 | 10 | 29 | 64 | | 116 | | |
| | | 8 | 4 | 209 | 74 | 13 | 43 | 156 | 360 | 171 | 21 | 15 | 70 | 29 | 64 | | 155 | 0.3 | |
| | | 10 | | 14 | 40 | | 2 | 15 | 11 | 465 | 176 | 46 | 10 | 458 | 649 | 3 | 2,670 | | |
| | | 11 | | 154 | 59 | 1 | 12 | 145 | 196 | 94 | 8 | | | | | | 105 | | |
| | | 12 | 46 | 21 | | | | | | | | | | | | | 722 | | |
| | | 13 | | 14 | | 1 | 2 | 28 | 94 | 635 | 511 | 349 | 322 | 666 | 564 | 1 | 3,202 | | |
| | | 14 | 1 | 24 | 2 | 4 | 52 | 142 | 361 | 498 | 360 | 209 | 313 | 241 | 266 | 1 | 2,467 | | |
| | | 15 | | 11 | 7 | | | | | | | | | | | | 8 | | |
| | | 17 | | 1 | | | | | | | | | | | | | 1 | | |
| | 18 | | 1 | | | | | | | | | | | | | 1 | | | |
| | 19 | | | | | | | | | | | | | | | 1 | | | |
| | 24 | | | | | | | | | | | | | | | 9 | | | |
| | 25 | | | | | | | | | | | | | | | 4 | | | |
| Not Stated | | | 42 | 449 | 183 | 111 | 486 | 1,022 | 1,704 | 1,055 | 604 | 645 | 1,365 | 1,479 | 4 | 9,241 | 17.2 | | |
| Total Morris Oldsmobile .. | 18 | 66 | | | 19 | | | | | | | | | | | 4 | | | |
| | 19 | 4 | | | | | | | | | | | | | | 11 | | | |
| | 24 | 6 | | | | | | | | | | | | | | 4 | | | |
| | 26 | 1 | | | | | | | | | | | | | | 6 | | | |
| | 28 | 1 | | | | | | | | | | | | | | 2 | | | |
| | 29 | | | | | | | | | | | | | | | 15 | | | |
| | Not Stated | | | | | | | | | | | | | | | 35 | | | |
| | 0.1 | | | | | | | | | | | | | | | 5 | | | |
| Total Oldsmobile Total Peugeot Plymouth .. | 13 | 11 | 3 | 47 | 3 | 7 | | | | | | | | | | 1 | 68 | 0.1 | |
| | 21 | 10 | 4 | | | | | | | 25 | 98 | 92 | 87 | 102 | 1 | 405 | 0.8 | | |
| | 23 | 1 | 9 | | | | | | | | | | | | | 14 | | | |
| | 27 | | | | | | | | | | | | | | | 42 | | | |
| | 28 | | | | | | | | | | | | | | | 6 | | | |
| | | | | | | | | | | | | | | | | 1 | | | |
| | 7 | 11 | 13 | 30 | 7 | 1 | 7 | 7 | 9 | 14 | 4 | 2 | 1 | | | 63 | 0.1 | | |
| Total Plymouth.. Renault .. | | | | | | | | | | | | | | | | 28 | | | |

(a) Excludes Queensland panel vans, which are included with utilities.

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(iv) PANEL VANS (a)—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | | Total | Percentage of Total Panel Vans | | | |
|--------------------------|----------------------|---------------|---------|---------|---------|------|------|------|------|------|------|------|------|-------|--------------------------------|------|-------|------------|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | | | 1954 | 1955 | Not Stated |
| | | | | | | | | | | | | | | | | | | |
| <i>Renault—continued</i> | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 21 | .. |
| | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |
| | 17 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. |
| <i>Total Renault</i> | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 55 | 0.1 |
| <i>Reo</i> | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. |
| | 17 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 23 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 | .. |
| | 24 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 33 | .. |
| | 25 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. |
| | 26 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |
| | 27 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 35 | .. |
| <i>Total Reo</i> | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 84 | 0.2 |
| <i>Singer</i> | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 | .. |
| | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 | .. |
| | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 22 | .. |
| | 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 10 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |
| <i>Total Singer</i> | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 45 | 0.1 |
| <i>Skoda</i> | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 153 | .. |
| | 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 12 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 154 | .. |
| <i>Total Skoda</i> | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 0.3 |
| <i>Standard</i> | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 19 | .. |
| | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 19 | .. |
| | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 13 | .. |
| | 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 27 | .. |
| | 10 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 95 | .. |
| | 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 12 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 213 | .. |
| | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |
| | 14 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |
| | 16 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4,514 | .. |
| | 17 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |
| | 19 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4,906 | .. |
| <i>Total Standard</i> | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 16 | 9.1 |
| <i>Studebaker</i> | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. |
| | 21 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. |
| | 25 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. |
| | 26 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 | .. |
| | 27 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 29 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. |
| | 30 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 31 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 35 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |
| | 36 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 45 | .. |
| <i>Total Studebaker</i> | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 0.1 |
| <i>Matador</i> | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 58 | .. |
| <i>Vauxhall</i> | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | 0.1 |
| | 10 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 19 | .. |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 22 | .. |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 | .. |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |

(a) Excludes Queensland panel vans, which are included with utilities.

AUSTRALIA.

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(iv) PANEL VANS (a)—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | | | Total | Percentage of Total Panel Vans | | |
|---------------------|----------------------|---------------|---------|---------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------------------------|-------|------------|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | | | 1955 | Not Stated |
| Vauxhall—contd. | 11 | .. | .. | 1 | .. | .. | 1 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 6 | .. |
| | 14 | .. | 5 | 12 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 21 | .. |
| | 15 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. |
| | 17 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | .. |
| | 19 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 23 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 | .. |
| | 24 | .. | .. | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. |
| | 26 | .. | 4 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. |
| Total Vauxhall .. | .. | 1 | 10 | 21 | 6 | .. | .. | 4 | 1 | .. | .. | .. | .. | .. | .. | .. | 59 | 0.1 |
| Volkswagen .. | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 | .. |
| Total Volkswagen | 14 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 620 | .. |
| Whippet .. | 15 | 47 | 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 628 | 1.2 |
| | 18 | 6 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 80 | .. |
| | 21 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 | .. |
| | 23 | 13 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 16 | .. |
| | 25 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| Total Whippet .. | .. | 71 | 37 | .. | .. | .. | .. | 8 | .. | .. | .. | .. | .. | .. | .. | .. | 108 | 0.2 |
| Willys .. | 15 | .. | 8 | 268 | 69 | .. | .. | .. | 10 | 14 | .. | .. | .. | .. | .. | .. | 401 | .. |
| | 20 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. |
| | 21 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 23 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. |
| | 25 | 1 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. |
| Total Willys .. | .. | 9 | 11 | 268 | 69 | .. | .. | 8 | 10 | 14 | .. | .. | .. | .. | .. | .. | 415 | 0.8 |
| Total Other .. | .. | 96 | 35 | 113 | 15 | .. | .. | 47 | 44 | 54 | 19 | 12 | 21 | 21 | .. | .. | 504 | 0.9 |
| Total Panel Vans .. | .. | 1,082 | 861 | 6,259 | 2,245 | 1,744 | 1,186 | 2,039 | 6,249 | 5,084 | 3,804 | 3,437 | 6,755 | 7,714 | 59 | 53,808 | 100.0 | |

(a) Excludes Queensland panel vans, which are included with utilities.

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(v) LORRIES.

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | | | Total | Percentage of Total Lorries | | | | |
|-----------------|----------------------|---------------|---------|---------|---------|------|------|------|------|------|------|------|------|------|-------|-----------------------------|------|------------|--------|------|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | | | 1955 | Not Stated | | |
| | | | | | | | | | | | | | | | | | | | | |
| A.E.C. | 28 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 32 | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. |
| | 35 | .. | 1 | .. | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 14 | .. |
| | 36 | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. |
| | 37 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. |
| | 41 | .. | .. | 14 | 97 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |
| | 45 | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | .. |
| | 46 | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | .. |
| | 53 | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 | .. |
| | 62 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 | .. |
| Total A.E.C. | .. | .. | 4 | 25 | 108 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 708 | 0.3 |
| Albion | 19 | .. | 11 | 7 | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 20 | .. |
| | 22 | .. | 2 | 67 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 82 | .. |
| | 24 | .. | 4 | 2 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 24 | .. |
| | 25 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. |
| | 28 | .. | .. | 12 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. |
| | 29 | .. | 6 | 7 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 379 | .. |
| | 32 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 138 | .. |
| | 34 | .. | 1 | .. | 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 36 | .. | .. | 11 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 36 | .. |
| | 38 | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 20 | .. |
| | 43 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |
| | 51 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |
| | 55 | .. | .. | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 149 | .. |
| | 60 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. |
| Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| Total Albion | .. | 27 | 26 | 118 | 28 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 863 | 0.4 |
| Austin | 12 | .. | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 | .. |
| | 15 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 781 | .. |
| | 17 | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. |
| | 22 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 | .. |
| | 23 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 | .. |
| | 26 | .. | .. | 69 | 189 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,643 | .. |
| | 28 | .. | .. | 4 | 15 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 21,556 | .. |
| | 29 | .. | .. | 39 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 864 | .. |
| | 33 | .. | .. | 1 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| | 38 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | .. |
| Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| Total Austin | .. | 21 | 11 | 75 | 206 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 16 | .. |
| Bedford | 14 | .. | .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. |
| | 26 | .. | 971 | 3,520 | 408 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 25,897 | 10.3 |
| | 27 | .. | .. | 1,071 | 600 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. |
| | 29 | .. | .. | 16 | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 18 | .. |
| | 36 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 155 | .. |
| | 38 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,229 | .. |
| Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 20 | .. |
| Total Bedford | .. | .. | 971 | 4,611 | 1,017 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 18 | .. |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 47 | .. |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 37,342 | 14.9 |

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(v) LORRIES—continued.

| Make of Vehicle | Horse- power (R.A.C.) | Year of Model | | | | | | | | | | | Total | Per- centage of Total Lorries | | | | | | | |
|-------------------------------|-----------------------------|------------------|---------|---------|---------|-------|------|------|------|-------|------|------|-------|--|-------|------|------|---------------|-------|----|----|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | | | 1953 | 1954 | 1955 | Not Stated | | | |
| | | | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | .. | .. | .. | | .. | .. | |
| <i>Dennis—continued</i> | 30 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | |
| | 34 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 28 | .. | |
| | 36 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 | .. | |
| | 38 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | |
| | 41 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 34 | .. | |
| | 45 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | |
| Total Dennis De Soto .. | 60 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | |
| | .. | 4 | 7 | 9 | 2 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 103 | .. | |
| | .. | 6 | 5 | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 | .. | |
| | .. | 23 | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | |
| | .. | 25 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. | |
| Total De Soto Diamond T .. | 27 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 28 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 242 | .. | |
| | 29 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,203 | .. | |
| | 31 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 151 | .. | |
| | 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 | .. | |
| | 35 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,626 | .. | |
| | .. | 8 | 9 | 7 | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 34 | .. | |
| | .. | 25 | 31 | 31 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 459 | .. | |
| | .. | 27 | 58 | 375 | 23 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 179 | .. | |
| | .. | 29 | .. | 40 | 30 | 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 224 | .. | |
| | .. | 31 | .. | 67 | 7 | 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 248 | .. | |
| Total Diamond T Dodge .. | 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 35 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 38 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | .. | 51 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | .. | 57 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | .. | 76 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | .. | 79 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | .. | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | .. | .. | 3 | 60 | 525 | 147 | 29 | 40 | 83 | 108 | 92 | 65 | 60 | 13 | 81 | .. | .. | .. | .. | 2 | .. |
| | .. | 21 | 8 | 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 | .. |
| | .. | 23 | 360 | 637 | 50 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 | .. |
| | .. | 25 | 15 | 158 | 450 | 320 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. |
| | .. | 26 | 8 | 14 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 22 | .. |
| | .. | 27 | 96 | 124 | 1,072 | 1,056 | 303 | 240 | 193 | 236 | 298 | 242 | 199 | 114 | 30 | .. | .. | .. | .. | 5 | .. |
| .. | 28 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 30 | .. | .. | .. | .. | .. | .. | |
| .. | 29 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 925 | .. | .. | .. | .. | .. | .. | |
| .. | 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 38 | .. | .. | .. | .. | .. | .. | |
| .. | 38 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 | .. | .. | .. | .. | .. | .. | |
| .. | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| .. | .. | 487 | 550 | 2,165 | 1 | 733 | 603 | 514 | 800 | 1,059 | 752 | 486 | 487 | 787 | 1,003 | .. | .. | .. | 14 | .. | |
| .. | 22 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | 31 | .. | |
| .. | 28 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | |
| .. | 36 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | |
| .. | 43 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | |
| .. | 57 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 | .. | .. | .. | .. | .. | .. | |
| Total E.R.F. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 | .. | .. | .. | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 | .. | .. | .. | .. | .. | .. | .. |

CENSUS OF MOTOR VEHICLES, 31st DECEMBER, 1955.

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(v) LORRIES—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | | | Total | Percent-age of Total Lorries | | | | | |
|----------------------------|----------------------|---------------|---------|---------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------------------------------|--------|------------|----|--------|------|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | | | 1955 | Not Stated | | | |
| Ford—continued | 42 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 970 | .. |
| | 43 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 |
| Total Ford | Not Stated | 666 | 1,091 | 5,205 | 14,790 | 2,548 | 1,596 | 1,967 | 3,680 | 3,251 | 2,590 | 2,286 | 2,099 | 1,857 | 75 | 138 | 45,300 | .. | .. | 77 | 18.1 |
| | .. | 4 | 4 | 14 | 28 | 6 | 2 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| G.M.C. | 20 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 18 | .. |
| | 24 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 24 | .. |
| Total G.M.C. | 25 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 188 | .. |
| | 26 | 18 | 75 | 60 | 28 | 6 | 2 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 14 | .. |
| International | 28 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 981 | .. |
| | 29 | 6 | 7 | 22 | 346 | 182 | 129 | 72 | 29 | 7 | 5 | 5 | 1 | .. | .. | .. | .. | .. | .. | 14 | .. |
| Total International | 30 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 981 | .. |
| | 31 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,568 | .. |
| Karrier | 32 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 | .. |
| | 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | .. |
| Total Karrier | 34 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | .. |
| | 43 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 418 | .. |
| Total G.M.C. International | Not Stated | 59 | 107 | 113 | 1,559 | 297 | 232 | 345 | 143 | 90 | 65 | 74 | 72 | 34 | 6 | 12 | 3,241 | .. | .. | 6 | 1.3 |
| | 16 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 24 | .. |
| Total International | 19 | 82 | 45 | 79 | 15 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 128 | .. |
| | 21 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 179 | .. |
| Total Karrier | 22 | 54 | 62 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 106 | .. |
| | 25 | 36 | 39 | 26 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 103 | .. |
| Total International | 26 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 14,584 | .. |
| | 27 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 837 | .. |
| Total Karrier | 28 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. |
| | 29 | 23 | 58 | 122 | 316 | 155 | 289 | 366 | 229 | 42 | 29 | 7 | 19 | 41 | 6 | 6 | 1,827 | .. | .. | 6 | .. |
| Total International | 30 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 745 | .. |
| | 31 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 13,327 | .. |
| Total Karrier | 32 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 17 | .. |
| | 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 69 | .. |
| Total International | 34 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,318 | .. |
| | 36 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 13 | .. |
| Total Karrier | 38 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 30 | .. |
| | 40 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 151 | .. |
| Total International | 43 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 20 | .. |
| | 45 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 367 | .. |
| Total Karrier | Not Stated | 195 | 422 | 2,740 | 9,372 | 1,575 | 1,551 | 2,009 | 1,639 | 1,129 | 1,933 | 2,619 | 2,975 | 3,266 | 49 | 97 | 34,040 | .. | .. | 50 | 13.6 |
| | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 19 | .. |
| Total International | 16 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 223 | .. |
| | 22 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| Total Karrier | 26 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 49 | .. |
| | 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 55 | .. |
| Total International | Not Stated | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | .. |
| | 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 347 | 0.1 |

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(v) LORRIES—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | | | Total | Percentage of Total Lorries | | | | |
|--------------------------|----------------------|---------------|---------|---------|---------|------|------|------|------|------|------|------|------|------|-------|-----------------------------|------|------------|----|-----|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | | | 1955 | Not Stated | | |
| | | | | | | | | | | | | | | | | | | | | |
| <i>Reo—continued</i> | 57 | .. | .. | .. | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. | 0.5 |
| <i>Total Reo</i> | Not Stated | 86 | 107 | 375 | 126 | 49 | 45 | 61 | 103 | 89 | 98 | 42 | 21 | 34 | 60 | 10 | 3 | 1,306 | .. | .. |
| <i>Scammell ..</i> | 10 | .. | .. | 8 | 1 | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 13 | .. | .. |
| | 14 | .. | .. | 1 | .. | 5 | .. | .. | 1 | 5 | 3 | 6 | 1 | 1 | 4 | .. | .. | 26 | .. | .. |
| | 17 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 1 | 1 | .. | .. | .. | .. | .. | 1 | .. | .. |
| | 18 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. |
| | 27 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. |
| | 36 | .. | .. | .. | 2 | .. | .. | .. | 1 | 2 | 1 | 1 | .. | .. | 1 | .. | .. | 7 | .. | .. |
| | 43 | .. | .. | .. | .. | .. | .. | .. | 1 | 1 | 1 | 1 | .. | .. | .. | .. | .. | 1 | .. | .. |
| | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 2 | 17 | .. | .. | .. | .. | .. | 5 | .. | .. |
| | 63 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 21 | .. | .. |
| <i>Total Scammell ..</i> | Not Stated | .. | .. | 13 | 4 | 7 | 2 | 3 | 4 | 10 | 8 | 25 | 7 | 3 | 5 | .. | .. | 80 | .. | 0.0 |
| <i>Seddon ..</i> | 19 | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 2 | 4 | 1 | 2 | 12 | .. | .. | 10 | .. | .. |
| | 29 | .. | .. | .. | .. | .. | .. | .. | .. | 52 | 56 | 30 | 8 | 10 | 12 | .. | .. | 175 | .. | .. |
| | 36 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | .. | 3 | 1 | .. | .. | 7 | .. | .. |
| | 38 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | 11 | .. | .. | 19 | .. | .. |
| | 43 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. |
| <i>Total Seddon</i> | 21 | .. | .. | .. | 13 | 9 | 16 | 12 | 4 | 53 | 60 | 34 | 9 | 24 | 24 | 7 | .. | 212 | .. | 0.1 |
| <i>Studebaker</i> | 23 | 7 | 16 | .. | 1 | .. | .. | .. | 10 | 2 | .. | 1 | .. | .. | .. | .. | .. | 66 | .. | .. |
| | 25 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 | .. | .. |
| | 26 | .. | .. | .. | .. | 78 | .. | 165 | 44 | 26 | 3 | 1 | .. | .. | .. | .. | .. | 170 | .. | .. |
| | 27 | 38 | 9 | .. | 21 | .. | 185 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 552 | .. | .. |
| | 29 | 5 | .. | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 52 | .. | .. |
| | 30 | 2 | 3 | 1 | 3 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | .. | .. |
| | 31 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 | .. | .. |
| | 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. | .. |
| | 35 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. |
| | 36 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. | .. |
| | 38 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | .. | .. |
| | 43 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. |
| <i>Total Studebaker</i> | Not Stated | 61 | 29 | 19 | 41 | 88 | 201 | 177 | 54 | 28 | 3 | 2 | 3 | .. | .. | 1 | 1 | 883 | .. | 0.4 |
| <i>Total Tempo</i> | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 280 | .. | 0.1 |
| <i>Matador</i> | 13 | 9 | 12 | 12 | 10 | .. | .. | .. | .. | 3 | 70 | 98 | 75 | 30 | 4 | .. | .. | 33 | .. | .. |
| <i>Thornycroft</i> | 22 | .. | 12 | 12 | 2 | .. | 17 | 8 | 24 | 49 | 20 | 37 | 8 | 18 | 30 | .. | .. | 235 | .. | .. |
| | 24 | .. | 5 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 | .. | .. |
| | 25 | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | .. |
| | 27 | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | .. |
| | 28 | .. | .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. | .. |
| | 29 | .. | .. | 1 | .. | .. | 26 | 15 | 29 | 40 | 27 | 2 | 2 | 1 | .. | .. | .. | 1 | .. | .. |
| | 30 | .. | .. | 1 | .. | 9 | .. | .. | 3 | 19 | 49 | 2 | 7 | 9 | 8 | .. | .. | 155 | .. | .. |
| | 31 | .. | .. | .. | 1 | .. | .. | 1 | 3 | 19 | 27 | 23 | 7 | 9 | 8 | .. | .. | 120 | .. | .. |

No. 2—TYPE OF VEHICLE ACCORDING TO MAKE, HORSEPOWER (R.A.C.), AND YEAR OF MODEL, AUSTRALIA—continued.
(V) LORRIES—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Year of Model | | | | | | | | | | | | | Total | Percentage of Total Lorries |
|---------------------------|----------------------|---------------|---------|---------|---------|-------|--------|--------|--------|--------|--------|--------|--------|--------|-------|-----------------------------|
| | | Prior to 1930 | 1930-34 | 1935-39 | 1940-45 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | | |
| Thornycroft— continued | 36 | 2 | 1 | 5 | 1 | 3 | 1 | 1 | 18 | 21 | 8 | 5 | 8 | 8 | 73 | .. |
| | 40 | .. | .. | .. | .. | .. | .. | 7 | 35 | 42 | 8 | 6 | 1 | 110 | .. | |
| | 43 | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | 4 | .. | |
| | 93 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | |
| Total Thornycroft | Not Stated | .. | .. | .. | .. | .. | .. | .. | 156 | 159 | 78 | 30 | 37 | 4 | 0.3 | |
| | Stated | 12 | 18 | 45 | 8 | 22 | 44 | 25 | .. | .. | .. | .. | .. | 54 | .. | |
| Whippet | 15 | 49 | 27 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 76 | .. | |
| | 18 | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 15 | .. | |
| Total Whippet | 21 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. | |
| | 23 | 24 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 61 | .. | |
| White | 25 | 5 | 7 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 13 | .. | |
| | 22 | 106 | 58 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 169 | 0.1 | |
| Total White | 26 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. | |
| | 27 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 24 | .. | |
| Total Whippet | 28 | 3 | 8 | 9 | 16 | 40 | 29 | 4 | 4 | .. | .. | .. | .. | 1 | .. | |
| | 29 | 6 | 4 | 25 | 12 | 3 | 5 | 36 | 2 | 2 | .. | .. | .. | 10 | .. | |
| Total White | 30 | .. | .. | 111 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | 196 | .. | |
| | 31 | .. | .. | 44 | 18 | .. | .. | 8 | 8 | .. | .. | .. | .. | 52 | .. | |
| Total Whippet | 33 | .. | .. | 197 | 81 | 45 | 72 | 87 | 56 | 40 | 18 | 26 | 7 | 635 | .. | |
| | 36 | .. | .. | 47 | 7 | 2 | 2 | 64 | 46 | 37 | 27 | 30 | 38 | 327 | .. | |
| Total White | 38 | .. | .. | .. | .. | .. | .. | 2 | 3 | .. | .. | .. | .. | 9 | .. | |
| | 43 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | |
| Total Whippet | 45 | .. | .. | .. | .. | .. | .. | 1 | 2 | .. | .. | .. | .. | 6 | .. | |
| | 51 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | |
| Total White | 54 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | |
| | 57 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. | |
| Total Whippet | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. | |
| | Stated | 12 | 13 | 102 | 403 | 125 | 90 | 202 | 121 | 79 | 46 | 57 | 48 | 1,456 | 0.6 | |
| Total White | 15 | 20 | 32 | 21 | .. | 3 | 1 | 46 | 19 | 3 | 1 | 9 | 51 | 229 | .. | |
| | 20 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 25 | .. | |
| Total Whippet | 23 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. | |
| | 25 | 11 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. | |
| Total White | 27 | 27 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 39 | .. | |
| | 27 | 2 | 5 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 | .. | |
| Total Whippet | 36 | 36 | 26 | 21 | .. | 3 | 1 | 46 | 19 | 3 | 1 | 9 | 51 | 309 | 0.1 | |
| | 535 | 138 | 134 | 294 | 20 | 22 | 32 | 68 | 107 | 110 | 122 | 54 | 97 | 1,922 | 0.8 | |
| Total Lorries | .. | 6,626 | 5,678 | 48,805 | 11,705 | 7,884 | 11,833 | 18,838 | 24,935 | 23,642 | 16,236 | 13,828 | 16,404 | 15,911 | 626 | 100.0 |

No. 3—MAKE OF VEHICLE ACCORDING TO TYPE AND HORSEPOWER (R.A.C.), AUSTRALIA.

| Make of Vehicle | Horse-power (R.A.C.) | Motor Cars | | | Station Wagons | Omni-buses | Utili-ties (a) | Panel Vans (b) | Lorries (c) | | | | Other Com-mercial Vehicles | Total |
|--------------------|----------------------|------------|------|-------|----------------|------------|----------------|----------------|-------------|--------|------------------------------|-------|----------------------------|-------|
| | | Sedan | Open | Other | | | | | Van | Tipper | Articu-lated or Semi-Trailer | Other | | |
| A.E.C. | 28 | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 2 |
| | 32 | .. | .. | .. | .. | 3 | .. | .. | .. | .. | .. | .. | .. | 8 |
| | 35 | .. | .. | .. | .. | 20 | .. | .. | .. | .. | .. | .. | .. | 40 |
| | 36 | .. | .. | .. | .. | 11 | .. | .. | .. | .. | .. | .. | .. | 16 |
| | 37 | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 2 |
| | 41 | .. | .. | .. | .. | 258 | .. | .. | .. | .. | .. | .. | .. | 683 |
| | 45 | .. | .. | .. | .. | 28 | .. | .. | .. | .. | .. | .. | .. | 34 |
| | 46 | .. | .. | .. | .. | 9 | .. | .. | .. | .. | .. | .. | .. | 18 |
| | 49 | .. | .. | .. | .. | 45 | .. | .. | .. | .. | .. | .. | .. | 45 |
| | 53 | .. | .. | .. | .. | 968 | .. | .. | .. | .. | .. | .. | .. | 1,263 |
| | 62 | .. | .. | .. | .. | 4 | .. | .. | .. | .. | .. | .. | .. | 8 |
| | Not Stated | .. | .. | .. | .. | 32 | .. | .. | .. | .. | .. | .. | .. | 32 |
| Total A.E.C. | .. | .. | .. | .. | .. | 1,379 | .. | .. | .. | .. | .. | .. | .. | 2,193 |
| Albion | 19 | .. | .. | .. | .. | 7 | .. | .. | .. | .. | .. | .. | .. | 26 |
| | 22 | .. | .. | .. | .. | 22 | .. | .. | .. | .. | .. | .. | .. | 96 |
| | 24 | .. | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | 27 |
| | 25 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| | 28 | .. | .. | .. | .. | 40 | .. | .. | .. | .. | .. | .. | .. | 491 |
| | 29 | .. | .. | .. | .. | 11 | .. | .. | .. | .. | .. | .. | .. | 169 |
| | 32 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| | 34 | .. | .. | .. | .. | 17 | .. | .. | .. | .. | .. | .. | .. | 67 |
| | 36 | .. | .. | .. | .. | 15 | .. | .. | .. | .. | .. | .. | .. | 37 |
| | 38 | .. | .. | .. | .. | 9 | .. | .. | .. | .. | .. | .. | .. | 14 |
| | 43 | .. | .. | .. | .. | 29 | .. | .. | .. | .. | .. | .. | .. | 32 |
| | 51 | .. | .. | .. | .. | 213 | .. | .. | .. | .. | .. | .. | .. | 441 |
| | 55 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| | 60 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | Not Stated | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 4 |
| Total Albion | .. | .. | .. | .. | .. | 343 | .. | .. | .. | .. | .. | .. | .. | 1,416 |
| Ansair | 27 | .. | .. | .. | .. | 14 | .. | .. | .. | .. | .. | .. | .. | 14 |
| | 29 | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 1 |
| | 30 | .. | .. | .. | .. | 51 | .. | .. | .. | .. | .. | .. | .. | 52 |
| | 32 | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 1 |
| | 34 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | 36 | .. | .. | .. | .. | 3 | .. | .. | .. | .. | .. | .. | .. | 3 |
| | 38 | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 1 |
| | 39 | .. | .. | .. | .. | 9 | .. | .. | .. | .. | .. | .. | .. | 9 |
| | 40 | .. | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | 2 |
| | 42 | .. | .. | .. | .. | 41 | .. | .. | .. | .. | .. | .. | .. | 41 |
| | 45 | .. | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | 2 |
| | 46 | .. | .. | .. | .. | 127 | .. | .. | .. | .. | .. | .. | .. | 129 |
| | 55 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 134 |
| Total Ansair | .. | .. | .. | .. | .. | 118 | .. | .. | .. | .. | .. | .. | .. | 77 |
| Armstrong Siddeley | 13 | .. | .. | .. | .. | 72 | .. | .. | .. | .. | .. | .. | .. | 173 |
| | 14 | .. | .. | .. | .. | 65 | .. | .. | .. | .. | .. | .. | .. | .. |

(a) Includes Queensland panel vans.

(b) Excludes Queensland panel vans, which are included with utilities.

(c) See explanatory notes in Preface.

No. 3—MAKE OF VEHICLE ACCORDING TO TYPE AND HORSEPOWER (R.A.C.), AUSTRALIA—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Motor Cars | | | Station Wagons | Omni-buses | Utili-ties (a) | Panel Vans (b) | Lorries (c) | | | | Other Commercial Vehicles | Total | |
|---------------------------------|----------------------|------------|---------|--------|----------------|------------|----------------|----------------|-------------|--------|-----------------------------------|-------|---------------------------|---------|---------|
| | | Sedan | Open | Other | | | | | Van | Tipper | Articu-lated or Semi-form-Trailer | Other | | | |
| Armstrong Siddeley continued— | 15 | 280 | 9 | .. | .. | .. | 4 | .. | .. | .. | .. | .. | .. | 293 | |
| | 16 | 39 | 2 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 42 | |
| | 17 | 11 | .. | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | 13 | |
| | 18 | 604 | 15 | .. | 36 | .. | .. | 1 | .. | .. | .. | .. | .. | 1,797 | |
| | 19 | 82 | 13 | .. | 1 | .. | 13 | .. | .. | .. | .. | .. | .. | 110 | |
| | 25 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 | |
| | 29 | 7 | .. | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | 10 | |
| | 30 | 310 | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 312 | |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | Total | Stated | 1,595 | 124 | 7 | 37 | .. | 1,199 | .. | .. | .. | .. | .. | .. | 2,959 |
| Total Armstrong Siddeley Austin | 7 | 2,552 | 11,138 | .. | 14 | .. | 1,121 | 206 | .. | .. | .. | .. | .. | 15,031 | |
| | 8 | 16,962 | 22 | .. | 221 | .. | 82 | 148 | .. | .. | .. | .. | .. | 17,435 | |
| | 10 | 67,458 | 8,297 | 4 | 3,258 | 1 | 26,404 | 3,450 | .. | .. | .. | .. | 4 | 108,876 | |
| | 11 | 399 | 51 | .. | 1 | .. | 60 | 10 | .. | .. | .. | .. | .. | 521 | |
| | 12 | 232 | 523 | .. | 4 | .. | 181 | 20 | .. | .. | .. | .. | .. | 969 | |
| | 13 | 7,177 | 18 | .. | .. | .. | 9 | .. | .. | .. | .. | .. | .. | 7,209 | |
| | 15 | 18,667 | 179 | 4 | 151 | 21 | 5,285 | 159 | .. | .. | .. | .. | 7 | 25,254 | |
| | 17 | 141 | 26 | .. | .. | .. | 6 | 2 | .. | .. | .. | .. | .. | 179 | |
| | 18 | 669 | 959 | .. | .. | .. | 114 | .. | .. | .. | .. | .. | .. | 1,742 | |
| | 22 | 10 | 24 | 1 | .. | .. | 29 | .. | .. | .. | .. | .. | .. | 77 | |
| Total Austin | 23 | 623 | 12 | .. | .. | .. | 4 | .. | .. | .. | .. | .. | .. | 647 | |
| | 26 | 11 | 3 | 1 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 30 | |
| | 28 | 802 | 2 | 20 | 3 | 153 | .. | .. | .. | .. | .. | .. | 254 | 2,708 | |
| | 29 | .. | .. | .. | .. | 31 | .. | .. | .. | .. | .. | .. | 10 | 22,790 | |
| | 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 | 905 | |
| | 38 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | |
| | Total | Stated | 115,774 | 21,259 | 30 | 3,653 | 226 | 33,308 | 4,005 | .. | .. | .. | .. | 306 | 204,398 |
| | Total Bedford | 10 | .. | .. | .. | 2 | .. | 1,765 | 414 | .. | .. | .. | .. | .. | 2,182 |
| | | 11 | .. | 1 | .. | 34 | .. | 10,497 | 1,448 | .. | .. | .. | .. | .. | 11,979 |
| 14 | | .. | .. | .. | .. | .. | 1,544 | 570 | .. | .. | .. | .. | .. | 2,130 | |
| 15 | | .. | .. | 1 | 10 | .. | 24 | 188 | .. | .. | .. | .. | .. | 223 | |
| 16 | | .. | .. | 2 | 3 | 50 | .. | .. | .. | .. | .. | .. | 96 | 5,060 | |
| 27 | | .. | .. | 4 | 4 | 1,184 | .. | .. | .. | .. | .. | .. | 252 | 32,450 | |
| 29 | | .. | .. | .. | .. | 55 | .. | .. | .. | .. | .. | .. | 4 | 214 | |
| 30 | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 1 | |
| 33 | | .. | .. | .. | .. | 6 | .. | .. | .. | .. | .. | .. | 42 | 1,801 | |
| 36 | | .. | .. | .. | .. | 530 | .. | .. | .. | .. | .. | .. | .. | 27 | |
| Total Bedford Buick | 38 | .. | .. | .. | .. | 7 | .. | .. | .. | .. | .. | .. | .. | .. | |
| | Not Stated | .. | .. | .. | .. | 4 | 7 | 2 | .. | .. | .. | .. | .. | 33 | |
| | Total | Stated | .. | 7 | .. | 64 | 1,836 | 2,622 | .. | .. | .. | .. | 2 | 56,106 | |
| | 18 | 18 | 205 | .. | 2 | .. | 223 | 3 | .. | .. | .. | .. | 397 | 457 | |
| | 21 | 35 | 282 | .. | 2 | .. | 211 | 4 | .. | .. | .. | .. | .. | 554 | |
| | 23 | 559 | 921 | 5 | 3 | 2 | 737 | 17 | .. | .. | .. | .. | 1 | 2,282 | |

(a) Includes Queensland panel vans.

(b) Excludes Queensland panel vans, which are included with utilities.

(c) See explanatory notes in Preface.

No. 3—MAKE OF VEHICLE ACCORDING TO TYPE AND HORSEPOWER (R.A.C.), AUSTRALIA—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Motor Cars | | | Station Wagons | Omni-buses | Utili-ties (a) | Panel Vans (b) | Lorries (c) | | | | Other Commercial Vehicles | Total |
|---------------------------------|----------------------|------------|--------|-------|----------------|------------|----------------|----------------|-------------|--------|------------------------------|-------|---------------------------|---------|
| | | Sedan | | Other | | | | | Van | Tipper | Articu-lated or Semi-Trailer | Other | | |
| | | Open | Other | | | | | | | | | | | |
| <i>Buick—continued—</i> | 26 | 422 | 322 | 1 | 1 | .. | 220 | 7 | 9 | 1 | .. | 1 | 2 | 987 |
| | 27 | 174 | 248 | 10 | 2 | 1 | 153 | 1 | 14 | .. | .. | .. | .. | 605 |
| | 28 | 609 | 92 | 1 | 1 | .. | 92 | 4 | 5 | .. | .. | .. | .. | 805 |
| | 29 | 190 | 146 | 4 | 4 | .. | 221 | 3 | 27 | .. | .. | .. | 1 | 595 |
| | 30 | 9,989 | 87 | 57 | 7 | .. | 82 | 12 | 3 | .. | .. | .. | .. | 10,240 |
| | 31 | 86 | 34 | 2 | 2 | .. | 49 | 3 | 4 | .. | .. | .. | .. | 181 |
| | 32 | 219 | 1 | 1 | 1 | .. | 16 | .. | .. | .. | .. | .. | .. | 221 |
| | 33 | 50 | 6 | 1 | 1 | .. | 5 | .. | 3 | .. | .. | .. | .. | 78 |
| | 35 | 77 | 1 | 1 | 1 | .. | 4 | .. | 1 | .. | .. | .. | .. | 84 |
| | 37 | 1,027 | 7 | 12 | .. | 1 | 4 | 4 | .. | .. | .. | .. | .. | 1,056 |
| | 42 | 10 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 |
| | 51 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| | Not Stated | 5 | .. | 2 | .. | .. | 2 | .. | .. | .. | .. | .. | .. | 9 |
| <i>Total Buick Chevrolet</i> | .. | 13,472 | 2,353 | 97 | 20 | 4 | 2,015 | 58 | 117 | 1 | 5 | 7 | 6 | 18,167 |
| | 21 | 1,219 | 11,808 | .. | 30 | 3 | 8,735 | 302 | 2,577 | 10 | 2 | 6 | 12 | 24,940 |
| | 26 | 19,881 | 8,590 | 11 | 55 | 16 | 9,362 | 844 | 4,825 | 75 | 23 | 8 | 33 | 43,996 |
| | 29 | 47,315 | 1,366 | 239 | 194 | 471 | 29,142 | 3,025 | 27,737 | 1,424 | 458 | 153 | 743 | 113,604 |
| | 30 | 4,993 | 10 | 11 | 2 | 33 | 236 | 91 | 4,518 | 652 | 327 | 52 | 62 | 11,175 |
| | 45 | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 13 |
| | Not Stated | 30 | 6 | .. | .. | 1 | 35 | 6 | 28 | 2 | 1 | .. | .. | 111 |
| <i>Total Chevrolet Chrysler</i> | .. | 73,451 | 21,780 | 261 | 281 | 524 | 47,510 | 4,268 | 39,685 | 2,163 | 817 | 219 | 850 | 193,839 |
| | 21 | 498 | 1,571 | 2 | 5 | 1 | 1,249 | 21 | 43 | 9 | .. | .. | 1 | 3,400 |
| | 23 | 1,982 | 998 | 1 | 4 | .. | 837 | 21 | 34 | 5 | 1 | .. | 1 | 3,884 |
| | 25 | 489 | 177 | 3 | 3 | .. | 216 | 6 | 8 | 1 | .. | .. | .. | 903 |
| | 27 | 2,906 | 97 | 6 | 2 | .. | 101 | 3 | 1 | 1 | .. | 1 | .. | 3,118 |
| | 28 | 234 | 4 | .. | 1 | .. | 9 | .. | .. | .. | .. | .. | .. | 251 |
| | 29 | 25 | 34 | 1 | 1 | .. | 31 | 1 | 8 | .. | .. | .. | .. | 101 |
| | 31 | 11 | 9 | .. | .. | .. | 5 | 1 | 1 | .. | .. | .. | .. | 27 |
| | 33 | 487 | 10 | 2 | 2 | .. | 4 | 1 | .. | .. | .. | .. | 2 | 508 |
| | 46 | 17 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 17 |
| | Not Stated | 1 | 1 | .. | .. | .. | 4 | 1 | .. | .. | .. | .. | .. | 7 |
| <i>Total Chrysler Citroen</i> | .. | 6,650 | 2,901 | 15 | 18 | 1 | 2,456 | 55 | 95 | 2 | 1 | 7 | 5 | 12,216 |
| | 4 | 49 | .. | .. | .. | .. | .. | 16 | .. | .. | .. | .. | .. | 65 |
| | 5 | 34 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 34 |
| | 7 | 2 | 61 | .. | 1 | .. | 14 | .. | .. | .. | .. | .. | .. | 78 |
| | 11 | 72 | 87 | .. | 1 | .. | 20 | .. | 1 | .. | .. | .. | .. | 181 |
| | 12 | 80 | 84 | .. | 1 | .. | 24 | .. | .. | 2 | .. | .. | .. | 191 |
| | 13 | 47 | 9 | .. | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | 58 |
| | 15 | 2,112 | 5 | .. | 1 | .. | 4 | .. | 1 | .. | .. | .. | .. | 2,117 |
| | 19 | 50 | 43 | .. | .. | .. | 4 | .. | .. | 1 | .. | .. | .. | 100 |
| | 20 | 26 | 3 | .. | .. | .. | 4 | .. | .. | .. | .. | .. | .. | 33 |
| | 22 | 361 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 364 |
| | 29 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | Not Stated | 1 | .. | .. | .. | .. | 67 | 16 | 2 | .. | .. | .. | .. | 1 |
| <i>Total Citroen</i> | .. | 2,835 | 295 | .. | 5 | .. | .. | .. | .. | .. | .. | .. | .. | 3,223 |

(a) Includes Queensland panel vans. (b) Excludes Queensland panel vans, which are included with utilities. (c) See explanatory notes in Preface.

No. 3—MAKE OF VEHICLE ACCORDING TO TYPE AND HORSEPOWER (R.A.C.), AUSTRALIA—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Motor Cars | | | Station Wagons | Omni-buses | Utilities (a) | Panel Vans (b) | Lorries (c) | | | | Other Commercial Vehicles | Total |
|-----------------|----------------------|------------|------|-------|----------------|------------|---------------|----------------|-------------|--------|-----------------------------|-------|---------------------------|--------|
| | | Sedan | Open | Other | | | | | Van | Tipper | Articulated or Semi-Trailer | Other | | |
| Commer | 9 | .. | .. | .. | 7 | .. | 747 | 345 | .. | .. | .. | .. | .. | 1,099 |
| | 10 | .. | .. | .. | 532 | .. | 4,865 | 2,341 | .. | .. | .. | .. | .. | 7,738 |
| | 13 | .. | .. | 2 | 32 | 10 | 1,858 | 394 | 1,777 | 1 | 2 | 2 | .. | 4,106 |
| | 14 | .. | .. | .. | 10 | .. | 7 | 43 | .. | .. | .. | .. | .. | 60 |
| | 15 | .. | .. | .. | .. | .. | 4 | 3 | .. | .. | .. | .. | .. | 15 |
| | 16 | .. | .. | .. | 7 | 4 | 698 | 171 | 1,407 | 2 | 12 | 1 | .. | 2,326 |
| | 20 | .. | .. | .. | .. | .. | 13 | 2 | 107 | 1 | 1 | .. | .. | 149 |
| | 22 | .. | .. | .. | .. | .. | .. | 51 | .. | .. | .. | .. | .. | 67 |
| | 23 | .. | .. | .. | .. | .. | 1 | 1 | 3 | 1 | .. | .. | .. | 6 |
| | 24 | .. | .. | .. | .. | 1 | 1 | .. | 15 | 1 | .. | .. | .. | 19 |
| | 25 | .. | .. | .. | .. | .. | .. | .. | 19 | 1 | .. | .. | .. | 73 |
| | 26 | .. | .. | .. | .. | 34 | .. | .. | 10 | 40 | .. | .. | .. | 2 |
| | 27 | .. | .. | .. | .. | .. | .. | .. | 410 | 79 | .. | .. | .. | 3,331 |
| | 28 | .. | .. | .. | .. | .. | .. | .. | 2,646 | 3 | .. | .. | .. | 3 |
| | 29 | .. | .. | .. | .. | 3 | .. | .. | 3 | 270 | 136 | .. | .. | 1,264 |
| | 33 | .. | .. | .. | .. | 111 | .. | .. | 868 | 316 | 516 | .. | .. | 2,016 |
| | 38 | .. | .. | .. | .. | .. | .. | .. | 15 | 12 | 54 | .. | .. | 90 |
| | Not Stated | .. | .. | .. | .. | 1 | 4 | 2 | 9 | 1 | 1 | .. | .. | 18 |
| Total Commer | | .. | .. | 2 | 588 | 164 | 8,198 | 3,302 | 7,737 | 1,027 | 841 | 97 | 195 | 22,380 |
| Daimler | | 69 | 4 | 1 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | 75 |
| | 16 | 26 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 27 |
| | 18 | 657 | 20 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 679 |
| | 19 | 15 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 15 |
| | 20 | 4 | 2 | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | 8 |
| | 21 | 238 | 4 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 243 |
| | 23 | 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 |
| | 24 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| | 25 | 47 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 47 |
| | 26 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| | 29 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| | 33 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | 34 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| | 35 | 7 | 1 | .. | .. | 4 | .. | .. | .. | .. | .. | .. | .. | 10 |
| | 36 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| | 43 | .. | .. | .. | .. | 56 | .. | .. | .. | .. | .. | .. | .. | 56 |
| | 48 | .. | .. | .. | .. | 72 | .. | .. | .. | .. | .. | .. | .. | 72 |
| | 60 | .. | .. | .. | .. | 12 | .. | .. | .. | .. | .. | .. | .. | 12 |
| | 60 | 1,082 | .. | .. | .. | 146 | 2 | 1 | .. | .. | .. | .. | .. | 1,267 |
| Total Daimler | | .. | .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| Dennis | | 17 | .. | .. | .. | 1 | .. | .. | 11 | 1 | 2 | 4 | 33 | 60 |
| | 24 | .. | .. | .. | .. | .. | .. | .. | 2 | .. | .. | .. | .. | 5 |
| | 27 | .. | .. | .. | .. | .. | .. | .. | 4 | .. | .. | .. | .. | 8 |
| | 29 | .. | .. | .. | .. | 2 | .. | .. | 1 | .. | .. | .. | .. | 12 |
| | 30 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| | 32 | .. | .. | .. | .. | 4 | .. | .. | .. | 4 | 9 | .. | .. | 22 |
| | 34 | .. | .. | .. | .. | .. | .. | .. | 15 | .. | .. | .. | .. | 42 |
| | 35 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | 36 | .. | .. | .. | .. | 6 | .. | .. | 3 | 3 | 1 | .. | .. | 15 |

(a) Includes Queensland panel vans.

(b) Excludes Queensland panel vans, which are included with utilities.

(c) See explanatory notes in Preface.

No. 3—MAKE OF VEHICLE ACCORDING TO TYPE AND HORSEPOWER (R.A.C.), AUSTRALIA—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Motor Cars | | | Station Wagons | Omni-buses | Utili-ties (a) | Panel Vans (b) | Lorries (c) | | | | | Other Commercial Vehicles | Total | | |
|------------------|----------------------|------------|-----|------|----------------|------------|----------------|----------------|-------------|-----|--------|------------------------------|-------|---------------------------|-------|--------|---|
| | | Sedan | | Open | | | | | Other | Van | Tipper | Articu-lated or Semi-Trailer | Other | | | | |
| | | | | | | | | | | | | | | | | | |
| Dennis—continued | 38 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | |
| | 39 | .. | .. | .. | .. | 36 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | |
| | 41 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | |
| | 45 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | |
| | 60 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| | 21 | 835 | .. | .. | 6 | 49 | 316 | 9 | .. | .. | .. | .. | .. | .. | .. | 2 | |
| | 23 | 771 | .. | 527 | .. | .. | 60 | 1 | .. | .. | .. | .. | .. | .. | .. | 76 | |
| | 25 | 854 | .. | 44 | .. | .. | 58 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | |
| | 26 | 122 | .. | 43 | .. | .. | 35 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | |
| 27 | 4,924 | .. | 28 | .. | .. | 938 | 13 | .. | .. | .. | .. | .. | .. | .. | .. | | |
| 28 | 1,325 | .. | .. | .. | 17 | 858 | 152 | .. | .. | .. | .. | .. | .. | .. | .. | | |
| 29 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 | |
| 38 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | |
| 42 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 | |
| Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | |
| 22 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 | |
| 25 | 8,334 | .. | 665 | .. | 27 | 2,269 | 178 | .. | .. | .. | .. | .. | .. | .. | .. | 13,650 | |
| 27 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | |
| 29 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 43 | |
| 31 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 477 | |
| 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 212 | |
| 35 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 248 | |
| 38 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 261 | |
| 51 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | |
| 57 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 158 | |
| 76 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 35 | |
| 79 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | |
| Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | |
| 19 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 37 | |
| 21 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | |
| 23 | 98 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | |
| 25 | 8,293 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,483 | |
| 26 | 10,184 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | |
| 27 | 13,515 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 303 | |
| 28 | 1,743 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 19,238 | |
| 29 | 14 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12,479 | |
| 37 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 223 | |
| 38 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 29,814 | |

(a) Includes Queensland panel vans.

(b) Excludes Queensland panel vans, which are included with utilities.

(c) See explanatory notes in Preface.

No. 3—MAKE OF VEHICLE ACCORDING TO TYPE AND HORSEPOWER (R.A.C.), AUSTRALIA—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Motor Cars | | | Station Wagons | Omni-buses | Utili-ties (a) | Panel Vans (b) | Lorries (c) | | | | Other Com-mercial Vehicles | Total |
|------------------------|--|---------------------------------------|-------------------------|----------|----------------|------------|--|-----------------------------------|---------------------|-------------|------------------------------|-------|----------------------------|--------|
| | | Sedan | Open | Other | | | | | Van | Tipper | Articu-lated or Semi-Trailer | Other | | |
| <i>Dodge—continued</i> | 42 Not Stated | 5 | | | | | | | | | | | | 5 |
| <i>Total Dodge</i> | 18 | 10 | 6 | | | 2 | 21 | 13 | 1 | 1 | 1 | 2 | 2 | 56 |
| <i>Durant</i> | 18 19 23 25 27 Not Stated | 34,004 530 175 24 12 1 | 2,165 187 20 6 | 342 1 | 123 4 1 | 190 | 18,341 1,435 70 15 20 12 1 | 1,605 63 2 1 1 | 617 22 1 | 723 | 446 | 88 | 178 | 72,806 |
| <i>Total Durant</i> | 28 36 43 57 | | | | | | 1,553 | 67 | 23 | | 1 | | | 4,886 |
| <i>Total E.R.F.</i> | 16 | 744 | 2,406 | 2 | 5 | | | | | | | | | 1 |
| <i>Erskine</i> | 18 25 Not Stated | 278 512 11 | 140 165 3 | | 3 | | 60 106 8 | 2 2 3 | 1 1 1 | 1 1 1 | 26 26 | | 2 | 90 |
| <i>Total Erskine</i> | 17 | 803 | 308 | | 3 | | 174 | 4 | | | | | | 1,297 |
| <i>Essex</i> | 18 20 27 Not Stated | 1,868 1,349 120 14 | 1,935 799 46 5 | 1 | 5 | 2 | 752 412 20 11 | 21 12 1 1 | 8 2 | 5 | | | | 4,615 |
| <i>Total Essex</i> | 23 25 27 28 29 33 38 Not Stated | 3,351 | 2,786 | 1 | 5 | 2 | 1,197 | 35 | 10 | 35 | | | | 7,422 |
| <i>Fargo</i> | 23 25 27 28 29 33 38 | | | | 3 | 1 | 276 104 5,186 1,896 | 74 12 235 405 | 26 12 64 6 | 9 6 | | | 9 | 890 |
| <i>Total Fargo</i> | 16 19 21 22 25 | 1 | 3 | 26 | 40 | 102 | 7,477 5 1 1 4 | 5,821 2 14 7 72 44 | 240 1 | 592 | 45 | 165 | 15,510 | |
| <i>Federal</i> | | | | | | | | | | | | | | 16 |
| | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | 90 |
| | | | | | | | | | | | | | | 61 |

(a) Includes Queensland panel vans.

(b) Excludes Queensland panel vans, which are included with utilities.

(c) See explanatory notes in Preface.

No. 3—MAKE OF VEHICLE ACCORDING TO TYPE AND HORSEPOWER (R.A.C.), AUSTRALIA—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Motor Cars | | | Station Wagons | Omni-buses | Utili-ties (a) | Panel Vans (b) | Lorries (c) | | | | Other Commercial Vehicles | Total | |
|---------------------------|----------------------|------------|-------|-------|----------------|------------|----------------|----------------|-------------|--------|------------------------------|-------|---------------------------|-------|-----------|
| | | Sedan | Open | Other | | | | | Van | Tipper | Articu-lated or Semi-Trailer | Other | | | Plat-form |
| <i>Federal—continued</i> | 27 | .. | .. | .. | .. | 13 | 2 | 8 | 235 | 12 | 18 | 8 | 3 | 5 | 304 |
| | 28 | .. | .. | .. | .. | 40 | 1 | .. | 96 | 19 | 11 | 1 | 3 | .. | 195 |
| | 29 | .. | .. | .. | .. | 57 | .. | .. | 158 | 9 | 37 | 42 | 11 | 5 | 319 |
| | 31 | .. | .. | .. | .. | 1 | .. | .. | 1 | .. | .. | .. | .. | .. | 2 |
| | 32 | .. | .. | .. | .. | 14 | .. | .. | 42 | 3 | 23 | 16 | 6 | 2 | 106 |
| | 33 | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 3 |
| | 36 | .. | .. | .. | .. | 13 | .. | .. | 49 | 3 | 41 | 147 | 34 | 8 | 295 |
| | 38 | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | 8 | 1 | .. | 10 |
| | 40 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 | .. | .. | 11 |
| | 43 | .. | .. | .. | .. | .. | .. | .. | 3 | .. | .. | 48 | 4 | 1 | 56 |
| | 57 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | 1 |
| | 72 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Not Stated | .. | .. | .. | .. | 145 | 15 | 22 | 724 | 56 | 1 | 305 | 62 | 25 | 1,488 |
| <i>Total Federal Fiat</i> | 6 | 2,419 | 472 | 1 | 828 | 3 | 114 | 210 | .. | 133 | .. | .. | .. | .. | 4,043 |
| | 8 | 320 | 192 | .. | 6 | .. | 21 | 2 | 4 | .. | .. | .. | .. | .. | 538 |
| | 10 | 269 | 701 | .. | 43 | .. | 134 | 7 | .. | .. | .. | .. | .. | .. | 1,121 |
| | 11 | 2,683 | 19 | .. | .. | .. | 11 | 5 | .. | .. | .. | .. | .. | .. | 2,761 |
| | 13 | 3 | 18 | .. | 1 | .. | 16 | 1 | 2 | .. | .. | .. | .. | .. | 41 |
| | 15 | 6 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 |
| | 16 | 1,389 | 41 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,431 |
| | 17 | 7 | 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 16 |
| | 19 | 178 | 59 | .. | 1 | .. | 18 | 2 | 2 | 2 | .. | .. | .. | .. | 262 |
| | 20 | 4 | 9 | 1 | .. | .. | 5 | 2 | 1 | .. | .. | .. | .. | .. | 22 |
| | 25 | 7 | 2 | .. | .. | .. | .. | .. | 1 | 1 | .. | .. | .. | .. | 11 |
| | 26 | 1 | 3 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| | 37 | .. | .. | .. | .. | .. | .. | .. | 10 | 1 | 5 | 17 | .. | 1 | 34 |
| | Not Stated | 1 | .. | .. | .. | .. | 1 | .. | .. | 4 | 1 | 1 | .. | .. | 4 |
| <i>Total Fiat Foden</i> | .. | 7,287 | 1,522 | 2 | 884 | .. | 323 | 229 | 20 | 18 | 6 | 18 | .. | 1 | 10,296 |
| | 22 | .. | .. | .. | .. | .. | .. | .. | 1 | 1 | 1 | .. | .. | .. | 2 |
| | 28 | .. | .. | .. | .. | .. | .. | .. | 11 | 1 | 1 | .. | .. | .. | 2 |
| | 36 | .. | .. | .. | .. | 4 | .. | .. | 11 | 1 | 4 | 7 | .. | .. | 27 |
| | 43 | .. | .. | .. | .. | 37 | .. | .. | 96 | 6 | 107 | 106 | 5 | 51 | 408 |
| | 57 | .. | .. | .. | .. | .. | .. | .. | 8 | 1 | 1 | 14 | .. | 1 | 25 |
| | Not Stated | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| <i>Total Foden Ford</i> | .. | .. | .. | .. | .. | 42 | .. | .. | 117 | 8 | 114 | 127 | 5 | 52 | 465 |
| | 7 | 3,083 | 4,142 | .. | 10 | .. | 803 | 184 | .. | .. | .. | .. | .. | .. | 8,222 |
| | 10 | 66,156 | 3,158 | 10 | 1,069 | .. | 20,401 | 10,194 | .. | .. | .. | .. | .. | 18 | 101,006 |
| | 14 | 6 | 1 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 8 |
| | 15 | 24,606 | 9 | 1 | 3 | .. | 1,369 | 8 | 2 | 1 | 1 | .. | .. | 2 | 26,001 |
| | 22 | 160 | 624 | .. | 1 | .. | 842 | 19 | 198 | 16 | 1 | .. | .. | 3 | 1,864 |
| | 23 | 34,852 | 582 | 2 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 34,887 |
| | 24 | 2,919 | 7,222 | 6 | 38 | .. | 5,757 | 226 | 1,028 | 119 | 7 | 6 | 2 | 10 | 17,341 |
| | 25 | .. | .. | .. | .. | 2 | .. | .. | 16 | 3 | .. | 1 | 1 | .. | 23 |

(a) Includes Queensland panel vans.

(b) Excludes Queensland panel vans, which are included with utilities.

(c) See explanatory notes in Preface.

No. 3—MAKE OF VEHICLE ACCORDING TO TYPE AND HORSEPOWER (R.A.C.), AUSTRALIA—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Motor Cars | | | Station Wagons | Omni-buses | Utili-ties (a) | Panel Vans (b) | Lorries (c) | | | | Other Com-mercial Vehicles | Total |
|--------------------------------------|----------------------|------------|--------|-------|----------------|------------|----------------|----------------|-------------|--------|------------------------------|-------|----------------------------|---------|
| | | Sedan | Open | Other | | | | | Van | Tipper | Articu-lated or Semi-Trailer | Other | | |
| <i>Ford—continued</i> | 26 | .. | .. | .. | .. | 7 | 4 | 2 | 95 | 6 | 2 | 1 | 3 | 120 |
| | 29 | .. | .. | .. | .. | 29 | .. | .. | 65 | 13 | 17 | 2 | 3 | 130 |
| | 30 | 46,882 | 3,161 | 123 | 115 | 305 | 16,071 | 1,619 | 20,712 | 1,406 | 275 | 89 | 459 | 91,847 |
| | 32 | 44,900 | 70 | 375 | 135 | 696 | 22,610 | 791 | 14,105 | 3,226 | 1,321 | 302 | 507 | 89,434 |
| | 33 | .. | .. | .. | .. | 25 | .. | .. | 88 | 46 | 29 | 8 | 16 | 215 |
| | 36 | 46 | 5 | .. | .. | 1 | 1 | 1 | 1 | 1 | .. | .. | 1 | 57 |
| | 38 | .. | .. | .. | .. | .. | .. | .. | 2 | 3 | .. | .. | .. | 6 |
| | 39 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | 42 | 5,144 | 1 | 7 | 5 | 4 | 1,886 | 8 | 517 | 199 | 227 | 16 | 7 | 8,082 |
| | 43 | .. | .. | .. | .. | 1 | .. | .. | .. | 2 | 4 | .. | 3 | 10 |
| | 46 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| | Not Stated | 58 | 6 | .. | 1 | 5 | 40 | 3 | 70 | 3 | 1 | 2 | 4 | 194 |
| <i>Total Ford..</i> | .. | 228,314 | 18,932 | 524 | 1,378 | 1,076 | 69,785 | 13,055 | 36,899 | 4,917 | 1,883 | 424 | 1,036 | 379,400 |
| <i>G.M.C.</i> | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | 19 | .. | .. | .. | .. | .. | .. | .. | 4 | .. | .. | .. | .. | 7 |
| | 20 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | 22 | .. | .. | .. | .. | 1 | .. | .. | 16 | .. | .. | .. | .. | 1 |
| | 24 | .. | .. | .. | .. | .. | .. | .. | 23 | .. | .. | .. | .. | 23 |
| | 25 | .. | .. | 1 | .. | .. | 8 | .. | 23 | .. | .. | .. | .. | 33 |
| | 26 | .. | .. | .. | .. | .. | 11 | 2 | 172 | 1 | 5 | 1 | .. | 203 |
| | 28 | .. | .. | .. | .. | .. | .. | .. | 14 | .. | .. | .. | .. | 15 |
| | 29 | .. | .. | .. | 2 | 60 | 458 | 198 | 856 | 57 | 22 | 13 | 29 | 1,728 |
| | 30 | .. | .. | 1 | 1 | 115 | 320 | 56 | 1,218 | 143 | 124 | 30 | 47 | 2,108 |
| | 31 | .. | .. | .. | .. | .. | .. | .. | 5 | 1 | 5 | 1 | .. | 13 |
| | 32 | .. | .. | .. | .. | 1 | .. | .. | 5 | .. | .. | .. | .. | 7 |
| | 34 | .. | .. | .. | .. | 68 | .. | .. | 200 | 36 | 124 | 53 | 55 | 541 |
| | 36 | .. | .. | .. | .. | 3 | .. | .. | .. | .. | .. | .. | .. | 3 |
| | 43 | .. | .. | .. | .. | 6 | .. | .. | .. | .. | .. | .. | .. | 7 |
| | Not Stated | .. | .. | .. | .. | 3 | .. | .. | 5 | .. | .. | .. | .. | 10 |
| <i>Total G.M.C.</i> | .. | .. | .. | 2 | 3 | 257 | 802 | 257 | 2,519 | 239 | 1 | 101 | 138 | 4,700 |
| <i>Goliath</i> | .. | 317 | .. | .. | 69 | 4 | 1 | 10 | .. | .. | .. | .. | .. | 401 |
| | 8 | 11 | .. | .. | 8 | .. | .. | .. | .. | .. | .. | .. | .. | 19 |
| | .. | 328 | .. | .. | 77 | 4 | 1 | 10 | .. | .. | .. | .. | .. | 420 |
| <i>Total Goliath</i> | .. | 3 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 |
| <i>Graham and Graham-Paige</i> | 18 | 151 | 36 | .. | .. | .. | 36 | .. | .. | .. | .. | .. | .. | 223 |
| | 21 | 1,038 | 66 | .. | 1 | .. | 53 | .. | 3 | .. | .. | 1 | .. | 1,169 |
| | 23 | 176 | 12 | .. | 1 | .. | 43 | 8 | 86 | 1 | .. | .. | 13 | 348 |
| | 25 | 479 | 15 | 2 | .. | .. | 25 | 4 | 7 | 2 | .. | .. | 1 | 535 |
| | 27 | 5 | .. | .. | .. | .. | .. | .. | 1 | .. | 1 | .. | .. | 40 |
| | 29 | 29 | 2 | .. | .. | 1 | 13 | 3 | 29 | 1 | .. | .. | .. | 59 |
| | 31 | 40 | 1 | .. | .. | .. | .. | .. | 10 | .. | .. | .. | .. | 45 |
| | 33 | 21 | 1 | .. | .. | .. | 3 | 2 | 2 | .. | .. | .. | 1 | 28 |
| | 34 | 3 | .. | .. | .. | .. | 3 | .. | .. | .. | .. | .. | .. | 6 |
| | 36 | 16 | .. | 1 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 18 |
| | Not Stated | 1 | 135 | .. | .. | .. | 182 | .. | 1 | 4 | .. | .. | .. | 3 |
| <i>Total Graham and Graham-Paige</i> | .. | 1,962 | 135 | 3 | 2 | 1 | 182 | 26 | 138 | 9 | 1 | 1 | 16 | 2,480 |

(a) Includes Queensland panel vans. (b) Excludes Queensland panel vans, which are included with utilities. (c) See explanatory notes in Preface.

No. 3—MAKE OF VEHICLE ACCORDING TO TYPE AND HORSEPOWER (R.A.C.), AUSTRALIA—continued.

| Make of Vehicle | Horsepower (R.A.C.) | Motor Cars | | | Station Wagons | Omni-buses | Utilities (a) | Panel Vans (b) | Lorries (c) | | | | Other Commercial Vehicles | Total |
|-----------------|---------------------|------------|-------|-------|----------------|------------|---------------|----------------|-------------|-----|--------|-----------------------------|---------------------------|--------|
| | | Sedan | Open | Other | | | | | Plat-form | Van | Tipper | Articulated or Semi-Trailer | | |
| Hillman | 9 | 16,527 | 1,418 | .. | 70 | .. | 365 | 83 | .. | .. | .. | .. | .. | 18,463 |
| | 10 | 26,891 | 210 | .. | 1,370 | .. | 44 | 33 | .. | .. | .. | .. | .. | 28,548 |
| | 12 | 29 | 36 | .. | 1 | .. | 4 | 1 | .. | .. | .. | .. | .. | 71 |
| | 13 | 246 | 5 | .. | .. | .. | 4 | 2 | .. | .. | .. | .. | .. | 257 |
| | 14 | 4,909 | 17 | .. | 21 | .. | .. | .. | .. | .. | .. | .. | .. | 4,947 |
| | 15 | 5 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 |
| | 19 | 22 | 4 | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | 28 |
| | 20 | 658 | 32 | .. | 1 | .. | 7 | 3 | .. | .. | .. | .. | .. | 701 |
| | Not Stated | 16 | 1 | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | 20 |
| | Stated | 49,303 | 1,726 | .. | 1,463 | .. | 428 | 123 | .. | .. | .. | .. | .. | 53,043 |
| Total Hillman | 21 | 189,555 | 8 | 64 | 2 | 48,910 | 3,890 | .. | .. | .. | .. | .. | 242,496 | |
| Total Holden | 21 | 6,979 | 214 | 5 | 6 | 305 | 12 | 1 | .. | .. | .. | .. | 7,525 | |
| Hudson | 24 | 63 | 3 | .. | .. | 8 | 1 | .. | .. | .. | .. | .. | 76 | |
| .. | 26 | 7 | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | 10 | |
| .. | 28 | 1,310 | 20 | 9 | .. | 19 | 1 | .. | .. | .. | .. | .. | 1,361 | |
| .. | 29 | 303 | 49 | 28 | .. | 126 | 4 | .. | .. | .. | .. | .. | 543 | |
| .. | 30 | 1,528 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,531 | |
| .. | 34 | 85 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 85 | |
| Not Stated | 3 | 3 | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 5 | |
| Stated | 10,278 | 288 | 44 | 2 | 2 | 460 | 18 | .. | .. | .. | .. | .. | 11,136 | |
| Total Hudson | 7 | 1 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 5 | |
| Humber | 8 | 7 | 26 | .. | .. | 2 | .. | .. | .. | .. | .. | .. | 35 | |
| .. | 10 | 1 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | |
| .. | 11 | 79 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 84 | |
| .. | 13 | 2,558 | 3 | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | 2,563 | |
| .. | 15 | 12 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 17 | |
| .. | 16 | 6,548 | 2 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 6,553 | |
| .. | 20 | 305 | 2 | .. | .. | .. | 2 | .. | .. | .. | .. | .. | 310 | |
| .. | 23 | 214 | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | 223 | |
| .. | 26 | 6,081 | 5 | 3 | 15 | 4 | 1 | .. | .. | .. | .. | .. | 6,122 | |
| .. | 29 | 2,098 | 1 | 2 | 3 | 1 | .. | .. | .. | .. | .. | .. | 2,105 | |
| Not Stated | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | |
| Stated | 17,907 | 53 | 20 | .. | 19 | 17 | 6 | .. | .. | .. | .. | .. | 18,023 | |
| Total Humber | 16 | 15 | 141 | .. | 2 | 138 | 3 | .. | .. | .. | .. | .. | 314 | |
| Hupmobile | 23 | 103 | 102 | .. | 2 | 82 | 1 | .. | .. | .. | .. | .. | 296 | |
| .. | 25 | 491 | 83 | 1 | 1 | 87 | .. | .. | .. | .. | .. | .. | 666 | |
| .. | 26 | 10 | 9 | .. | .. | 6 | .. | .. | .. | .. | .. | .. | 25 | |
| .. | 27 | 69 | 7 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | 77 | |
| .. | 28 | 81 | 20 | 2 | 1 | 31 | 1 | .. | .. | .. | .. | .. | 137 | |
| .. | 29 | 331 | .. | .. | .. | 4 | .. | .. | .. | .. | .. | .. | 336 | |
| .. | 32 | 45 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 48 | |
| .. | 39 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | |
| Not Stated | 1 | 1 | 1 | .. | .. | 4 | .. | .. | .. | .. | .. | .. | 6 | |
| Stated | 1,148 | 365 | 3 | .. | 6 | 352 | 6 | .. | .. | .. | .. | .. | 1,907 | |
| Total Hupmobile | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |

(a) Includes Queensland panel vans. (b) Excludes Queensland panel vans, which are included with utilities. (c) See explanatory notes in Preface.

No. 3—MAKE OF VEHICLE ACCORDING TO TYPE AND HORSEPOWER (R.A.C.), AUSTRALIA—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Motor Cars | | | Station Wagons | Omni-buses | Utili-ties (a) | Panel Vans (b) | Lorries (c) | | | | Other Com-mercial Vehicles | Total |
|-----------------------|----------------------|------------|------|-------|----------------|------------|----------------|----------------|-------------|--------|------------------------------|-------|----------------------------|--------|
| | | Sedan | Open | Other | | | | | Van | Tipper | Articu-lated or Semi-Trailer | Other | | |
| International | 16 | .. | .. | .. | 1 | .. | 138 | 48 | 20 | 1 | .. | 1 | .. | 211 |
| | 19 | .. | .. | 2 | .. | .. | 19 | 2 | 115 | 2 | .. | .. | .. | 153 |
| | 21 | .. | .. | .. | .. | .. | 22 | .. | 169 | 5 | .. | .. | .. | 3 |
| | 22 | .. | .. | .. | .. | 2 | 7 | .. | 103 | 1 | .. | .. | .. | 6 |
| | 25 | .. | .. | .. | .. | .. | 36 | 4 | 84 | 2 | 4 | .. | .. | 4 |
| | 26 | .. | .. | 76 | 36 | 468 | 4,928 | 905 | 12,074 | 1,433 | 122 | .. | .. | 245 |
| | 27 | .. | .. | 1 | 1 | 26 | 93 | 10 | 649 | 13 | 115 | 41 | 19 | 37 |
| | 28 | .. | .. | 2 | .. | 93 | 127 | 17 | 1,197 | 26 | 304 | 256 | 44 | 68 |
| | 29 | .. | .. | .. | 1 | 62 | 32 | 14 | 470 | 13 | 145 | 99 | 18 | 20 |
| | 30 | .. | .. | 61 | 93 | 114 | 6,538 | 634 | 9,512 | 293 | 1,833 | 1,438 | 201 | 336 |
| | 31 | .. | .. | 1 | .. | 4 | 4 | 1 | 85 | 1 | 23 | 34 | 2 | 7 |
| | 32 | .. | .. | .. | .. | 4 | .. | .. | 13 | 1 | 1 | 2 | .. | 1 |
| | 33 | .. | .. | .. | .. | 5 | .. | .. | 43 | 1 | 10 | 15 | .. | 6 |
| | 34 | .. | .. | .. | .. | 5 | .. | .. | 309 | 7 | 172 | 763 | 67 | 53 |
| | 36 | .. | .. | .. | .. | 4 | .. | .. | 3 | 1 | 2 | 6 | 1 | 18 |
| 38 | .. | .. | .. | .. | .. | .. | .. | 9 | 1 | 3 | 14 | 3 | 1 | |
| 39 | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | |
| 40 | .. | .. | .. | .. | .. | .. | .. | 50 | 2 | 16 | 78 | 5 | 27 | |
| 43 | .. | .. | .. | .. | 1 | .. | .. | 7 | .. | 1 | 12 | .. | 15 | |
| 45 | .. | .. | .. | .. | 2 | .. | .. | 91 | 2 | 40 | 213 | 21 | 60 | |
| Not Stated | .. | .. | .. | .. | 1 | .. | 8 | 39 | .. | 5 | 6 | .. | 2 | |
| Total International | .. | .. | 143 | 132 | 792 | 11,952 | 1,636 | 25,042 | 931 | 4,171 | 3,388 | 508 | 894 | 49,589 |
| Jaguar | 11 | .. | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| .. | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 279 |
| .. | 19 | .. | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 473 |
| .. | 25 | .. | 18 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 5,724 |
| Not Stated | .. | .. | 234 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Jaguar | .. | .. | 257 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| Jowett/Bradford | 6 | .. | 10 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6,481 |
| .. | 7 | .. | 43 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 57 |
| .. | 10 | .. | 11 | .. | .. | .. | 639 | .. | .. | .. | .. | .. | .. | 2,895 |
| .. | 13 | .. | 26 | .. | 1 | .. | 7 | .. | .. | .. | .. | .. | .. | 105 |
| Not Stated | .. | .. | 31 | .. | .. | .. | 4 | .. | .. | .. | .. | .. | .. | 2,721 |
| Total Jowett/Bradford | .. | .. | 111 | 1,123 | .. | 1,158 | 650 | .. | .. | .. | .. | .. | .. | 3 |
| Karrier | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5,781 |
| .. | 16 | .. | .. | .. | .. | .. | 5 | 7 | .. | 5 | .. | .. | .. | 19 |
| .. | 18 | .. | .. | .. | .. | .. | .. | 153 | 35 | 35 | .. | .. | .. | 230 |
| .. | 22 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| .. | 24 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| .. | 26 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| .. | 27 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 53 |
| .. | 32 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| .. | 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| .. | .. | .. | .. | .. | 1 | .. | 5 | 32 | 18 | 2 | 3 | .. | .. | 58 |
| Total Karrier | .. | .. | .. | .. | .. | 6 | .. | 228 | 72 | 43 | 4 | .. | 14 | 373 |

(a) Includes Queensland panel vans.

(b) Excludes Queensland panel vans, which are included with utilities.

(c) See explanatory notes in Preface.

No. 3—MAKE OF VEHICLE ACCORDING TO TYPE AND HORSEPOWER (R.A.C.), AUSTRALIA—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Motor Cars | | | Station Wagons | Omni-buses | Utili-ties (a) | Panel Vans (b) | Lorries (c) | | | | Other Commercial Vehicles | Total |
|------------------|---|---|---|---------|----------------|--|----------------|----------------|-------------|--------|------------------------------|-------|---------------------------|----------------|
| | | Sedan | Open | Other | | | | | Van | Tipper | Articu-lated or Semi-Trailer | Other | | |
| Land Rover | 11 15 Not Stated | .. | .. | 5 12 | 40 79 | .. | 5,542 8,457 | 39 116 | .. | .. | .. | .. | .. | 5,627 8,686 |
| Total Land Rover | .. | .. | .. | 17 | 119 | .. | 14,000 | 155 | .. | .. | .. | .. | .. | 14,314 |
| Leyland | 25 27 28 29 30 32 33 34 36 37 38 40 43 45 48 55 60 Not Stated | .. | .. | .. | .. | 12 27 14 40 33 2 8 1 405 513 1 | .. | .. | .. | .. | .. | .. | .. | 1,076 |
| Total Leyland | .. | .. | .. | .. | .. | 31 1,094 | .. | .. | .. | .. | .. | .. | .. | 352 |
| M.G. | 8 10 12 13 17 19 23 26 27 28 29 31 33 36 38 41 43 45 47 48 50 | 3 988 10 599 24 5 1,609 | 50 3,779 291 40 2 1 4,163 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 39 |
| Total M.G. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3,492 |
| Mack | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 53 |
| Total Mack | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4,747 |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 301 |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 639 |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 26 |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5,772 |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 37 |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 109 |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 317 |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 114 |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 109 |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 319 |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 57 |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 |

(a) Includes Queensland panel vans. (b) Excludes Queensland panel vans, which are included with utilities. (c) See explanatory notes in Preface.

No. 3—MAKE OF VEHICLE ACCORDING TO TYPE AND HORSEPOWER (R.A.C.), AUSTRALIA—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Motor Cars | | | Station Wagons | Omni-buses | Utili-ties (a) | Panel Vans (b) | Lorries (c) | | | | Other Commercial Vehicles | Total |
|----------------------------|----------------------|------------|--------|-------|----------------|------------|----------------|----------------|-------------|--------|------------------------------|-------|---------------------------|--------|
| | | Sedan | Open | Other | | | | | Van | Tipper | Articu-lated or Semi-Trailer | Other | | |
| <i>Mack—continued</i> | 51 | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | 1 |
| | 57 | .. | .. | .. | .. | .. | .. | .. | .. | 5 | 16 | .. | .. | 25 |
| | 60 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | .. | 2 |
| | 63 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | 15 |
| | 71 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| Total Mack | | 1 | 2 | .. | .. | 63 | .. | .. | .. | 159 | 476 | 96 | .. | 1,154 |
| Mercedes Benz | 11 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| | 12 | 632 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| | 13 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 |
| | 15 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 |
| | 17 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | 18 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | 20 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| | 21 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | 23 | 177 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 179 |
| | 24 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| | 25 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | 26 | 55 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 55 |
| | 27 | .. | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | 2 |
| | 30 | 10 | 3 | .. | .. | 1 | .. | .. | .. | 22 | 40 | 3 | .. | 126 |
| | 32 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | .. | 6 |
| | 37 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | 41 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | 45 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | 46 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 15 |
| | Not Stated | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| Total Mercedes Benz | | 899 | 12 | .. | .. | 3 | .. | .. | .. | 23 | 53 | 5 | .. | 1,080 |
| Morris | 8 | 54,173 | 20,052 | .. | 346 | .. | 26 | 7 | .. | .. | .. | .. | .. | 90,162 |
| | 10 | 6,728 | 247 | .. | 7 | .. | 12,919 | 2,670 | .. | .. | 2 | .. | .. | 7,442 |
| | 11 | 1,271 | 1,952 | .. | 103 | .. | 355 | 105 | .. | .. | .. | .. | .. | 5,291 |
| | 12 | 197 | 106 | .. | 1 | .. | 1,237 | 732 | .. | .. | .. | .. | .. | 383 |
| | 13 | 31,279 | 982 | .. | 14 | 13 | 8 | 21 | .. | .. | .. | .. | .. | 43,629 |
| | 14 | 1,063 | 228 | .. | 3 | .. | 7,150 | 3,202 | .. | .. | .. | .. | .. | 1,438 |
| | 15 | 421 | 83 | .. | 14 | 47 | 109 | 30 | .. | .. | .. | .. | .. | 1,438 |
| | 17 | 427 | 30 | .. | 14 | 26 | 2,077 | 2,467 | .. | .. | .. | .. | .. | 12,977 |
| | 18 | 1 | 1 | .. | 1 | .. | 47 | 8 | .. | .. | .. | .. | .. | 523 |
| | 19 | 86 | 6 | .. | .. | .. | 3 | 1 | .. | .. | .. | .. | .. | 7 |
| | 20 | 3,515 | 4 | .. | 1 | 1 | .. | 1 | .. | .. | .. | .. | .. | 100 |
| | 22 | 2 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3,522 |
| | 23 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 |
| | 24 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| | 25 | 888 | 17 | .. | 1 | 9 | .. | 1 | .. | .. | .. | .. | .. | 1,479 |
| | 26 | .. | .. | .. | .. | 14 | .. | .. | .. | .. | .. | .. | .. | 1,670 |
| | 28 | .. | .. | .. | .. | 11 | .. | .. | .. | .. | .. | .. | .. | 633 |
| | | .. | .. | .. | .. | .. | .. | .. | .. | 30 | 11 | 3 | .. | 878 |

(a) Includes Queensland panel vans.

(b) Excludes Queensland panel vans, which are included with utilities.

(c) See explanatory notes in Preface.

No. 3—MAKE OF VEHICLE ACCORDING TO TYPE AND HORSEPOWER (R.A.C.), AUSTRALIA—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Motor Cars | | | Station Wagons | Omni-buses | Utili-ties (a) | Panel Vans (b) | Lorries (c) | | | | Other Commercial Vehicles | Total |
|-------------------------|----------------------|------------|--------|-------|----------------|------------|----------------|----------------|-------------|--------|------------------------------|-------|---------------------------|---------|
| | | Sedan | Open | Other | | | | | Van | Tipper | Articu-lated or Semi-Trailer | Other | | |
| <i>Morris—continued</i> | 29 | .. | .. | .. | 1 | .. | .. | .. | 5 | .. | .. | .. | .. | 7 |
| | 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | Not Stated | 27 | 8 | 30 | 3 | 2 | 14 | 4 | 11 | .. | .. | .. | 1 | 70 |
| <i>Total Morris</i> | 18 | 100,984 | 23,717 | 30 | 1,371 | 103 | 23,961 | 9,241 | 10,950 | 326 | 132 | 86 | 29 | 170,175 |
| <i>Nash</i> | 21 | 160 | 178 | .. | 3 | .. | 122 | .. | 5 | 2 | .. | .. | .. | 14 |
| | 23 | 1,384 | 227 | 3 | 4 | .. | 233 | 6 | 3 | 2 | .. | .. | .. | 478 |
| | 25 | 517 | 86 | 2 | .. | .. | 101 | 4 | 5 | 1 | .. | .. | 2 | 1,862 |
| | 26 | 15 | .. | .. | .. | .. | .. | 1 | 1 | .. | .. | .. | .. | 718 |
| | 27 | 1,871 | 20 | 3 | 2 | 1 | 41 | 4 | 29 | 1 | 1 | .. | 1 | 18 |
| | 28 | 134 | 22 | 3 | .. | .. | 39 | 4 | 4 | .. | .. | .. | .. | 1,973 |
| | 29 | 1 | .. | .. | .. | .. | .. | .. | 4 | .. | .. | .. | .. | 206 |
| | 31 | 147 | 3 | 1 | 1 | .. | 3 | 1 | 13 | .. | .. | .. | .. | 16 |
| | 33 | 24 | .. | 1 | .. | .. | 1 | .. | .. | .. | .. | .. | 3 | 159 |
| | 36 | 23 | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 26 |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 24 |
| <i>Total Nash</i> | 18 | 4,276 | 540 | 13 | 10 | 1 | 552 | 28 | 60 | 6 | 2 | 1 | .. | 5,495 |
| <i>Oakland</i> | 19 | 35 | 130 | 2 | .. | 2 | 85 | .. | 1 | 2 | .. | .. | .. | 253 |
| | 21 | 94 | 311 | 2 | 2 | 2 | 222 | 5 | 6 | 2 | .. | .. | .. | 646 |
| | 25 | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | 1 |
| | 27 | 87 | 180 | 2 | 2 | .. | 136 | 3 | 5 | 2 | .. | .. | .. | 417 |
| | 37 | 117 | 139 | 1 | .. | .. | 113 | 2 | 3 | .. | .. | .. | .. | 375 |
| | Not Stated | 34 | 16 | 1 | .. | .. | 19 | .. | 1 | .. | .. | .. | .. | 71 |
| <i>Total Oakland</i> | 18 | 367 | 777 | 5 | 4 | 2 | 3 | 10 | 18 | 6 | .. | .. | .. | 5 |
| <i>Oldsmobile</i> | 19 | 86 | 380 | 1 | 3 | 1 | 203 | 4 | 12 | .. | .. | .. | .. | 1,768 |
| | 24 | 145 | 372 | .. | 3 | .. | 288 | 6 | 12 | .. | .. | .. | .. | 690 |
| | 26 | 477 | 516 | .. | 1 | .. | 420 | 2 | 10 | 1 | .. | .. | .. | 826 |
| | 28 | 4,853 | 172 | 5 | 3 | 1 | 139 | 15 | 267 | 4 | 2 | .. | 3 | 1,427 |
| | 29 | 6,855 | 51 | 8 | 3 | 10 | 115 | 35 | 533 | 19 | 12 | 1 | 3 | 5,471 |
| | 30 | 3,066 | 2 | 37 | 2 | 2 | 9 | 5 | 9 | 2 | .. | .. | 3 | 7,645 |
| | 33 | 93 | 2 | 1 | .. | .. | .. | .. | 2 | .. | .. | .. | .. | 98 |
| | 33 | 220 | 3 | .. | .. | .. | .. | .. | 2 | .. | .. | .. | .. | 226 |
| | 45 | 14 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 15 |
| | Not Stated | 7 | .. | .. | .. | 1 | 3 | 1 | 1 | .. | .. | .. | .. | 13 |
| <i>Total Oldsmobile</i> | 18 | 15,816 | 1,499 | 52 | 15 | 15 | 1,178 | 68 | 848 | 29 | 16 | 2 | 1 | 19,548 |
| <i>Packard</i> | 27 | 5 | 13 | 1 | .. | .. | 9 | 1 | 3 | .. | .. | .. | .. | 32 |
| | 28 | 164 | 5 | 1 | 2 | .. | .. | 1 | .. | .. | .. | .. | .. | 173 |
| | 29 | 660 | 36 | 8 | 1 | .. | 35 | .. | 5 | .. | .. | .. | 1 | 751 |
| | 32 | 200 | 10 | 6 | 1 | 2 | 15 | 1 | 3 | .. | .. | .. | 1 | 239 |
| | 33 | 683 | 12 | 8 | 2 | .. | .. | 1 | .. | .. | .. | .. | .. | 706 |
| | 36 | 2 | 4 | 1 | .. | .. | 3 | 1 | .. | .. | .. | .. | .. | 11 |
| | 39 | 564 | 8 | 19 | 1 | 1 | 5 | .. | .. | .. | .. | .. | .. | 599 |

(a) Includes Queensland panel vans.

(b) Excludes Queensland panel vans, which are included with utilities.

(c) See explanatory notes in Preface.

No. 3—MAKE OF VEHICLE ACCORDING TO TYPE AND HORSEPOWER (R.A.C.), AUSTRALIA—continued.

| Make of Vehicle | Horsepower (R.A.C.) | Motor Cars | | | Station Wagons | Omni-buses | Utili-ties (a) | Panel Vans (b) | Lorries (c) | | | | Other Commercial Vehicles | Total |
|-------------------|---------------------|------------|-------|-------|----------------|------------|----------------|----------------|-------------|-----|--------|------------------------------|---------------------------|--------|
| | | Sedan | Open | Other | | | | | Plat-form | Van | Tipper | Articu-lated or Semi-Trailer | | |
| Packard—continued | 42 | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| | 46 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| | 57 | 2 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| | Not Stated | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | .. | 2,287 | 90 | 44 | 7 | 3 | 67 | 5 | .. | .. | .. | .. | .. | 2,522 |
| | .. | 6 | 4 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 6 |
| | .. | 11 | 9 | .. | 1 | .. | 6 | .. | .. | .. | .. | .. | .. | 99 |
| | .. | 13 | 8 | 27 | 941 | .. | 630 | 405 | .. | .. | .. | .. | .. | 9,434 |
| | .. | 15 | 24 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 24 |
| | .. | 17 | 2 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| .. | 22 | 1 | 1 | .. | .. | 2 | .. | .. | .. | .. | .. | .. | 4 | |
| .. | 30 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | |
| .. | Not Stated | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | |
| .. | Stated | 7,422 | 25 | 27 | 942 | 639 | 405 | .. | .. | .. | .. | .. | .. | 9,576 |
| .. | .. | 643 | 958 | 11 | 3 | 641 | 14 | .. | .. | .. | .. | .. | .. | 2,276 |
| .. | 23 | 14,643 | 707 | 11 | 9 | 789 | 42 | .. | .. | .. | .. | .. | .. | 16,222 |
| .. | 25 | 1,481 | 22 | 3 | 3 | 39 | 1 | .. | .. | .. | .. | .. | .. | 1,550 |
| .. | 27 | 12,471 | 11 | 48 | 19 | 217 | 6 | .. | .. | .. | .. | .. | .. | 12,776 |
| .. | 28 | 1,771 | 1 | 1 | 2 | 9 | 1 | .. | .. | .. | .. | .. | .. | 1,785 |
| .. | Not Stated | 14 | 2 | .. | .. | 5 | .. | .. | .. | .. | .. | .. | .. | 22 |
| .. | Stated | 31,023 | 1,701 | 64 | 36 | 1,700 | 63 | .. | .. | .. | .. | .. | .. | 34,637 |
| .. | .. | 343 | 1,141 | 2 | 4 | 786 | 12 | .. | .. | .. | .. | .. | .. | 2,313 |
| .. | 26 | 592 | 428 | .. | 2 | 398 | 4 | .. | .. | .. | .. | .. | .. | 1,432 |
| .. | 27 | 2,568 | 82 | .. | 1 | 37 | 1 | .. | .. | .. | .. | .. | .. | 2,690 |
| .. | 28 | 5,440 | 46 | 5 | 1 | 80 | 1 | .. | .. | .. | .. | .. | .. | 5,575 |
| .. | 30 | 3,988 | 10 | 16 | 2 | 98 | 2 | .. | .. | .. | .. | .. | .. | 4,118 |
| .. | 32 | 598 | 19 | 1 | 1 | 8 | .. | .. | .. | .. | .. | .. | .. | 626 |
| .. | 33 | 568 | 4 | 1 | .. | 3 | .. | .. | .. | .. | .. | .. | .. | 576 |
| .. | 45 | 163 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 163 |
| .. | Not Stated | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| .. | Stated | 14,264 | 1,730 | 25 | 10 | 1,411 | 19 | .. | .. | .. | .. | .. | .. | 17,498 |
| .. | 7 | 10,500 | 19 | .. | 1 | 8 | 28 | .. | .. | .. | .. | .. | .. | 10,556 |
| .. | 8 | 337 | 79 | .. | 1 | 30 | 21 | .. | .. | .. | .. | .. | .. | 468 |
| .. | 12 | 149 | 10 | .. | .. | 13 | .. | .. | .. | .. | .. | .. | .. | 172 |
| .. | 13 | 5 | 1 | .. | .. | 3 | 2 | .. | .. | .. | .. | .. | .. | 13 |
| .. | 17 | 421 | 2 | 1 | 67 | 32 | 4 | .. | .. | .. | .. | .. | .. | 527 |
| .. | 19 | 29 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 29 |
| .. | 23 | 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 |
| .. | 26 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| .. | Not Stated | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| .. | Stated | 11,452 | 111 | 1 | 69 | 86 | 55 | .. | .. | .. | .. | .. | .. | 11,776 |
| .. | 16 | 1 | .. | .. | .. | 26 | 3 | .. | .. | .. | .. | .. | .. | 61 |
| .. | 17 | 2 | .. | .. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | 4 |

(a) Includes Queensland panel vans.

(b) Excludes Queensland panel vans, which are included with utilities.

(c) See explanatory notes in Preface.

No. 3—MAKE OF VEHICLE ACCORDING TO TYPE AND HORSEPOWER (R.A.C.), AUSTRALIA—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Motor Cars | | | Station Wagons | Omni-buses | Utili-ties (a) | Panel Vans (b) | Lorries (c) | | | | Other Commercial Vehicles | Total |
|----------------------|----------------------|------------|------|-------|----------------|------------|----------------|----------------|-------------|-----|--------|------------------------------|---------------------------|-------|
| | | Sedan | Open | Other | | | | | Plat-form | Van | Tipper | Articu-lated or Semi-Trailer | | |
| <i>Reo—continued</i> | | | | | | | | | | | | | | |
| | 23 | 3 | 12 | 1 | 7 | 16 | 7 | 77 | 10 | 3 | 1 | 1 | 124 | |
| | 24 | 17 | 6 | 1 | 5 | 77 | 33 | 93 | 19 | 1 | 1 | 4 | 264 | |
| | 25 | 61 | 6 | 1 | 5 | 11 | 3 | 7 | 7 | 1 | 1 | 1 | 97 | |
| | 26 | 12 | 1 | 1 | 1 | 11 | 2 | 12 | 2 | 1 | 1 | 1 | 29 | |
| | 27 | 449 | 25 | 4 | 69 | 61 | 35 | 298 | 25 | 10 | 8 | 20 | 1,007 | |
| | 28 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 29 | 1 | 1 | 1 | 307 | 3 | 1 | 220 | 13 | 43 | 8 | 6 | 634 | |
| | 31 | 5 | 1 | 1 | 98 | 1 | 1 | 50 | 2 | 11 | 29 | 2 | 204 | |
| | 33 | 1 | 1 | 1 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 | |
| | 36 | 2 | 1 | 1 | 17 | 1 | 1 | 28 | 1 | 8 | 15 | 1 | 127 | |
| | 38 | 1 | 1 | 1 | 18 | 1 | 1 | 1 | 4 | 9 | 5 | 3 | 24 | |
| | 40 | 1 | 1 | 1 | 31 | 1 | 1 | 22 | 4 | 9 | 19 | 3 | 187 | |
| | 43 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | |
| | 57 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 | |
| | Not Stated | 1 | 1 | 1 | 3 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 6 | |
| <i>Total Reo</i> | 9 | 552 | 43 | 5 | 555 | 197 | 84 | 815 | 110 | 86 | 239 | 37 | 2,782 | |
| <i>Riley</i> | 10 | 224 | 179 | 1 | 1 | 8 | 2 | 1 | 1 | 1 | 1 | 1 | 414 | |
| | 11 | 4 | 5 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 9 | |
| | 12 | 1,455 | 33 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1,491 | |
| | 13 | 17 | 9 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 20 | |
| | 14 | 8 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 14 | |
| | 16 | 2,524 | 157 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2,681 | |
| | 18 | 7 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 8 | |
| <i>Total Riley</i> | 8 | 4,248 | 381 | 1 | 3 | 11 | 2 | 1 | 1 | 1 | 1 | 1 | 4,645 | |
| <i>Rover</i> | 9 | 4 | 33 | 1 | 2 | 8 | 1 | 1 | 1 | 1 | 1 | 1 | 48 | |
| | 10 | 35 | 48 | 1 | 1 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 89 | |
| | 11 | 9 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 12 | |
| | 13 | 117 | 1 | 1 | 1 | 6 | 1 | 1 | 1 | 1 | 1 | 1 | 124 | |
| | 15 | 224 | 12 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 237 | |
| | 16 | 6,482 | 13 | 1 | 1 | 9 | 1 | 1 | 1 | 1 | 1 | 1 | 6,504 | |
| | 19 | 313 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 314 | |
| | 19 | 1,896 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1,897 | |
| | Not Stated | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | |
| <i>Total Rover</i> | 10 | 9,082 | 109 | 1 | 29 | 29 | 2 | 1 | 2 | 1 | 3 | 1 | 9,227 | |
| <i>Scammell</i> | 14 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | |
| | 17 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 | |
| | 18 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 27 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 26 | |
| | 34 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 36 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 43 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 62 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 7 | |
| | 63 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 14 | |
| | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 23 | |

(a) Includes Queensland panel vans. (b) Excludes Queensland panel vans, which are included with utilities. (c) See explanatory notes in Preface.

No. 3—MAKE OF VEHICLE ACCORDING TO TYPE AND HORSEPOWER (R.A.C.), AUSTRALIA—continued.

| Make of Vehicle | Horse-Power (R.A.C.) | Motor Cars | | | Station Wagons | Omni-buses | Utili-ties (a) | Panel Vans (b) | Lorries (c) | | | | Other Commercial Vehicles | Total |
|---------------------------|----------------------|------------|-------|-------|----------------|------------|----------------|----------------|-------------|-----|--------|------------------------------|---------------------------|---------|
| | | Sedan | Open | Other | | | | | Plat-form | Van | Tipper | Articu-lated or Semi-Trailer | | |
| <i>Scammell—continued</i> | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| <i>Total Scammell</i> | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Seddon | 19 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 29 | .. | .. | .. | .. | 27 | .. | .. | .. | .. | .. | .. | .. | .. |
| | 36 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 38 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 43 | .. | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| <i>Total Seddon</i> | .. | .. | .. | .. | .. | 29 | .. | .. | .. | .. | .. | .. | .. | .. |
| Singer | 7 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 8 | 61 | 262 | .. | 3 | .. | 11 | 8 | .. | .. | .. | .. | .. | 250 |
| | 9 | 898 | 3,653 | .. | 2 | .. | 397 | 11 | .. | .. | .. | .. | .. | 343 |
| | 10 | 1,494 | 2,669 | .. | .. | .. | 687 | 22 | .. | .. | .. | .. | .. | 4,962 |
| | 11 | 94 | 19 | .. | .. | .. | 3 | 1 | .. | .. | .. | .. | .. | 4,874 |
| | 12 | 178 | 101 | .. | .. | .. | 15 | 1 | .. | .. | .. | .. | .. | 117 |
| | 13 | 2 | 5 | .. | .. | .. | 15 | .. | .. | .. | .. | .. | .. | 295 |
| | 14 | 2,853 | 509 | .. | 4 | .. | 444 | 2 | .. | .. | .. | .. | .. | 7 |
| | 15 | 7 | 10 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 18 |
| | 16 | 26 | 15 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 43 |
| | 17 | 27 | 1 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 29 |
| <i>Total Singer</i> | Not Stated | 3 | 3 | .. | .. | .. | 4 | .. | .. | .. | .. | .. | .. | 10 |
| | .. | 5,643 | 7,247 | .. | 70 | .. | 1,564 | 45 | .. | .. | .. | .. | .. | 14,570 |
| Skoda | 11 | 1,716 | 246 | .. | 197 | .. | 4 | 153 | .. | .. | .. | .. | .. | 2,316 |
| | 12 | 385 | 1 | .. | 11 | .. | .. | 1 | .. | .. | .. | .. | .. | 398 |
| <i>Total Skoda</i> | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | .. | 2,101 | 247 | .. | 208 | .. | 1 | 154 | .. | .. | .. | .. | .. | 2,715 |
| Standard | 7 | 2,125 | 4,020 | .. | 5 | .. | 528 | 19 | .. | .. | .. | .. | .. | 6,697 |
| | 8 | 8,674 | 2,119 | .. | 1 | .. | 212 | 19 | .. | .. | .. | .. | .. | 11,028 |
| | 9 | 5,779 | 504 | .. | 2 | .. | 339 | 13 | .. | .. | .. | .. | .. | 6,637 |
| | 10 | 1,794 | 1,546 | .. | 6 | .. | 259 | 27 | .. | .. | .. | .. | .. | 3,632 |
| | 11 | 2,187 | 420 | .. | 12 | .. | 548 | 95 | .. | .. | .. | .. | .. | 3,262 |
| | 12 | 59 | 8 | .. | .. | .. | 4 | 1 | .. | .. | .. | .. | .. | 72 |
| | 13 | 2,329 | 105 | .. | 25 | .. | 142 | 213 | .. | .. | .. | .. | .. | 2,814 |
| | 14 | 16 | 17 | .. | .. | .. | 7 | 2 | .. | .. | .. | .. | .. | 42 |
| | 15 | 122 | 13 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 136 |
| | 16 | 27 | .. | .. | .. | .. | 45 | .. | .. | .. | .. | .. | .. | 74 |
| | 17 | 51,524 | 25 | .. | 1,847 | .. | 17,294 | 2 | .. | .. | .. | .. | .. | 75,214 |
| | 19 | 275 | 24 | .. | 1 | .. | 10 | 1 | .. | .. | .. | .. | .. | 311 |
| | 20 | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 |
| <i>Total Standard</i> | Not Stated | 10 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 |
| | .. | 74,929 | 8,801 | .. | 1,899 | .. | 19,389 | 4,906 | .. | .. | .. | .. | .. | 109,937 |
| Studebaker | 21 | 2,183 | 13 | .. | 19 | .. | 953 | 16 | .. | .. | .. | .. | .. | 3,224 |
| | 23 | 24 | 89 | .. | 1 | .. | 94 | .. | .. | .. | .. | .. | .. | 215 |
| | 25 | 2,010 | 57 | .. | 3 | .. | 105 | 4 | .. | .. | .. | .. | .. | 2,364 |
| | 26 | 690 | 7 | .. | .. | 12 | 62 | 5 | .. | .. | .. | .. | .. | 1,338 |
| | 27 | 525 | 306 | .. | 2 | 1 | 454 | 11 | .. | .. | .. | .. | .. | 1,359 |

(a) Includes Queensland panel vans.

(b) Excludes Queensland panel vans, which are included with utilities.

(c) See explanatory notes in Preface.

No. 3—MAKE OF VEHICLE ACCORDING TO TYPE AND HORSEPOWER (R.A.C.), AUSTRALIA—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Motor Cars | | | Station Wagons | Omni-buses | Utili-ties (c) | Panel Vans (b) | Lorries (c) | | | | | Other Commercial Vehicles | Total |
|----------------------|----------------------|------------|------|-------|----------------|------------|----------------|----------------|-------------|--------|------------------------------|-------|----|---------------------------|-------|
| | | Sedan | Open | Other | | | | | Van | Tipper | Articu-lated or Semi-Trailer | Other | | | |
| Studebaker—continued | 29 | 28 | 21 | 4 | .. | 2 | 1 | 6 | .. | .. | .. | .. | .. | .. | 82 |
| | 30 | 516 | 29 | 20 | 1 | 1 | 4 | 10 | .. | .. | .. | .. | .. | .. | 614 |
| | 31 | 6 | .. | .. | .. | .. | 1 | 3 | .. | .. | .. | .. | .. | .. | 13 |
| | 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | 35 | 41 | 9 | .. | .. | .. | 1 | 3 | .. | 1 | .. | .. | .. | .. | 67 |
| | 36 | 104 | 7 | 3 | .. | .. | 2 | 5 | .. | .. | .. | .. | .. | .. | 145 |
| | 38 | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 1 |
| | 39 | 60 | 7 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 83 |
| | 40 | 26 | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 28 |
| | 43 | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 1 |
| | Not Stated | 1 | .. | 1 | .. | 1 | 4 | 1 | .. | .. | .. | .. | .. | .. | 8 |
| Total Studebaker | .. | 6,184 | 545 | 52 | 28 | 23 | 1,768 | 765 | 45 | 61 | 12 | .. | 15 | .. | 9,543 |
| Sunbeam | 8 | 299 | 29 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 328 |
| | 10 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | 11 | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| | 12 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| | 13 | 593 | 49 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 647 |
| | 16 | 566 | 97 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 669 |
| | 17 | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 13 |
| | 20 | 35 | 23 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 61 |
| | 23 | 7 | 5 | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | 14 |
| | 25 | 3 | .. | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | 3 |
| | 26 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 |
| | 31 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | Not Stated | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| Total Sunbeam | .. | 1,528 | 212 | .. | 1 | .. | 16 | .. | 1 | .. | .. | .. | .. | .. | 1,758 |
| Tempo Matador | 5 | .. | .. | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | 2 |
| | 13 | .. | .. | .. | 4 | 3 | 58 | 271 | 7 | 2 | .. | .. | .. | .. | 387 |
| Total Tempo Matador | .. | .. | .. | .. | 4 | 3 | 58 | 271 | 7 | 2 | .. | .. | .. | .. | 389 |
| Thornycroft | 22 | .. | .. | .. | .. | 1 | .. | 29 | 4 | .. | .. | .. | .. | .. | 40 |
| | 24 | .. | .. | .. | .. | .. | .. | 57 | 20 | 151 | 7 | .. | 21 | .. | 256 |
| | 25 | .. | .. | .. | .. | .. | .. | 5 | .. | 1 | .. | .. | .. | .. | 9 |
| | 27 | .. | .. | .. | .. | .. | .. | 1 | .. | 1 | .. | .. | .. | .. | 2 |
| | 28 | .. | .. | .. | .. | .. | .. | 3 | .. | .. | .. | .. | .. | .. | 5 |
| | 29 | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 5 |
| | 30 | .. | .. | .. | .. | 6 | .. | 65 | 4 | 74 | 9 | 3 | 12 | .. | 173 |
| | 31 | .. | .. | .. | .. | 1 | .. | 47 | 1 | 47 | 24 | 1 | 6 | .. | 127 |
| | 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | 36 | .. | .. | .. | .. | 1 | .. | 21 | .. | 16 | 35 | 1 | 12 | .. | 86 |
| | 39 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | 40 | .. | .. | .. | .. | 1 | .. | 19 | 1 | 40 | 47 | 3 | 18 | .. | 129 |
| | 43 | .. | .. | .. | .. | .. | .. | 1 | .. | 1 | 3 | 1 | .. | .. | 6 |
| | 45 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| | 93 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | .. | .. | 2 |

(a) Includes Queensland panel vans. (b) Excludes Queensland panel vans, which are included with utilities. (c) See explanatory notes in Preface.

No. 3—MAKE OF VEHICLE ACCORDING TO TYPE AND HORSEPOWER (R.A.C.), AUSTRALIA—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Motor Cars | | | Station Wagons | Omni-buses | Utili-ties (a) | Panel Vans (b) | Lorries (c) | | | | Other Com-mercial Vehicles | Total |
|------------------------------|----------------------|------------|--------|-------|----------------|------------|----------------|----------------|-------------|-----|--------|------------------------------|----------------------------|---------|
| | | Sedan | Open | Other | | | | | Plat-form | Van | Tipper | Articu-lated or Semi-Trailer | | |
| <i>Thornycroft—continued</i> | Not Stated | | | | | | | | | | | | | |
| <i>Total Thornycroft</i> | 7 | 140 | 438 | | 4 | 10 | 29 | 15 | 30 | 332 | 1 | 10 | 82 | 4 |
| Triumph | 8 | 62 | 65 | | | | 6 | 2 | | | | | | 849 |
| | 9 | 4,549 | 39 | | | | 359 | 2 | | | | | | 626 |
| | 10 | 98 | 18 | | | | 8 | 1 | | | | | | 135 |
| | 11 | 69 | 12 | | | | 3 | | | | | | | 4,949 |
| | 13 | 231 | 57 | | 1 | | 1 | | | | | | | 124 |
| | 14 | 22 | 2 | | | | 1 | | | | | | | 85 |
| | 15 | 566 | 202 | | | | | | | | | | | 289 |
| | 17 | | | | | | | | | | | | | 3 |
| | Not Stated | | | | | | | | | | | | | 768 |
| <i>Total Triumph</i> | Stated | 1 | 833 | | 5 | | 406 | 20 | | | | | | 1 |
| Vauxhall | 10 | 5,902 | 3,643 | | 1 | | 18 | 6 | | | | | | 7,002 |
| | 11 | 11,162 | 5,149 | | 1 | | 22 | 6 | | | | | | 9,570 |
| | 13 | 38 | 69 | | 1 | | 13 | | | | | | | 16,340 |
| | 14 | 20,988 | 2,194 | 2 | 2 | | 158 | 21 | | | | | | 121 |
| | 15 | 3,612 | 379 | | | | 1,462 | 3 | | | | | | 23,365 |
| | 16 | 15 | 3 | | | | 1 | | | | | | | 5,456 |
| | 17 | 18,142 | 1,245 | | 2 | | 41 | 6 | | | | | | 19 |
| | 19 | 27 | 20 | | 1 | | 6 | 1 | | | | | | 19,436 |
| | 20 | 47 | 27 | | | | 14 | | | | | | | 55 |
| | 22 | 5 | 26 | | | | 4 | | | | | | | 88 |
| | 23 | 17,379 | 810 | | | | 6,739 | 8 | | | | | | 35 |
| | 24 | 1,577 | 43 | | 1 | | 13 | 3 | | | | | | 24,936 |
| | 26 | 1,610 | 400 | | 3 | | 134 | 5 | | | | | | 1,650 |
| | Not Stated | | | | | | | | | | | | | 2,163 |
| <i>Total Vauxhall</i> | Stated | 19 | 4 | | 12 | | 7 | 59 | | | | | | 30 |
| Volkswagen | 8 | 80,523 | 14,012 | 26 | | | 8,632 | | | | | | | 103,264 |
| | 10 | 6 | | | | | | | | | | | | 6 |
| | 11 | 2 | | | | | | | | | | | | 2 |
| | 13 | 510 | 6 | 1 | 11 | | 15 | 8 | | | | | | 10 |
| | 14 | 7,237 | 14 | 5 | 505 | | 536 | 620 | | | | | | 553 |
| | 15 | 7,734 | 21 | 6 | 516 | | 628 | 628 | | | | | | 9,066 |
| | 18 | 727 | 4,227 | 1 | 16 | | 3,001 | 80 | 34 | | | | | 9,637 |
| | 21 | 28 | 322 | | 1 | | 288 | 7 | 3 | | | | | 8,129 |
| | 22 | 42 | 163 | | | | 67 | 4 | 4 | | | | | 661 |
| | 23 | 191 | 335 | 2 | | | 253 | 16 | 2 | | | | | 280 |
| | 25 | 27 | 32 | | | | 25 | 1 | 2 | | | | | 858 |
| | Not Stated | | | | | | | | | | | | | 98 |
| <i>Total Whippet</i> | Stated | 1,015 | 3 | 3 | 17 | | 7 | 108 | 41 | | | | | 10 |
| White | 22 | | 5,082 | | | | 3,641 | | | | | | | 1,036 |
| | 26 | | | | | | | | | | | | | 7 |
| | 27 | | | | | | | | | | | | | 26 |
| | 28 | | | | | | | | | | | | | 1 |
| | Not Stated | | | | | | | | | | | | | 17 |
| | Stated | | | | | | | | | | | | | 200 |

(a) Includes Queensland panel vans.

(b) Excludes Queensland panel vans, which are included with utilities.

(c) See explanatory notes in Preface.

No. 3—MAKE OF VEHICLE ACCORDING TO TYPE AND HORSEPOWER (R.A.C.), AUSTRALIA—continued.

| Make of Vehicle | Horse-power (R.A.C.) | Motor Cars | | | Station Wagons | Omni-buses | Utili-ties (a) | Panel Vans (b) | Lorries (c) | | | | | Other Com-mercial Vehicles | Total | | |
|---------------------------|---------------------------|------------|-----------|---------|----------------|------------|----------------|----------------|-------------|---------|------------------------------|--------|--------|----------------------------|-------|-------|-----------|
| | | Sedan | Open | Other | | | | | Van | Tipper | Articu-lated or Semi-Trailer | Other | | | | | |
| White—continued | 29 | .. | .. | .. | .. | 11 | .. | .. | 8 | 1 | 1 | .. | .. | .. | .. | 21 | |
| | 30 | .. | .. | .. | .. | 73 | .. | .. | 141 | 4 | 21 | 26 | 4 | .. | .. | 273 | |
| | 31 | .. | .. | .. | .. | 5 | .. | .. | 38 | 4 | 3 | 3 | 1 | .. | .. | 56 | |
| | 33 | .. | .. | .. | .. | 23 | .. | .. | 16 | 1 | 16 | 16 | 3 | .. | .. | 79 | |
| | 34 | .. | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | |
| | 36 | .. | .. | .. | .. | 261 | .. | .. | 237 | 3 | 86 | 249 | 60 | .. | .. | 961 | |
| | 38 | .. | .. | .. | .. | 19 | .. | .. | 78 | 2 | 21 | 177 | 49 | .. | .. | 356 | |
| | 41 | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | 3 | 1 | .. | .. | 1 | |
| | 43 | .. | .. | .. | .. | 5 | .. | .. | .. | 3 | 2 | .. | .. | .. | .. | 15 | |
| | 45 | .. | .. | .. | .. | 1 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | 2 | |
| | 51 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | .. | .. | .. | 6 | |
| | 54 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | 1 | |
| | 57 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | 1 | |
| | Not Stated | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| | Total White Willys | .. | .. | .. | .. | 448 | .. | 5,796 | 401 | 650 | 23 | 164 | 497 | 122 | 108 | .. | 2,012 |
| | Total Willys Wolsley | 15 | 7,297 | 1,378 | 14 | 505 | .. | 364 | 5 | 212 | 16 | .. | 1 | .. | 4 | .. | 15,624 |
| | | 20 | 244 | 432 | .. | 1 | .. | 133 | 4 | 24 | 1 | .. | .. | .. | .. | .. | 1,071 |
| | | 21 | 32 | 132 | .. | 36 | .. | 8 | 1 | 3 | 2 | .. | .. | .. | .. | .. | 304 |
| | | 23 | 118 | 3 | .. | 1 | .. | 88 | 4 | 1 | 1 | .. | .. | .. | .. | .. | 169 |
| 25 | | 127 | 127 | .. | 2 | .. | 24 | .. | 38 | 1 | .. | .. | .. | .. | .. | 386 | |
| 26 | | .. | .. | .. | 1 | .. | .. | .. | 9 | .. | 1 | .. | .. | .. | .. | 2 | |
| 27 | | 32 | 15 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 89 | |
| 31 | | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 18 | |
| Not Stated | | 7 | 2 | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 |
| Total Willys Wolsley | | .. | 7,860 | 2,111 | 14 | 546 | .. | 6,415 | 415 | 287 | 20 | 1 | 1 | .. | 4 | .. | 17,674 |
| Total Wolsley Total Other | | 8 | 117 | 18 | .. | .. | .. | 2 | 1 | .. | .. | .. | .. | .. | .. | .. | 136 |
| | | 9 | 104 | 10 | .. | .. | .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | 118 |
| | | 10 | 3,767 | 17 | .. | .. | .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. | 3,788 |
| | | 11 | 118 | 4 | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 123 |
| | | 12 | 530 | 73 | .. | .. | .. | 8 | 3 | .. | .. | .. | .. | .. | .. | .. | 614 |
| | | 13 | 2,092 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,093 |
| | | 14 | 826 | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 839 |
| | | 15 | 99 | 13 | .. | .. | .. | 12 | .. | .. | .. | .. | .. | .. | .. | .. | 132 |
| | | 17 | 1,476 | 19 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,480 |
| | 20 | 5,196 | 3 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 5,197 | |
| | 21 | 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 | |
| | 22 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | |
| | 23 | 43 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 45 | |
| | 25 | 400 | 6 | .. | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 408 | |
| | Not Stated | 7 | 167 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 8 | |
| | Total Wolsley Total Other | .. | 14,787 | 2,473 | 2 | 154 | .. | 1,079 | 339 | 814 | 59 | 161 | 193 | 56 | 432 | .. | 14,994 |
| | Grand Total | .. | 1,194,374 | 160,275 | 2,033 | 15,948 | 10,142 | 361,970 | 53,808 | 204,503 | 9,499 | 20,719 | 13,589 | 2,320 | 5,884 | .. | 2,055,064 |

(a) Includes Queensland panel vans. (b) Excludes Queensland panel vans, which are included with utilities. (c) See explanatory notes in Preface.

No. 4—LORRIES: CARRYING CAPACITY ACCORDING TO MAKE AND BODY CONSTRUCTION, AUSTRALIA.

| Make of Vehicle | Body Construction (a) | Carrying Capacity | | | | | | | | | | Total | | | | |
|-----------------|--------------------------|-------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---------------------|------------------------------|----------------------|-------|---------------|----|----|--------|
| | | Under 10 cwt. | 10 and under 15 cwt. | 15 and under 20 cwt. | 20 and under 40 cwt. | 40 and under 60 cwt. | 60 and under 80 cwt. | 80 and under 100 cwt. | 100 and 140 cwt. | 140 and under 240 cwt. | 240 cwt. and over | | Not Stated | | | |
| | | | | | | | | | | | | | | | | |
| A.E.C. | Platform | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 226 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 33 |
| | Tipper | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 98 |
| | Semi-Trailer | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 332 |
| | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 19 |
| Total A.E.C. | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 708 |
| Albion | Platform | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 385 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 57 |
| | Tipper | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 190 |
| | Semi-Trailer | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 220 |
| | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 |
| Total Albion | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 863 |
| Austin | Platform | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 22,293 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 846 |
| | Tipper | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,052 |
| | Semi-Trailer | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 604 |
| | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 102 |
| Total Austin | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 25,897 |
| Bedford | Platform | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 31,797 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,073 |
| | Tipper | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,356 |
| | Semi-Trailer | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 988 |
| | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 128 |
| Total Bedford | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 37,342 |
| Buick | Platform | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 117 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 18 |
| | Tipper | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | Semi-Trailer | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| Total Buick | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 142 |
| Chevrolet | Platform | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 39,685 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,036 |
| | Tipper | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,163 |
| | Semi-Trailer | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 811 |
| | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 219 |
| Total Chevrolet | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 44,914 |
| Chrysler | Platform | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 95 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 16 |
| | Tipper | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| | Semi-Trailer | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| Total Chrysler | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 115 |
| Commer | Platform | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7,737 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 239 |
| | Tipper | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,027 |
| | Semi-Trailer | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 841 |
| | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 97 |
| Total Commer | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9,931 |

(a) See explanatory notes in Preface.

No. 4—LORRIES: CARRYING CAPACITY ACCORDING TO MAKE AND BODY CONSTRUCTION, AUSTRALIA—continued.

| Make of Vehicle | Body Construction (a) | Carrying Capacity | | | | | | | | | | Total | |
|-----------------|--------------------------|-------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|------------------------------|------------------------------|----------------------|-------|---------------|
| | | Under 10 cwt. | 10 and under 15 cwt. | 15 and under 20 cwt. | 20 and under 40 cwt. | 40 and under 60 cwt. | 60 and under 80 cwt. | 80 and under 100 cwt. | 100 and under 140 cwt. | 140 and under 240 cwt. | 240 cwt. and over | | Not Stated |
| Dennis | Platform | .. | .. | .. | .. | 1 | 4 | 8 | 12 | 23 | 1 | .. | 49 |
| | Van | .. | .. | .. | .. | 1 | .. | 8 | 1 | .. | .. | .. | 10 |
| | Tipper | .. | .. | .. | .. | 1 | .. | .. | 3 | 7 | .. | .. | 11 |
| | Semi-Trailer | .. | .. | .. | .. | .. | .. | .. | .. | 6 | 14 | .. | 34 |
| | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| Total Dennis | | .. | .. | .. | .. | 3 | .. | .. | .. | .. | .. | .. | 708 |
| De Soto | Platform | .. | 9 | 113 | 291 | 85 | 317 | 77 | 366 | 29 | 1 | 1 | 1,289 |
| | Van | .. | 7 | 5 | 10 | 2 | 3 | 1 | 121 | 20 | .. | .. | 28 |
| | Tipper | .. | .. | .. | .. | 1 | 1 | 29 | 22 | 48 | 11 | .. | 185 |
| | Semi-Trailer | .. | .. | .. | .. | .. | .. | .. | 22 | .. | .. | .. | 103 |
| | Other | .. | .. | .. | .. | .. | .. | .. | 1 | 3 | 3 | .. | 21 |
| Total De Soto | | .. | 17 | 118 | 307 | 88 | 333 | 108 | 521 | 100 | 15 | 19 | 1,626 |
| Diamond T | Platform | .. | .. | 8 | 65 | 176 | 160 | 192 | 244 | 28 | 4 | .. | 877 |
| | Van | .. | .. | 2 | 15 | 1 | 14 | 5 | 6 | .. | 2 | .. | 60 |
| | Tipper | .. | .. | .. | .. | 2 | 19 | 35 | 58 | 8 | 2 | .. | 123 |
| | Semi-Trailer | .. | .. | .. | .. | 1 | 2 | 1 | 14 | 120 | 64 | .. | 268 |
| | Other | .. | .. | .. | .. | .. | .. | .. | 2 | 17 | 17 | .. | 45 |
| Total Diamond T | | .. | .. | 10 | 80 | 201 | 195 | 236 | 324 | 173 | 88 | .. | 1,373 |
| Dodge | Platform | 1 | 213 | 623 | 2,688 | 1,390 | 3,417 | 841 | 1,522 | 118 | 1 | .. | 10,833 |
| | Van | .. | 63 | 56 | 160 | 129 | 157 | 30 | 21 | 1 | .. | .. | 617 |
| | Tipper | .. | 1 | 4 | 13 | 48 | 139 | 137 | 343 | 178 | 31 | .. | 723 |
| | Semi-Trailer | .. | 1 | .. | 18 | 3 | 19 | 15 | 58 | 17 | 6 | .. | 446 |
| | Other | .. | 4 | 9 | 8 | .. | 17 | 8 | 19 | 17 | .. | .. | 88 |
| Total Dodge | | .. | 282 | 692 | 2,887 | 1,570 | 3,749 | 1,031 | 1,963 | 349 | 38 | 145 | 12,707 |
| E.R.F. | Platform | .. | .. | .. | .. | .. | .. | .. | 15 | 8 | 2 | .. | 25 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | Tipper | .. | .. | .. | .. | .. | .. | .. | 21 | 11 | 10 | .. | 42 |
| | Semi-Trailer | .. | .. | .. | .. | .. | .. | .. | .. | 5 | 12 | .. | 26 |
| | Other | .. | .. | .. | .. | .. | .. | .. | 37 | 24 | 24 | .. | 94 |
| Total E.R.F. | | .. | .. | .. | .. | .. | .. | .. | 1,042 | 82 | .. | .. | 5,821 |
| Fargo | Platform | 2 | 58 | 363 | 1,165 | 785 | 1,765 | 551 | 1,042 | 2 | .. | .. | 240 |
| | Van | .. | 6 | 16 | 50 | 48 | 85 | 20 | 13 | 33 | .. | .. | 592 |
| | Tipper | .. | .. | .. | 3 | 26 | 98 | 106 | 325 | 167 | 25 | .. | 266 |
| | Semi-Trailer | .. | .. | .. | 2 | .. | 5 | 4 | 22 | 9 | 7 | .. | 45 |
| | Other | .. | .. | .. | .. | .. | 3 | 4 | 1,437 | 293 | 32 | .. | 6,964 |
| Total Fargo | | .. | 64 | 380 | 1,220 | 859 | 1,956 | 685 | 1,437 | 293 | 32 | 36 | 724 |
| Federal | Platform | .. | .. | 3 | 189 | 122 | 161 | 117 | 153 | 26 | 3 | .. | 56 |
| | Van | .. | .. | 1 | 14 | 10 | 20 | 8 | 51 | 22 | .. | .. | 133 |
| | Tipper | .. | .. | 3 | 3 | 8 | 19 | 30 | 22 | 121 | 110 | .. | 305 |
| | Semi-Trailer | .. | .. | 1 | 1 | 4 | 4 | 4 | 7 | 27 | 24 | .. | 62 |
| | Other | .. | .. | .. | .. | .. | 1 | 3 | 236 | 196 | 137 | .. | 1,280 |
| Total Federal | | .. | 4 | 157 | 205 | 162 | 205 | 162 | 15 | 60 | 39 | .. | 117 |
| Foden | Platform | .. | .. | .. | .. | .. | 1 | 2 | 15 | 6 | 1 | .. | 8 |
| | Van | .. | .. | .. | .. | .. | .. | .. | 5 | 52 | 57 | .. | 114 |
| | Tipper | .. | .. | .. | .. | .. | .. | .. | 3 | 29 | 50 | .. | 127 |
| | Semi-Trailer | .. | .. | .. | .. | .. | .. | .. | .. | 3 | 2 | .. | 5 |
| | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 371 |
| Total Foden | | .. | .. | .. | .. | .. | 1 | 2 | 24 | 150 | 149 | .. | 45 |

(a) See explanatory notes in Preface.

No. 4—LORRIES: CARRYING CAPACITY ACCORDING TO MAKE AND BODY CONSTRUCTION, AUSTRALIA—continued.

| Make of Vehicle | Body Construction (a) | Carrying Capacity | | | | | | | | | | Total | |
|---------------------|--------------------------|-------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|------------------------------|------------------------------|----------------------|-------|---------------|
| | | Under 10 cwt. | 10 and under 15 cwt. | 15 and under 20 cwt. | 20 and under 40 cwt. | 40 and under 60 cwt. | 60 and under 80 cwt. | 80 and under 100 cwt. | 100 and under 140 cwt. | 140 and under 240 cwt. | 240 cwt. and over | | Not Stated |
| Ford | Platform | 13 | 433 | 1,093 | 6,445 | 4,864 | 10,091 | 6,019 | 7,568 | 289 | 6 | 78 | 36,899 |
| | Van | 4 | 155 | 97 | 282 | 177 | 235 | 137 | 80 | 10 | .. | .. | 1,177 |
| | Tipper | .. | .. | 2 | 57 | 136 | 705 | 1,550 | 2,331 | 121 | 10 | 5 | 4,917 |
| | Semi-Trailer | .. | .. | .. | 8 | 13 | 45 | 47 | 278 | 1,046 | 48 | 397 | 1,883 |
| Total Ford | Other | .. | .. | 1 | 7 | 9 | 32 | 41 | 114 | 211 | 3 | 5 | 424 |
| | Platform | 17 | 590 | 1,193 | 6,799 | 5,199 | 11,108 | 7,794 | 10,371 | 1,677 | 67 | 485 | 45,300 |
| | Van | .. | 7 | 57 | 621 | 406 | 552 | 445 | 360 | 66 | 1 | 4 | 2,519 |
| | Tipper | .. | 2 | 6 | 25 | 22 | 27 | 13 | 3 | 2 | .. | .. | 100 |
| G.M.C. | Semi-Trailer | .. | .. | .. | 2 | 14 | 41 | 64 | 80 | 37 | .. | .. | 239 |
| | Other | .. | .. | 1 | .. | 3 | 9 | 9 | 34 | 40 | 13 | 74 | 282 |
| | Platform | .. | 10 | 64 | 649 | 449 | 630 | 540 | 502 | 272 | 47 | 78 | 3,241 |
| | Tipper | .. | 125 | 817 | 5,086 | 2,062 | 5,488 | 5,195 | 5,573 | 644 | 15 | 36 | 25,042 |
| Total G.M.C. | Other | 1 | 20 | 85 | 283 | 97 | 269 | 109 | 58 | 10 | .. | .. | 931 |
| | Platform | .. | 1 | 6 | 37 | 54 | 569 | 1,395 | 1,737 | 354 | 15 | 3 | 4,171 |
| | Tipper | .. | .. | 3 | 6 | 8 | 32 | 61 | 286 | 1,809 | 522 | 661 | 3,388 |
| | Semi-Trailer | 1 | 3 | 9 | 6 | 6 | 28 | 74 | 109 | 202 | 73 | 2 | 508 |
| Total International | Other | 2 | 149 | 912 | 5,418 | 2,230 | 6,386 | 6,384 | 7,763 | 3,019 | 625 | 702 | 34,040 |
| | Platform | .. | .. | 1 | 14 | 152 | 34 | 20 | 7 | .. | .. | .. | 228 |
| | Van | .. | .. | .. | 25 | 20 | 26 | .. | .. | .. | .. | .. | 72 |
| | Tipper | .. | .. | .. | 16 | 18 | 5 | .. | .. | .. | .. | .. | 43 |
| Total Karrier | Semi-Trailer | .. | .. | .. | 55 | 190 | 1 | 3 | 1 | 1 | .. | .. | 4 |
| | Other | .. | .. | 1 | .. | 7 | 66 | .. | 9 | 7 | .. | .. | 347 |
| | Platform | .. | .. | .. | .. | 8 | 54 | 117 | 462 | 223 | 22 | 3 | 888 |
| | Van | .. | .. | .. | 1 | 8 | 13 | 9 | 42 | 9 | .. | .. | 82 |
| Total Leyland | Tipper | .. | .. | .. | .. | .. | 10 | 19 | 171 | 94 | .. | .. | 328 |
| | Semi-Trailer | .. | .. | .. | 2 | .. | 1 | 2 | 28 | 366 | 203 | 231 | 833 |
| | Other | .. | .. | .. | 3 | .. | 78 | 148 | 712 | 25 | 20 | 55 | 2,186 |
| | Platform | .. | .. | .. | 3 | 15 | 8 | 15 | 122 | 146 | 11 | .. | 303 |
| Total Mack | Van | .. | .. | .. | 1 | .. | 1 | 1 | 2 | .. | .. | .. | 5 |
| | Tipper | .. | .. | .. | .. | .. | 1 | 9 | 40 | 92 | 17 | .. | 159 |
| | Semi-Trailer | .. | .. | .. | .. | .. | .. | 1 | 24 | 207 | 146 | .. | 476 |
| | Other | .. | .. | .. | .. | 1 | .. | 3 | 17 | 53 | 19 | 98 | 476 |
| Total Mercedes Benz | Other | .. | .. | .. | 2 | 7 | 11 | 29 | 205 | 498 | 193 | 100 | 1,039 |
| | Platform | .. | .. | .. | 1 | .. | 1 | 6 | 35 | 8 | .. | .. | 51 |
| | Van | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | 1 |
| | Tipper | .. | .. | .. | .. | .. | .. | .. | 16 | 4 | .. | .. | 23 |
| Total Morris | Semi-Trailer | .. | .. | .. | .. | .. | .. | .. | 6 | 25 | 15 | 6 | 53 |
| | Other | .. | .. | .. | .. | .. | .. | .. | 2 | 2 | .. | .. | 5 |
| | Platform | 6 | 60 | 261 | 7,936 | 689 | 679 | 183 | 1,108 | 10 | .. | .. | 10,950 |
| | Van | .. | 14 | 21 | 145 | 61 | 46 | 14 | 23 | 10 | 1 | 18 | 326 |
| Total Morris | Tipper | .. | .. | .. | 10 | 8 | 17 | 24 | 70 | 3 | .. | .. | 132 |
| | Semi-Trailer | .. | .. | .. | 7 | 16 | 2 | 2 | 10 | 26 | .. | .. | 86 |
| | Other | .. | .. | 2 | 7 | 5 | 2 | 1 | 6 | 5 | .. | .. | 29 |
| | Platform | 6 | 74 | 284 | 8,105 | 779 | 746 | 224 | 1,217 | 45 | 7 | 42 | 11,523 |

(a) See explanatory notes in Preface.

No. 4—LORRIES: CARRYING CAPACITY ACCORDING TO MAKE AND BODY CONSTRUCTION, AUSTRALIA—continued.

| Make of Vehicle | Body Construction (a) | Carrying Capacity | | | | | | | | | | | Total | |
|-------------------------------|--------------------------|-------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|------------------------------|------------------------------|----------------------|---------------|-------|---------|
| | | Under 10 cwt. | 10 and under 15 cwt. | 15 and under 20 cwt. | 20 and under 40 cwt. | 40 and under 60 cwt. | 60 and under 80 cwt. | 80 and under 100 cwt. | 100 and under 140 cwt. | 140 and under 240 cwt. | 240 cwt. and over | Not Stated | | |
| Willys | Platform | .. | 35 | 62 | 181 | 8 | 1 | .. | .. | .. | .. | .. | .. | 287 |
| | Van | 1 | 14 | 2 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 20 |
| | Tipper | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | Semi-Trailer | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| Total Willys Other | | 1 | 49 | 64 | 185 | 8 | 7 | .. | .. | .. | .. | .. | .. | 309 |
| | Platform | 55 | 148 | 124 | 460 | 88 | 93 | 89 | 176 | 37 | 23 | 22 | 22 | 1,315 |
| | Van | 15 | 57 | 29 | 26 | 13 | 4 | 3 | 10 | 2 | .. | .. | .. | 159 |
| | Tipper | 2 | 1 | 1 | 7 | .. | 13 | 31 | 67 | 15 | 32 | .. | .. | .. |
| Total Other | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Semi-Trailer | 3 | 5 | 1 | 1 | 1 | 4 | .. | 7 | 18 | 9 | 3 | 3 | 59 |
| | Other | 75 | 211 | 156 | 497 | 108 | 114 | 127 | 275 | 186 | 102 | 71 | 71 | 1,922 |
| | | 208 | 3,069 | 7,438 | 53,612 | 29,238 | 58,087 | 32,317 | 47,879 | 12,850 | 2,744 | 3,188 | 3,188 | 250,630 |
| Total Lorries | | | | | | | | | | | | | | |

(a) See explanatory notes in Preface.

No. 5—LORRIES: UNLADEN WEIGHT ACCORDING TO MAKE AND BODY CONSTRUCTION, AUSTRALIA.

| Make of Vehicle | Body Construction (a) | Unladen Weight | | | | | | | | | | Total | | | | |
|-----------------|--------------------------|------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|-------------------------|-------|---------------|----|----|--------|
| | | Under 20 cwt. | 20 and under 30 cwt. | 30 and under 35 cwt. | 35 and under 45 cwt. | 45 and under 50 cwt. | 50 and under 55 cwt. | 55 and under 60 cwt. | 60 and under 80 cwt. | 80 and under 100 cwt. | 100 cwt. and over | | Not Stated | | | |
| A.E.C. | Platform | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 226 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 33 |
| | Tipper | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 98 |
| | Semi-Trailer | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 332 |
| | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 19 |
| Total A.E.C. | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 708 |
| Albion | Platform | .. | .. | .. | 14 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 385 |
| | Van | .. | .. | .. | .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 57 |
| | Tipper | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 190 |
| | Semi-Trailer | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 220 |
| | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 |
| Total Albion | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 863 |
| Austin | Platform | .. | 95 | 104 | 3,561 | 8,314 | 3,529 | 3,148 | 3,407 | 107 | 254 | 324 | 9 | 19 | .. | 22,293 |
| | Van | .. | 7 | 3 | 36 | 96 | 198 | 202 | 233 | 69 | 2 | 2 | 2 | .. | .. | 846 |
| | Tipper | .. | .. | 1 | 8 | 26 | 60 | 111 | 1,617 | 216 | 10 | 10 | 10 | 3 | .. | 2,052 |
| | Semi-Trailer | .. | .. | .. | .. | 45 | 29 | 26 | 55 | 156 | 120 | 120 | 120 | 1 | .. | 604 |
| | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 102 |
| Total Austin | | .. | 103 | 109 | 3,734 | 8,482 | 3,838 | 3,510 | 5,336 | 570 | 142 | 142 | 142 | 23 | .. | 25,897 |
| Bedford | Platform | 1 | 757 | 660 | 11,534 | 7,150 | 5,174 | 3,428 | 2,852 | 183 | 29 | 29 | 29 | 29 | .. | 31,797 |
| | Van | .. | 117 | 23 | 426 | 285 | 269 | 264 | 536 | 141 | 12 | 12 | 12 | .. | .. | 2,073 |
| | Tipper | .. | 1 | 1 | 40 | 78 | 145 | 200 | 1,666 | 212 | 13 | 13 | 13 | .. | .. | 2,356 |
| | Semi-Trailer | .. | .. | 7 | 84 | 65 | 53 | 60 | 97 | 321 | 301 | 301 | 301 | .. | .. | 988 |
| | Other | .. | .. | .. | .. | 13 | 21 | 11 | 26 | 26 | 6 | 6 | 6 | .. | .. | 128 |
| Total Bedford | | 1 | 875 | 691 | 12,105 | 7,591 | 5,666 | 3,963 | 5,177 | 883 | 361 | 361 | 361 | 29 | .. | 37,342 |
| Buick | Platform | .. | 44 | 45 | 25 | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 117 |
| | Van | .. | 7 | 5 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 18 |
| | Tipper | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | Semi-Trailer | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| Total Buick | | .. | 51 | 52 | 31 | 4 | 2 | 7 | .. | .. | .. | .. | .. | .. | .. | 142 |
| Chevrolet | Platform | 108 | 4,172 | 2,961 | 10,375 | 8,764 | 6,642 | 2,947 | 3,320 | 282 | 39 | 39 | 39 | 75 | .. | 39,685 |
| | Van | 52 | 382 | 113 | 254 | 248 | 235 | 226 | 455 | 57 | 7 | 7 | 7 | 7 | .. | 2,036 |
| | Tipper | .. | 6 | 10 | 51 | 102 | 139 | 212 | 1,393 | 244 | 3 | 3 | 3 | 3 | .. | 2,163 |
| | Semi-Trailer | .. | 1 | 5 | 32 | 51 | 33 | 52 | 198 | 233 | 206 | 206 | 206 | .. | .. | 811 |
| | Other | .. | 11 | 5 | 24 | 11 | 17 | 37 | 91 | 20 | 3 | 3 | 3 | .. | .. | 219 |
| Total Chevrolet | | 160 | 4,572 | 3,094 | 10,736 | 9,176 | 7,066 | 3,474 | 5,457 | 836 | 258 | 258 | 258 | 85 | .. | 44,914 |
| Chrysler | Platform | .. | 81 | 10 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 95 |
| | Van | 1 | 14 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 16 |
| | Tipper | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| | Semi-Trailer | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| Total Chrysler | | 1 | 96 | 11 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 115 |
| Commer | Platform | 2 | 230 | 2,346 | 960 | 546 | 892 | 585 | 1,772 | 350 | 53 | 53 | 53 | 1 | .. | 7,737 |
| | Van | .. | 2 | 15 | 58 | 24 | 14 | 15 | 63 | 23 | 15 | 15 | 15 | .. | .. | 229 |
| | Tipper | .. | .. | .. | 4 | 5 | 32 | 13 | 449 | 443 | 81 | 81 | 81 | .. | .. | 1,027 |
| | Semi-Trailer | .. | .. | .. | 11 | 9 | 27 | 55 | 126 | 111 | 495 | 495 | 495 | .. | .. | 841 |
| | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 97 |
| Total Commer | | 2 | 237 | 2,366 | 1,033 | 584 | 965 | 678 | 2,422 | 963 | 680 | 680 | 680 | 1 | .. | 9,931 |

(a) See explanatory notes in Preface.

No. 5—LORRIES: UNLADEN WEIGHT ACCORDING TO MAKE AND BODY CONSTRUCTION, AUSTRALIA—continued.

| Make of Vehicle | Body Construction (a) | Unladen Weight | | | | | | | | | | Total |
|--------------------|--------------------------|------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----------------------|--------|
| | | Under 20 cwt. | 20 and under 30 cwt. | 30 and under 35 cwt. | 35 and under 45 cwt. | 45 and under 50 cwt. | 50 and under 55 cwt. | 55 and under 60 cwt. | 60 and under 80 cwt. | 80 and under 100 cwt. | 100 cwt. and over | |
| Dennis .. | Platform .. | .. | .. | .. | 1 | .. | 7 | 5 | 4 | 10 | 22 | 49 |
| | Van .. | .. | .. | .. | .. | .. | .. | 1 | .. | 7 | 1 | 10 |
| | Tipper .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | 6 | 11 |
| | Semi-Trailer .. | .. | .. | .. | .. | .. | .. | .. | 1 | 4 | 26 | 34 |
| | Other .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. | 4 |
| Total Dennis .. | .. | .. | .. | .. | 7 | .. | 8 | 6 | 6 | 37 | 55 | 108 |
| De Soto .. | Platform .. | 14 | 112 | .. | 309 | 78 | 283 | 113 | 349 | 28 | 2 | 1,289 |
| | Van .. | 5 | .. | .. | 2 | 4 | 3 | 3 | 5 | 1 | .. | 28 |
| | Tipper .. | .. | .. | .. | .. | .. | .. | .. | 92 | 84 | 4 | 185 |
| | Semi-Trailer .. | .. | .. | .. | 9 | 1 | 9 | 13 | 25 | 25 | 21 | 103 |
| | Other .. | .. | .. | .. | 1 | .. | .. | 4 | 6 | 6 | .. | 21 |
| Total De Soto .. | .. | 19 | 118 | .. | 321 | 83 | 299 | 136 | 477 | 144 | 27 | 1,626 |
| Diamond T .. | Platform .. | .. | 19 | 117 | 167 | 117 | 134 | 114 | 273 | 33 | 20 | 877 |
| | Van .. | .. | 4 | .. | 10 | 10 | 7 | 10 | 12 | 2 | 5 | 60 |
| | Tipper .. | .. | .. | .. | .. | 1 | 6 | 11 | 56 | 47 | 2 | 123 |
| | Semi-Trailer .. | .. | .. | .. | 1 | 3 | 6 | 8 | 20 | 25 | 205 | 268 |
| | Other .. | .. | .. | .. | 2 | 1 | 2 | 4 | 2 | 16 | 18 | 45 |
| Total Diamond T .. | .. | .. | 23 | 132 | 180 | 155 | 147 | 147 | 363 | 123 | 250 | 1,373 |
| Dodge .. | Platform .. | 547 | 872 | 1,872 | 2,694 | 1,883 | 1,820 | 1,320 | 1,510 | 108 | 12 | 10,833 |
| | Van .. | 71 | 28 | 89 | 110 | 42 | 49 | 48 | 148 | 68 | 12 | 617 |
| | Tipper .. | 3 | 1 | 18 | 24 | 20 | 24 | 25 | 448 | 166 | 15 | 723 |
| | Semi-Trailer .. | 1 | 12 | 9 | 63 | 50 | 24 | 24 | 57 | 92 | 138 | 446 |
| | Other .. | 1 | 1 | 9 | 16 | 18 | 6 | 6 | 12 | 17 | 8 | 88 |
| Total Dodge .. | .. | 623 | 914 | 1,997 | 2,907 | 2,013 | 1,424 | 1,424 | 2,175 | 451 | 185 | 12,707 |
| E.R.F. .. | Platform .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. | 21 | 25 |
| | Van .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 1 |
| | Tipper .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. | 38 | 42 |
| | Semi-Trailer .. | .. | .. | .. | .. | .. | .. | .. | 2 | 3 | 21 | 26 |
| | Other .. | .. | .. | .. | .. | .. | .. | .. | 9 | 4 | 87 | 94 |
| Total E.R.F. .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 | 4 | 87 | 94 |
| Fargo .. | Platform .. | 145 | 515 | 969 | 1,532 | 1,112 | 1,112 | 587 | 866 | 78 | 12 | 5,821 |
| | Van .. | 4 | 18 | 26 | 38 | 34 | 74 | 28 | 74 | 14 | 4 | 240 |
| | Tipper .. | .. | 1 | 10 | 7 | 23 | 324 | 27 | 324 | 187 | 13 | 592 |
| | Semi-Trailer .. | .. | 1 | 8 | 11 | 8 | 26 | 12 | 81 | 126 | .. | 266 |
| | Other .. | .. | .. | 1 | 1 | 7 | 5 | 5 | 21 | 10 | .. | 45 |
| Total Fargo .. | .. | 149 | 535 | 1,007 | 1,589 | 1,184 | 659 | 659 | 1,371 | 370 | 155 | 6,964 |
| Federal .. | Platform .. | 3 | 22 | 97 | 147 | 93 | 102 | 102 | 211 | 34 | 15 | 724 |
| | Van .. | .. | 1 | .. | 8 | 5 | 8 | 8 | 16 | 12 | 4 | 56 |
| | Tipper .. | .. | .. | 3 | .. | 2 | 6 | 6 | 45 | 66 | 11 | 133 |
| | Semi-Trailer .. | .. | .. | 4 | 2 | 3 | 8 | 8 | 46 | 25 | 216 | 305 |
| | Other .. | .. | .. | .. | .. | .. | 6 | 6 | 20 | 9 | .. | 62 |
| Total Federal .. | .. | 3 | 23 | 106 | 157 | 105 | 130 | 130 | 327 | 162 | 266 | 1,280 |
| Foden .. | Platform .. | .. | .. | .. | .. | .. | 4 | .. | 5 | 10 | 98 | 117 |
| | Van .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 7 | 8 |
| | Tipper .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 112 | 114 |
| | Semi-Trailer .. | .. | .. | .. | .. | .. | .. | .. | 1 | 26 | 100 | 127 |
| | Other .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 4 | 5 |
| Total Foden .. | .. | .. | .. | .. | .. | .. | 4 | .. | 5 | 39 | 321 | 371 |

(a) See explanatory notes in Preface.

No. 5—LORRIES: UNLADEN WEIGHT ACCORDING TO MAKE AND BODY CONSTRUCTION, AUSTRALIA—continued.

| Make of Vehicle | Body Construction (a) | Unladen Weight | | | | | | | | | | Total | |
|---------------------|--------------------------|------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----------------------|-------|---------------|
| | | Under 20 cwt. | 20 and under 30 cwt. | 30 and under 35 cwt. | 35 and under 45 cwt. | 45 and under 50 cwt. | 50 and under 55 cwt. | 55 and under 60 cwt. | 60 and under 80 cwt. | 80 and under 100 cwt. | 100 cwt. and over | | Not Stated |
| Ford | Platform | 96 | 834 | 1,972 | 6,579 | 8,462 | 6,496 | 5,459 | 6,284 | 485 | 168 | 64 | 36,899 |
| | Van | 14 | 116 | 128 | 169 | 125 | 147 | 119 | 271 | 84 | 12 | 2 | 1,177 |
| | Tipper | .. | .. | 4 | 33 | 63 | 122 | 339 | 3,951 | 344 | 58 | 3 | 4,917 |
| | Semi-Trailer | .. | .. | 3 | 94 | 144 | 90 | 79 | 287 | 705 | 474 | 4 | 1,883 |
| Total Ford | Other | .. | 3 | 1 | 19 | 11 | 67 | 39 | 158 | 111 | 15 | .. | 1,424 |
| | Platform | 110 | 956 | 2,108 | 6,884 | 8,805 | 6,922 | 6,035 | 10,951 | 1,729 | 727 | 73 | 45,300 |
| | Van | .. | 41 | 271 | 596 | 482 | 327 | 301 | 299 | 161 | 37 | 4 | 2,519 |
| | Tipper | .. | .. | 5 | 20 | 8 | 19 | 12 | 25 | 9 | 2 | .. | 100 |
| Total G.M.C. | Semi-Trailer | .. | .. | 1 | 4 | 3 | 5 | 3 | 143 | 36 | .. | .. | 239 |
| | Other | .. | 1 | .. | 3 | 8 | 4 | 2 | 96 | 73 | .. | .. | 282 |
| | Platform | .. | 42 | 277 | 623 | 501 | 361 | 333 | 611 | 19 | 27 | .. | 101 |
| | Van | .. | 331 | 1,130 | 5,086 | 3,068 | 5,047 | 3,710 | 5,821 | 614 | 212 | 23 | 3,241 |
| Total International | Platform | .. | 21 | 61 | 201 | 75 | 89 | 74 | 292 | 108 | 30 | .. | 25,042 |
| | Van | .. | 2 | 2 | 31 | 87 | 30 | 156 | 2,951 | 712 | 199 | 1 | 4,171 |
| | Tipper | .. | 2 | 6 | 66 | 85 | 106 | 194 | 436 | 698 | 1,793 | 1 | 3,388 |
| | Semi-Trailer | 1 | .. | 2 | 8 | 19 | 73 | 52 | 137 | 176 | 41 | .. | 508 |
| Total International | Other | 1 | 356 | 1,201 | 5,392 | 3,277 | 5,332 | 4,186 | 9,637 | 2,308 | 2,275 | 25 | 34,040 |
| | Platform | .. | 1 | 4 | 133 | 18 | 14 | 22 | 24 | .. | .. | .. | 228 |
| | Van | .. | .. | 2 | 9 | 24 | 15 | 11 | 25 | 1 | .. | .. | 72 |
| | Tipper | .. | .. | .. | 2 | 11 | .. | .. | 6 | .. | .. | .. | 43 |
| Total Karrier | Semi-Trailer | .. | .. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | 4 |
| | Platform | .. | 1 | 6 | 145 | 73 | 40 | 23 | 55 | 3 | .. | .. | 347 |
| | Van | .. | .. | .. | .. | 1 | 9 | 17 | 301 | 363 | 194 | 3 | 888 |
| | Tipper | .. | .. | .. | .. | .. | 1 | .. | 13 | 31 | 37 | .. | 82 |
| Total Leyland | Semi-Trailer | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 328 |
| | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 833 |
| | Platform | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 55 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,186 |
| Total Leyland | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 303 |
| | Platform | .. | 2 | .. | 1 | 2 | 10 | 20 | 431 | 699 | 1,021 | 3 | 2,186 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 159 |
| | Tipper | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 476 |
| Total Mack | Semi-Trailer | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 96 |
| | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,039 |
| | Platform | .. | 2 | .. | 1 | 2 | 6 | 26 | 123 | 236 | 642 | 1 | 51 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| Total Mercedes Benz | Tipper | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 23 |
| | Semi-Trailer | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 53 |
| | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| | Platform | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 133 |
| Total Morris | Platform | 5 | 629 | 5,417 | 2,284 | 860 | 618 | 551 | 566 | 5 | 42 | 14 | 10,950 |
| | Van | .. | 29 | 33 | 94 | 29 | 50 | 33 | 42 | 10 | 6 | .. | 326 |
| | Tipper | .. | .. | 1 | 16 | 5 | 2 | 3 | 98 | 7 | .. | .. | 132 |
| | Semi-Trailer | .. | .. | 13 | 14 | 6 | 2 | 9 | 9 | 17 | 11 | 3 | 86 |
| Total Morris | Other | .. | 2 | 9 | 1 | 2 | 7 | 2 | 6 | 1 | .. | .. | 29 |
| | Platform | 5 | 661 | 5,473 | 2,409 | 902 | 679 | 598 | 721 | 40 | 18 | 17 | 11,523 |
| | Van | .. | 60 | 168 | 449 | 150 | 14 | 6 | 1 | .. | .. | .. | 848 |
| | Other | .. | 4 | 2 | 8 | 8 | 4 | 3 | .. | .. | .. | .. | 29 |

(a) See explanatory notes in Preface.

No. 5—LORRIES: UNLADEN WEIGHT ACCORDING TO MAKE AND BODY CONSTRUCTION, AUSTRALIA—continued.

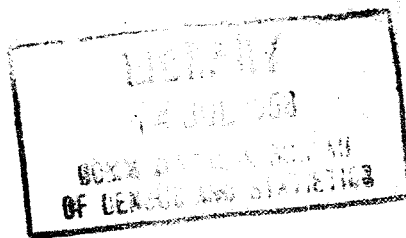
| Make of Vehicle | Body Construction (a) | Unladen Weight | | | | | | | | | | | Total | | | | |
|----------------------|--------------------------|------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----------------------|---------------|-------|----|----|----|-------|
| | | Under 20 cwt. | 20 and under 30 cwt. | 30 and under 35 cwt. | 35 and under 45 cwt. | 45 and under 50 cwt. | 50 and under 55 cwt. | 55 and under 60 cwt. | 60 and under 80 cwt. | 80 and under 100 cwt. | 100 cwt. and over | Not Stated | | | | | |
| Oldsmobile—continued | Tipper | .. | .. | .. | 3 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 16 |
| | Semi-Trailor | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| Total Oldsmobile | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 896 |
| | Total Peugeot | .. | 64 | 170 | 461 | 159 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 176 |
| | Reo | .. | 115 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 815 |
| | Van | .. | 7 | 66 | 144 | 115 | 117 | 11 | 28 | 9 | 6 | .. | .. | .. | .. | .. | 110 |
| Total Reo | Tipper | .. | 23 | 15 | 17 | 3 | 11 | 4 | 7 | 4 | 35 | 27 | 179 | 8 | .. | .. | 86 |
| | Semi-Trailor | .. | .. | .. | 1 | .. | 3 | 5 | 2 | 10 | 28 | .. | .. | .. | .. | .. | 239 |
| | Other | .. | .. | .. | .. | 1 | 1 | 1 | 2 | 1 | 13 | .. | .. | .. | .. | .. | 56 |
| | Van | .. | 30 | 82 | 162 | 119 | 136 | 108 | .. | .. | 219 | 2 | .. | .. | .. | .. | 1,306 |
| Total Scammell | Platform | .. | .. | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| | Tipper | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 16 |
| | Semi-Trailor | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 54 |
| Total Scammell | Platform | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 80 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 99 |
| | Tipper | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 44 |
| | Semi-Trailor | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 53 |
| Total Seddon | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 |
| | Platform | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 212 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 765 |
| | Semi-Trailor | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 45 |
| Total Seddon | Platform | .. | 74 | 19 | 154 | 248 | 149 | 81 | 4 | 19 | 35 | 35 | 2 | .. | .. | .. | 272 |
| | Van | .. | 8 | 2 | 4 | 1 | 7 | 4 | 4 | 19 | 19 | 44 | 2 | .. | .. | .. | 45 |
| | Tipper | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 61 |
| | Semi-Trailor | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 |
| Total Studebaker | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 |
| | Platform | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 883 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 271 |
| | Semi-Trailor | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 |
| Total Tempo | Tipper | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| | Platform | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 280 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 252 |
| | Semi-Trailor | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 30 |
| Total Thornycroft | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 332 |
| | Platform | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 133 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 |
| | Semi-Trailor | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 |
| Total Thornycroft | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 757 |
| | Platform | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 128 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 41 |
| | Semi-Trailor | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 169 |
| Total Whippet | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 650 |
| | Platform | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 23 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 164 |
| | Semi-Trailor | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 497 |
| Total White | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 122 |
| | Platform | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 562 |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,456 |
| | Semi-Trailor | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 287 |
| Total Willys | Other | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 20 |
| | Platform | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Van | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Semi-Trailor | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

(a) See explanatory notes in Preface.

No. 5—LORRIES: UNLADEN WEIGHT ACCORDING TO MAKE AND BODY CONSTRUCTION, AUSTRALIA—continued.

| Make of Vehicle | Body Construction (a) | Unladen Weight | | | | | | | | | | Total | | | | |
|-------------------------|--------------------------|------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----------------------|------------|---------------|------------|------------|----------------|
| | | Under 20 cwt. | 20 and under 30 cwt. | 30 and under 35 cwt. | 35 and under 45 cwt. | 45 and under 50 cwt. | 50 and under 55 cwt. | 55 and under 60 cwt. | 60 and under 80 cwt. | 80 and under 100 cwt. | 100 cwt. and over | | Not Stated | | | |
| Willlys—continued | Tipper .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| | Semi-Trailer .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| Total Willlys .. | .. | 7 | 133 | 30 | 151 | 41 | 56 | 180 | 131 | 85 | 77 | .. | .. | .. | .. | 309 |
| Other .. | Platform .. | 55 | 317 | 211 | 21 | 4 | 1 | 2 | 6 | 11 | 6 | .. | .. | .. | .. | 1,315 |
| | Van .. | 6 | 70 | 32 | 5 | 3 | 2 | 1 | 27 | 52 | 77 | .. | .. | .. | .. | 159 |
| | Tipper .. | 4 | 1 | .. | 5 | 1 | 2 | 5 | 20 | 30 | 145 | .. | .. | .. | .. | 173 |
| | Semi-Trailer .. | 1 | 5 | 5 | 1 | 1 | 1 | .. | 12 | 11 | 21 | .. | .. | .. | .. | 216 |
| | Other .. | 9 | .. | 1 | 4 | .. | 1 | .. | 49 | 62 | 188 | .. | .. | .. | .. | 59 |
| Total Other .. | .. | 75 | 393 | 249 | 182 | 49 | 62 | 188 | 196 | 189 | 326 | .. | .. | .. | .. | 1,922 |
| Total Lorries .. | .. | 412 | 9,888 | 17,724 | 49,354 | 43,376 | 35,200 | 25,864 | 47,212 | 11,177 | 10,116 | 307 | 307 | 307 | 307 | 250,630 |

(a) See explanatory notes in Preface.



*No. 6—DIESEL-POWERED COMMERCIAL VEHICLES ACCORDING TO MAKE
AND HORSEPOWER (R.A.C.), AUSTRALIA.*

| Make of Vehicle | Horsepower (R.A.C.) | Lorries | Omnibuses | Other Commercial Vehicles | Total |
|--------------------------------|------------------------|---------|-----------|---------------------------------|-------|
| A.E.C. | 28 | .. | 1 | .. | 1 |
| | 35 | 9 | 20 | 3 | 32 |
| | 41 | 374 | 258 | 51 | 683 |
| | 46 | 8 | 9 | 1 | 18 |
| | 49 | .. | 45 | .. | 45 |
| | 53 | 251 | 968 | 44 | 1,263 |
| | 62 | 43 | 4 | 8 | 55 |
| | Not Stated | .. | 2 | .. | 2 |
| <i>Total A.E.C...</i> | .. | 685 | 1,307 | 107 | 2,099 |
| Albion | 25 | 4 | .. | 1 | 5 |
| | 28 | 379 | 40 | 72 | 491 |
| | 34 | 29 | 17 | 8 | 54 |
| | 36 | 20 | 15 | 2 | 37 |
| | 38 | 2 | 9 | 3 | 14 |
| | 43 | 2 | 29 | 1 | 32 |
| | 51 | 149 | 213 | 79 | 441 |
| | 55 | 4 | .. | .. | 4 |
| | 60 | 1 | .. | .. | 1 |
| | Not Stated | .. | 1 | .. | 1 |
| <i>Total Albion</i> | .. | 590 | 324 | 166 | 1,080 |
| Ansair | 29 | .. | 13 | .. | 13 |
| | 34 | .. | 1 | .. | 1 |
| | 38 | .. | 3 | .. | 3 |
| | 40 | .. | 9 | .. | 9 |
| | 45 | .. | 39 | .. | 39 |
| | 55 | .. | 2 | .. | 2 |
| | .. | .. | 67 | .. | 67 |
| <i>Total Ansair</i> | .. | .. | 2 | .. | 2 |
| Atkinson | 22 | .. | .. | .. | .. |
| | 28 | 5 | .. | 1 | 6 |
| | 36 | 1 | 2 | .. | 3 |
| | 43 | 55 | .. | 7 | 62 |
| | .. | 61 | 4 | 8 | 73 |
| <i>Total Atkinson</i> | .. | .. | .. | .. | .. |
| Austin | 29 | 864 | 31 | 10 | 905 |
| | 33 | 6 | .. | .. | 6 |
| | 38 | 1 | .. | .. | 1 |
| | Not Stated | 3 | .. | .. | 3 |
| <i>Total Austin</i> | .. | 874 | 31 | 10 | 915 |
| Bedford.. .. . | 29 | 155 | 55 | 4 | 214 |
| | 33 | .. | 6 | .. | 6 |
| | 38 | 20 | 7 | .. | 27 |
| | .. | 175 | 68 | 4 | 247 |
| <i>Total Bedford</i> | .. | .. | .. | .. | .. |
| Chevrolet | 26 | 6 | .. | .. | 6 |
| | 29 | 4 | 14 | .. | 18 |
| | .. | 10 | 14 | .. | 24 |
| <i>Total Chevrolet</i> | .. | .. | .. | .. | .. |
| Commer (TS3 diesel) | 25 | 71 | .. | 2 | 73 |
| | 29 | 421 | 2 | 1 | 424 |
| | 38 | 90 | .. | .. | 90 |
| | Not Stated | 1 | .. | .. | 1 |
| <i>Total Commer</i> | .. | 583 | 2 | 3 | 588 |
| Daimler.. .. . | 35 | .. | 2 | .. | 2 |
| | 36 | .. | 4 | .. | 4 |
| | 43 | .. | 56 | .. | 56 |
| | 48 | .. | 72 | .. | 72 |
| | 60 | .. | 12 | .. | 12 |
| | .. | .. | 146 | .. | 146 |
| <i>Total Daimler</i> | .. | .. | .. | .. | .. |
| Dennis | 29 | 6 | .. | .. | 6 |
| | 34 | 28 | 4 | 10 | 42 |
| | 36 | 7 | 6 | 2 | 15 |
| | 38 | 1 | .. | .. | 1 |
| | 41 | 34 | 36 | 6 | 76 |
| | 45 | 1 | .. | .. | 1 |
| | 60 | 1 | .. | .. | 1 |
| | .. | 78 | 46 | 18 | 142 |
| <i>Total Dennis</i> | .. | 151 | .. | 2 | 153 |
| De Soto.. .. . | 29 | 7 | .. | .. | 7 |
| | 38 | .. | .. | .. | .. |
| | .. | 158 | .. | 2 | 160 |
| <i>Total De Soto</i> | .. | .. | .. | .. | .. |
| Diamond T | 22 | .. | 1 | .. | 1 |
| | 29 | 5 | 8 | .. | 13 |
| | 33 | 6 | 1 | .. | 7 |
| | 38 | 1 | .. | .. | 1 |
| | 57 | 3 | .. | .. | 3 |
| | 76 | 34 | .. | 3 | 37 |
| | .. | 49 | 10 | 3 | 62 |
| <i>Total Diamond T</i> | .. | .. | .. | .. | .. |
| Dodge | 29 | 445 | 11 | 7 | 463 |
| | 33 | 7 | .. | .. | 7 |
| | 38 | 20 | .. | .. | 20 |
| | Not Stated | 1 | .. | .. | 1 |
| <i>Total Dodge</i> | .. | 473 | 11 | 7 | 491 |
| E.R.F. | 22 | 1 | .. | .. | 1 |
| | 28 | 3 | .. | .. | 3 |
| | 36 | 1 | .. | .. | 1 |
| | 43 | 88 | .. | 2 | 90 |
| | 57 | 1 | .. | .. | 1 |
| <i>Total E.R.F.</i> | .. | 94 | .. | 2 | 96 |

No. 6—DIESEL-POWERED COMMERCIAL VEHICLES ACCORDING TO MAKE AND HORSEPOWER (R.A.C.), AUSTRALIA—continued.

| Make of Vehicle | Horsepower (R.A.C.) | Lorries | Omnibuses | Other Commercial Vehicles | Total |
|------------------------------------|---------------------|---------|-----------|---------------------------|-------|
| Fargo | 29 | 417 | 10 | 8 | 435 |
| | 38 | 32 | .. | 1 | 33 |
| | Not Stated | 2 | .. | .. | 2 |
| <i>Total Fargo</i> | .. | 451 | 10 | 9 | 470 |
| Federal... .. . | 28 | 1 | .. | .. | 1 |
| | 29 | 9 | 9 | .. | 18 |
| | 33 | 2 | 4 | .. | 6 |
| | 36 | 2 | .. | .. | 2 |
| | 38 | 3 | 1 | .. | 4 |
| | 43 | 5 | .. | .. | 5 |
| | 57 | 55 | .. | 1 | 56 |
| | Not Stated | 1 | .. | .. | 1 |
| <i>Total Federal</i> | .. | 78 | 14 | 1 | 93 |
| Fiat | 37 | 33 | .. | 1 | 34 |
| | Not Stated | 2 | .. | .. | 2 |
| <i>Total Fiat</i> | .. | 35 | .. | 1 | 36 |
| Foden | 22 | 2 | .. | .. | 2 |
| | 28 | 2 | .. | .. | 2 |
| | 36 | 23 | 4 | .. | 27 |
| | 43 | 320 | 37 | 51 | 408 |
| | 57 | 24 | .. | 1 | 25 |
| | Not Stated | .. | 1 | .. | 1 |
| <i>Total Foden</i> | .. | 371 | 42 | 52 | 465 |
| Ford | 22 | .. | .. | 1 | 1 |
| | 24 | 1 | .. | .. | 1 |
| | 25 | 21 | 2 | .. | 23 |
| | 29 | 98 | 29 | 3 | 130 |
| | 33 | 174 | 25 | 16 | 215 |
| | 36 | 1 | 1 | 1 | 3 |
| | 38 | 6 | .. | .. | 6 |
| | 43 | 6 | 1 | 3 | 10 |
| | Not Stated | 1 | 1 | .. | 2 |
| <i>Total Ford</i> | .. | 308 | 59 | 24 | 391 |
| G.M.C. | 26 | 1 | .. | .. | 1 |
| | 29 | 6 | 2 | .. | 8 |
| | 36 | .. | 3 | .. | 3 |
| | 43 | 1 | 6 | .. | 7 |
| <i>Total G.M.C.</i> | .. | 8 | 11 | .. | 19 |
| Guy | 22 | 68 | 8 | 1 | 77 |
| | 29 | 4 | .. | .. | 4 |
| | 36 | 1 | .. | .. | 1 |
| | 43 | 4 | 57 | .. | 61 |
| <i>Total Guy</i> | .. | 77 | 65 | 1 | 143 |
| International | 22 | .. | 1 | .. | 1 |
| | 26 | 1 | .. | .. | 1 |
| | 29 | 75 | 10 | 1 | 86 |
| | 31 | 15 | 1 | .. | 16 |
| | 33 | .. | 1 | .. | 1 |
| | 34 | .. | 1 | .. | 1 |
| | 36 | 3 | 1 | .. | 4 |
| | 38 | 30 | .. | 1 | 31 |
| | 40 | 14 | .. | 6 | 20 |
| | 43 | 20 | 1 | 15 | 36 |
| <i>Total International</i> | .. | 158 | 16 | 23 | 197 |
| Leyland | 29 | 14 | 4 | 2 | 20 |
| | 32 | 13 | 12 | 6 | 31 |
| | 34 | 834 | 40 | 46 | 920 |
| | 37 | 298 | 33 | 21 | 352 |
| | 43 | .. | 6 | .. | 6 |
| | 45 | 9 | 1 | .. | 10 |
| | 48 | 31 | 405 | 10 | 446 |
| | 55 | 534 | 513 | 50 | 1,097 |
| | 60 | 15 | 1 | 6 | 22 |
| | Not Stated | 5 | .. | 1 | 6 |
| <i>Total Leyland</i> | .. | 1,753 | 1,015 | 142 | 2,910 |
| M.A.N. | 27 | .. | 1 | .. | 1 |
| | 29 | .. | 1 | .. | 1 |
| | 36 | .. | 1 | .. | 1 |
| | 41 | .. | 3 | .. | 3 |
| | 42 | 3 | 1 | .. | 4 |
| | 45 | 12 | .. | .. | 12 |
| | 46 | 2 | .. | .. | 2 |
| | 55 | 1 | .. | .. | 1 |
| <i>Total M.A.N.</i> | .. | 18 | 7 | .. | 25 |
| Mack | 26 | 1 | .. | .. | 1 |
| | 29 | 2 | 2 | .. | 4 |
| | 31 | 4 | 1 | .. | 5 |
| | 33 | 5 | 2 | .. | 7 |
| | 36 | 13 | 3 | .. | 16 |
| | 38 | 12 | .. | .. | 12 |
| | 41 | 3 | 1 | .. | 4 |
| | 43 | 97 | 9 | 3 | 109 |
| | 45 | 298 | 7 | 14 | 319 |
| | 47 | 57 | .. | .. | 57 |
| | 51 | 1 | .. | .. | 1 |

No. 6—DIESEL-POWERED COMMERCIAL VEHICLES ACCORDING TO
MAKE AND HORSEPOWER (R.A.C.), AUSTRALIA—continued.

| Make of Vehicle | Horsepower (R.A.C.) | Lorries | Omnibuses | Other Commercial Vehicles | Total |
|------------------------------------|------------------------|--------------|--------------|---------------------------------|---------------|
| Mack—continued | 57 | 24 | .. | 1 | 25 |
| | 60 | 2 | .. | .. | 2 |
| | 63 | 15 | .. | .. | 15 |
| | Not Stated | 1 | .. | .. | 1 |
| <i>Total Mack</i> | .. | 535 | 25 | 18 | 578 |
| Magirus Deutz | 28 | 1 | .. | .. | 1 |
| | 30 | 5 | .. | 1 | 6 |
| | 45 | 2 | .. | .. | 2 |
| | 60 | 1 | .. | .. | 1 |
| <i>Total Magirus Deutz</i> | .. | 9 | .. | 1 | 10 |
| Mercedes Benz | 13 | 2 | .. | 23 | 25 |
| | 27 | .. | 2 | .. | 2 |
| | 30 | 109 | 1 | 6 | 116 |
| | 41 | 1 | .. | .. | 1 |
| | 45 | 1 | .. | .. | 1 |
| | 46 | 15 | .. | .. | 15 |
| <i>Total Mercedes Benz</i> | .. | 128 | 3 | 29 | 160 |
| Morris | 22 | 2 | .. | .. | 2 |
| | 26 | 250 | 9 | 3 | 262 |
| | 28 | 55 | 4 | 5 | 64 |
| | 29 | 6 | .. | 1 | 7 |
| | 33 | 1 | .. | .. | 1 |
| <i>Total Morris</i> | .. | 314 | 13 | 9 | 336 |
| <i>Total Panhard</i> | 30 | 3 | 1 | .. | 4 |
| Reo | 28 | 1 | .. | .. | 1 |
| | 29 | 11 | 81 | .. | 92 |
| | 31 | 7 | 14 | .. | 21 |
| | 33 | .. | 5 | .. | 5 |
| | 38 | .. | 3 | .. | 3 |
| | 40 | .. | 1 | .. | 1 |
| | 43 | 3 | .. | .. | 3 |
| | 57 | 5 | .. | .. | 5 |
| <i>Total Reo</i> | .. | 27 | 104 | .. | 131 |
| Scammell | 34 | .. | .. | 1 | 1 |
| | 43 | 7 | .. | .. | 7 |
| | 62 | 5 | .. | 9 | 14 |
| | 63 | 21 | .. | 2 | 23 |
| <i>Total Scammell</i> | .. | 33 | .. | 12 | 45 |
| Seddon | 19 | 10 | .. | .. | 10 |
| | 29 | 175 | 27 | 9 | 211 |
| | 36 | 7 | .. | .. | 7 |
| | 38 | 19 | 2 | .. | 21 |
| | 43 | 1 | .. | .. | 1 |
| <i>Total Seddon</i> | .. | 212 | 29 | 9 | 250 |
| Sentinel | 36 | 5 | .. | .. | 5 |
| | 54 | 10 | .. | .. | 10 |
| <i>Total Sentinel</i> | .. | 15 | .. | .. | 15 |
| <i>Total Standard</i> | 16 | .. | .. | 47 | 47 |
| <i>Total Studebaker</i> | 43 | 1 | .. | .. | 1 |
| Thornycroft | 22 | .. | 1 | .. | 1 |
| | 27 | 1 | .. | .. | 1 |
| | 28 | 5 | .. | .. | 5 |
| | 30 | 82 | 3 | 9 | 94 |
| | 31 | 120 | 1 | 6 | 127 |
| | 36 | 60 | 1 | 12 | 73 |
| | 40 | 110 | 1 | 18 | 129 |
| | 43 | 6 | .. | .. | 6 |
| | 93 | 2 | .. | .. | 2 |
| | Not Stated | 4 | .. | .. | 4 |
| <i>Total Thornycroft</i> | .. | 390 | 7 | 45 | 442 |
| <i>Total Tilling Stevens</i> | 35 | .. | 3 | .. | 3 |
| <i>Total Trojan</i> | 14 | 1 | .. | .. | 1 |
| Vulcan | 28 | 20 | .. | 2 | 22 |
| | 29 | 46 | 9 | 1 | 56 |
| | 36 | 1 | .. | .. | 1 |
| | 38 | 5 | .. | .. | 5 |
| <i>Total Vulcan</i> | .. | 72 | 9 | 3 | 84 |
| White | 29 | .. | 4 | .. | 4 |
| | 33 | 5 | 5 | .. | 10 |
| | 34 | .. | 2 | .. | 2 |
| | 36 | .. | 5 | .. | 5 |
| | 41 | .. | 1 | .. | 1 |
| | 43 | 5 | .. | .. | 5 |
| | 57 | 1 | .. | .. | 1 |
| <i>Total White</i> | .. | 11 | 17 | .. | 23 |
| <i>Total Other</i> | .. | 103 | 22 | 21 | 146 |
| Grand Total | .. | 8,941 | 3,502 | 777 | 13,220 |

No. 7—MOTOR CYCLES ACCORDING TO MAKE, AUSTRALIA.

| Make | Number of Cycles | Make | Number of Cycles |
|-------------------------|------------------|--------------------------|------------------|
| A.B.J. | 38 | Malvern Star | 2,026 |
| A.J.S. | 7,732 | Matchless | 7,304 |
| A.P.E. | 5 | Minimotor | 169 |
| Acme | 863 | Mobylette | 58 |
| Adler | 168 | Mosquito | 70 |
| Ambassador | 686 | Motobecane | 73 |
| Ami | 14 | Moto Guzzi | 73 |
| Ariel | 6,605 | N.S.U. | 315 |
| Augusta | 77 | New Hudson | 516 |
| Autobyke | 35 | Norman | 375 |
| B.M.W. | 556 | Norton | 4,785 |
| B.S.A. | 38,502 | O.E.C. | 60 |
| B. and W. | 15 | Panther | 1,521 |
| Barb | 2 | Power Pak | 35 |
| Berini | 348 | Puch | 763 |
| Bianchi | 2 | Romer | 140 |
| Bown | 26 | Royal Enfield | 5,220 |
| Corgi | 335 | Rudge | 111 |
| Cucciolo | 192 | Sun | 280 |
| Cyclaid | 4 | Sunbeam | 542 |
| Cyclemaster | 614 | Swallow Gadabout | 228 |
| D.K.W. | 586 | T.W.N. | 42 |
| Dot | 87 | Tandon | 13 |
| Douglas | 490 | Tilbrook | 22 |
| Ducatti | 65 | Triumph | 12,991 |
| Excelsior | 2,952 | Velocette | 3,641 |
| Francis Barnett | 1,647 | Vespa | 1,728 |
| Harley Davidson | 4,463 | Victoria | 63 |
| Hartley | 13 | Villiers | 181 |
| Heinkel | 130 | Vincent | 392 |
| Horex | 33 | Waratah | 418 |
| Indian | 1,747 | Wrigley | 6 |
| J.A.P. | 28 | Zundapp | 358 |
| James | 3,147 | Other | 1,818 |
| Jawa | 5,649 | | |
| Lambretta | 2,936 | Total | 127,129 |