

THE JIMMY'S ANCESTRY

The CCKW in Detail and The Collector's Syndrome

by
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Lansing, Michigan

PART I

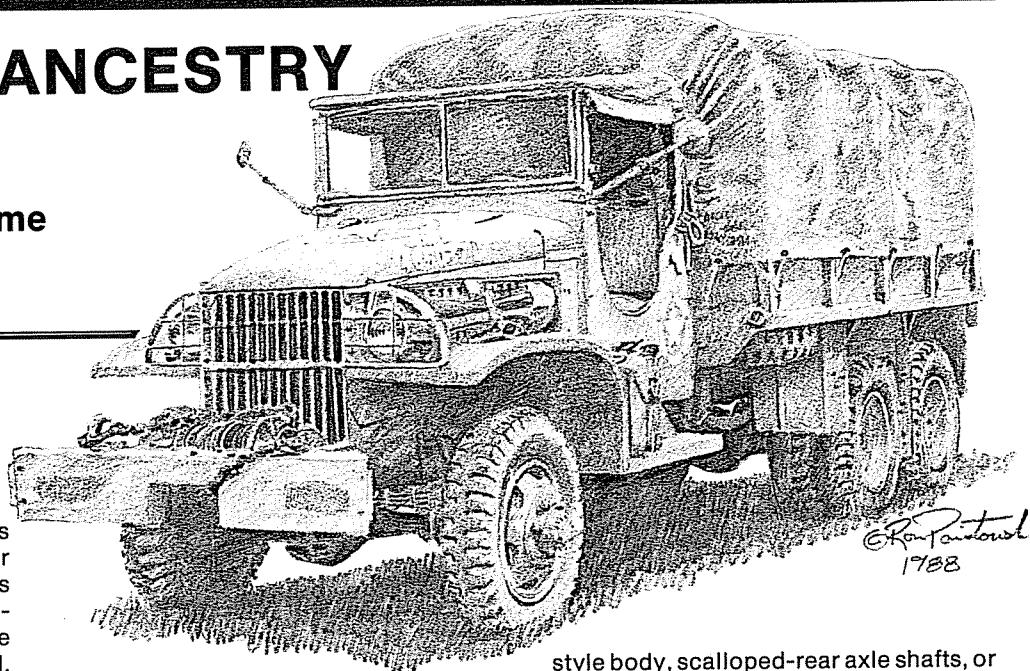
Originally this series started out as an addendum to a couple of earlier articles, and to tie up some loose ends that those articles generated. The articles were: 'Why a Jimmy?', and 'The Manuals for Restorers', parts I, II and III.

In the manual series, mention was made in very general terms that you couldn't get all the answers to your vehicle questions out of those rare and expensive books. There are still people who think that the answers to all their vehicular questions are in a single Xerox copy of a particular ORD 9. And, if they have a question that can not be answered from this book, it is because they don't have a copy of the 'Good One' published in ...

The GMC article was intended as a general introduction, and to try to convince the Jeep and Dodge-lovers that the 'deuce and a half' (in its original, unsullied form) is not the beast that they think it is. They are not really that big. However, the GMC article generated all kinds of mail asking very detailed questions about things so obscure one would think they were Jeep questions.

I have had the same questions myself about my trucks. Wanting to know just when the GMC logo was dropped from the bushguard doesn't seem like a very difficult question. There are two distinctly different part numbers, one with the logo and the other without it. The question should be answered in one of those expensive books - but it isn't. For those of you who don't want to wade all through this verabage, refer to Table IV. For the rest of you who would like to know why this is, read on.

This series is an attempt to answer all the obscure questions you have written about. It will try to explain the reason why a question could not be answered or, if nothing more than a best guess was offered, from where that opinion was derived.



Like everything else, our hobby is ever-changing. What was a grade A restoration ten years ago, hardly rates a second glance now. This is most evident with the G-503 Jeep. Even the name has become very specific - a few years ago I would have simply said Jeep. We have become, without realizing it, very sophisticated in our knowledge of just what the MB/GPW should look like. They are NOT all the same and they all didn't look like the retouched illustrations of the '43 GPW in TM 9-803.

In recent years we have become discriminating enough to realize that there is no such thing as the common Jeep. Due to the efforts of many concerned MB/GPW owners/collectors/restorers, we know that the common, standardized, G-503, 1/4 ton, 4x4 is really about ten or twelve very distinct sub models. All of these subtle variations are collector-only models. For example, you'll never find any official notations concerning: 'GPW's with American Central-bodies'. There are a couple of sub-groupings of the early '41 MB's with the fabricated brushguards. Then there are those very first GPW's that came on the Willys-style frame; the pure script Ford's of the mid '42 period; those odd, late '43 GPW's that used the un-modified Willys body; the common GPW's using the composite Ford/Willys/American Central-body; and then there are those very strange '45 MB's with the deep mud exhaust system, vacuum windshield wipers, CJ-style parking brake and no gas filter. All of these are different jeeps. And none of them exist as such in the official paper.

There are no TM-10's or ORD 9's specifying which GPW had the Willys-

style body, scalloped-rear axle shafts, or the thick, truck-style driveshaft. These obscure, very esoteric sub species are characteristics of any vehicle that was built on more than a couple of contracts, over a period of more than a year. As far as the hallowed 'official paper' ORD 9, G-503 (all editions) is concerned: all '41 MBs, late '43 GPWs, and late '45 MBs are the same. They are G-503, 1/4 ton, 4x4's. Their unique features, no matter how obvious, are recognized only by serious collectors, using information supplied by other collectors. This official "they're all the same" rationale readily explains the existence of the restorer's worst nightmare - the generic "Depot Rebuild" - a phenomenon totally unknown in the normal old car hobby.

It is only the serious collector who realizes just how unique, and truly rare, is the early '42 GPW on the Willys-style frame. That is because another collector pointed it out to him -- it was not in the TM or the ORD-9. To the first-time restorer, with his one Xerox copy of ORD 9, G-503, the vehicle is wrong. It's a Ford, it has to have the Ford-style frame. Why? Because the parts books says so. It is the preservation of these ever so slight variations (sub species) that makes the difference between a \$3,000 restored Jeep and a \$15,000 restored, early '42 GPW. So, as you can see, the official books are not infallible. Also, if you compare several of them, not only do they have mistakes and a few glaring errors, some are in conflict with each other. These glitches are why people write articles and sell books to supplement the official stuff.

Now, just what does all this Jeep philosophizing have to do with CCKW's? As stated earlier, Jeep collecting has gotten very sophisticated. The collecting

TABLE I

ACKWX353:	s/n	ACKWX353-3604	to	ACKWX353-6070	2,466
CCKW353:	s/n	CCKWX353-001	to	CCKWX353-13188	13,188
CCKW352/353:	s/n	CCKW353-13189	to	CCKW353- (?)	505,940
AFKWX353:	s/n	AFKWX-3016	to	AFKWX-10247	7,235
GMC 2 1/2 TON, 6 x 6 Final Production Total					528,829
CCW353 (6 x 4)	s/n	CCW-2003 to CCW-6103	CCW-7001 to CCW-26400		23,500
DUKW353:	s/n	DUKW353 -	to DUKW353 -		21,147

TABLE II

MODEL	1940	1941	1942	1943	1944	1945	TOTAL
ACKWX	2,466	--	--	--	--	--	2,466
CCKWX	5,707	7,481	--	--	--	--	13,188
CCKW	--	43,315	110,986	130,843	127,978	91,157	504,279
AFKWX	3	--	613	1,619	4,000	1,000	7,235
TOTALS	8,176	50,796	111,599	132,462	131,978	92,157	527,168
Total 2 1/2 ton, 6 x 6's (GMC), Accepted by U.S. Army							527,168
Total 2 1/2 ton, 6 x x's, Produced by GMC							528,829
Unaccounted For:							1,661
Percentage Error:							0.31%
DUKW	--	--	325	4,508	11,316	5,088	21,237
CCW (6 x 4)	--	558	22,687	255	--	--	23,500

TABLE III

ACKWX, CCKWX, CCKW MODEL/TYPE	1940	1941	1942	1943	1944	1945	TOTAL
LWB, Cargo wo/w	6,550	22,459	43,935	58,448	53,442	46,538	231,372
LWB, Cargo w/w	1,202	7,564	27,795	27,870	32,221	24,019	120,671
SWB, Cargo wo/w	244	11,862	14,110	5,380	--	--	31,596
SWB, Cargo w/w	--	8,508	8,547	3,145	954	440	21,594
LWB, Chassis wo/w	36	124	15,535	18,145	11,279	1,641	46,760
LWB, Chassis w/w	--	--	237	3,321	2,674	4,184	10,416
SWB, Chassis wo/w	--	2	--	800	--	--	802
SWB, Chassis w/w	--	--	--	--	--	--	--
M27/M27B1	--	--	--	--	1,292	1,627	2,919
Dump, wo/w	--	1	--	1,300	--	--	1,301
Dump, w/w	--	--	--	10,905	23,693	12,500	47,098
15' Stock Rack	27	93	--	--	--	--	120
LWB, Sig. Van	--	--	1	--	--	--	1
750G Gas Tank	114	183	750	642	2,282	162	4,133
700G Water Tank	--	--	60	847	215	45	1,167
Fuel & Battery Service	--	--	16	--	--	--	16 *
TOTALS	8,173	50,796	110,986	130,803	128,052	91,156	519,950

* might have been built on AFKWX353 chassis.

of the CCKW is still in its infancy. It is probably at the same stage that serious Jeep collecting was at fifteen to eighteen years ago. There are no nice, comprehensive, answer-all questions guide-books to buying CCKW's. Or, there are not enough people who have fiddled with them and know the truck well.

This primitive stage of Jimmy collecting is handicapped by the fact that most of today's decent CCKW's are ex-NATO REBUILDS. Parked in rows at the surplus dealers, they are very impressive - still olive green, having original military bodies, decent tires and usually very few miles since being REBUILT. These trucks look great and run like cream-filled cats. Generally the only thing wrong with them is detail. Detailwise they are often as screwed up as those horrid ex-Swiss Dodge Command Cars.

The nicest looking truck in the row probably isn't the one you really want.

The guy who decides he wants a CCKW does not have anything to guide him up and down those rows of rebuilt trucks. There are no books, no articles, no friends to ask, no collective knowledge to fall back upon. He can find a nice truck, but just checking the frame number (s/n 185627-2) does not tell him just what that truck should really be. Is it what he is looking for, or is it just a collection of leftover GMC parts. Only after the money changes hands and the truck is sitting by the garage (no, it won't fit inside) does the proud owner notice that all the instruments are funny, the data plates are in a strange language, and the left hood side panel doesn't match the one on the right. But, the truck looks just like the retouched illustration in TM 9-2800.

If you think that certain ARMY MOTORS authors are immune to these pitfalls you are wrong. I've got two very-generic rebuilds that aren't too bad. But, they're not exactly right either. It wasn't until buying the fifth one that I finally got it all together and started hauling reference material to the surplus yard. Not to scare you off, in addition to the two generic's I also have two very original ones that came from the same overseas source. There are still some incredibly nice original GMC's lurking in those rows of indifferently detailed rebuilds. With some very careful searching, you can find: mint (to paraphrase the N.R.A.), 90% original blueing, all numbers matching CCKW's. All it takes is a bit of looking, and a real good idea of what you are looking for - 'where did you get that?' Just like Jeep or gun collecting - does the truck match the serial number?

TABLE IV - CCKW DETAIL CHANGES

Detail Change	CCKW/CCW s/n
CCKWX: Into Production, 'Military Front End',	001 (Oct. '40)
CCKW: '3063 - engine w/single large mil. std. oil filter, 25-amp electrical system, large 4H battery, GM Banjo axles	13189 (Feb. '41)
1608 - cab (military round instruments, capillary temperature gauge) Cats Eye B.O. markers, 1st-series Hydro-vac, cowl mounted mirror arm, 18 $\frac{1}{4}$ fan, month/year-stamped nomenclature plate	CCW-7001 353-41124 (June '41) 353-41189
3148 - engine w/40 amp, neg. gnd. electrics, lever ignition switch, Delete rubber floor mat (except CCW) and leaded body seams Radio suppression bonding/shielding 1619 - open cab, running change from, to all after Wood steering wheel Delete early-style radio filter from distributor Delete gas gauge circuit breaker Black out driving lamp, with asymmetrical brushguard 3168 - engine w/water by-pass, revised T/C lever boots Steel accelerator Pedal Delete GMC logo from brushguard Heavy duty, D-7 steering gear, w/larger shafts Late-style, composition shock link bushings Late-style, spring radiator mounting 3199 - engine, w/positive crankcase ventilation, spark plug suppressors	87614 (May '42) @ 110000 (?) 116137 to 213651 @ 120000 (?) 163386 166288 192881 (No CCW) 193513 (No CCW) 198018 @ 200000 (?) 201680 (3/22/43) 206316 213259 352-208629 353-219512
3020 - engine w/2 piece, deep sump oil pan, 2nd series 'hydro-vac' Large fuel tank fillers/caps Late, large dimmer switch Late-style cab canvas, cab stowage items, revised T/C floor seal, demountable brake drums (?). running board tool brackets	220521 (5/1/43) @ 235000 (?) 241321 311835 (Nov '43)
3431 - engine w/SAE air cleaner, cast iron carburetor, revised brake plumbing, rear trunnion seal, reinforced frame	321078 (Feb '44)
3731 - engine w/6-valve fuel pump, dust-proof distributor, simplified ignition shielding (covers), 4-bolt cover voltage regulator, rotary light switch, 150' winch cable	394577 (Nov '44)

The last time the urge to buy another Jimmy struck me, the selection process was much different than the first time around. This time I picked the worst looking one, and it didn't even have a winch. My partner in these affairs took one look at it and wondered what was so great about THAT one. The one at the end of the row had new tires on it! Yes, but THIS truck had all original American instruments, a full set of American data plates, the serial number, date of delivery, and all the major parts that said the same thing. It was a complete, early 1945, open-cab cargo truck.

After all this preamble, the objective of this series is to give all CCKW owners, or prospective owners, a simple (maybe boring) look at just what any CCKW should have looked like when it left the factory. This way, while standing in the rain looking at a truck number '462847-A2, he can have a good idea of just what should be there. Is the truck really original or is it just some depot's conglomeration of floor sweepings?

At one point during the preparation of this series, there was a 16 1/2 inch stack of GMC parts books on my desk. This was a cross section, from first to last, that even included a civilian parts book for cross reference. There was another pile of supplemental material that ranged from shop manuals and service bulletins to a book on How To Hop Up The GMC 270. All this was tempered with 15 years' worth of fooling around with CCKW's and talking to a lot of people. However, remember that this is still only one person's findings. We are still in the dark ages of CCKW collecting, and nothing is written in stone. The 'foot note freaks' will be glad to know most of this was drawn from Primary Sources (with all their attendant errors/omissions and ambiguities).

Unlike the G-503 Jeep, the CCKW came in a mind-numbing array of possible combinations: long/short wheelbase; Timken (split)/GM (banjo) driveline; with/without winch; open/closed cab; and an almost endless variety of body styles. But, like the standardized 1/4 ton, 4x4, the CCKW was in production for a long time (almost 5 full years) and was produced on some 28 individual contracts. As such, like the MB/GPW, the venerable Jimmy came in a whole range of subtle sub-species. (You were afraid I was going to say that). Only the official parts book (ORD 9, G-508), is so naive to assume that they are all alike.

Rather than continually use the cumbersome contract numbers for reference, and to sort of break up what is going to be a rather long and boring trip, I have broken the CCKW production down into a rather arbitrary set of six series. This grouping is based primarily

on contract runs or, in a couple of instances on a breakdown, for collectors convenience. There is no official basis for these groupings. Therefore do not call your friendly surplus dealer and tell him that you want to buy a nice '3rd series' CCKW. He will not have any idea of what you are talking about. You could give him the series serial number range -that he would understand.

This series is broken down into the following groupings. All grouping sets (except the first which starts with CCKWX) have the prefix CCKW:

SERIES 1	
353-001	to 353-41188-B1
SERIES 2	
353-41189-A2	to 353-87613-B1
SERIES 3	
353-87614-A2	to 353-213651-
SERIES 4	
353-213652-	to 353-321077-
SERIES 5	
353-321078	to 353-394576-
SERIES 6	
353-394577	to 353-56?? (the last one)

TABLE V
GROUP 18 - CAB AND BODY

1800 - CAB ASSEMBLY

MODEL 1574 Closed Cab

(Used on conventional 6 x 6 models CCKWX-353 and CCKW-352 and -353 prior to chassis No. 41189)

MODEL 1608 Closed Cab

(Used on conventional 6 x 6 models CCKW-352 and -353 prior or chassis serial No. 96680 and on the following: 96680 through 116136, 118103 through 122757, 124558 through 124655, 124691 through 124802, 125156 through 125725, 126321 through 126648, 127045 through 146853, 149359 through 160647, 162460 through 162988, 163357 through 163857, 166308 through 166746, 166917 through 175673, 175873 through 176074, 176133 through 181064, 181809 through 181825, 182022 through 184921, 185009 through 188851, 189207 through 201385, 204446 through 207111, 207634 through 188851, 189207 through 201385, 204446 through 207111, 207634 through 211805, 211807 through 213650 and Model CCW.)

MODEL 1619 Closed Cab

(Used on conventional 6 x 6 models CCKW-352 and -353 chassis with the following serial numbers 116137 through 118102, 122758 through 124557, 124656 through 124690, 124803 through 125155, 125726 through 126320, 126649 through 127044, 146858 through 149358, 160648 through 162459, 162989 through 163356, 163858 through 166307, 166747 through 166916, 175674 through 175872, 176075 through 176132, 181065 through 181808, 181826 through 182021, 184922 through 185008, 188852 through 189206, 201386 through 204445, 207112 through 207633, 211806, 213651 and after.)

MODEL 1615 Closed Cab

(The model 1615 closed cab was used AFKWX-353 prior to serial No.3087.)

MODEL 1620 Open Cab

(The model 1620 open cab is used on AFKWX-353 chassis serial No. 3687 and after.)

1810 - CARGO BODIES

(NOTE: The following items used on Models CCKW 352, 145 in.-wb., with 108 in. cargo body; CCW, CCKWX and CCKW 353, 164 in.-wb. with 144 in.cargo body, chassis No. 149360-A1 through 153018-A1, 153219-A1 through 162459-A1, 181801-A1 through 181808-A1, 189062-A1 through 189206-A1, 204439-A1 through 204445-A1, 207112-A1 through 207365-A1, 211806-A1 and 176134-A2 through 181790-A2.)

(NOTE: The following items used on Model CCKW 353, 164 in.wb., 144 in. Steel Cargo Body, chassis No. 169804-A1 through 172237-A1 and 205896-B1 through 207111-B1.)

GROUP 13 - WHEELS, HUBS AND DRUMS

1311 - WHEEL ASSEMBLY, BEARING, SEALS, STUDS, NUTS

(NOTE: the following items used on all models except CCKW 353-236404-2 through 236520-2, 260626 through 260869, 384190 through 384261, 393021 through 393040, 455162 through 455211 and 462836 through 462860.)

The GMC Enigma - Serial Numbers and Dates of Delivery

The 'When was my truck built?' question was the initial reason for setting up Tables I, II, and III. Originally, it was hoped that there would be a different Table IV, one that gave first and last serial numbers for each calendar year of production. So far, no luck. When this article was conceived, it was figured that it wasn't going to be too difficult to set up a guide for CCKW's giving a summary of all known production changes, production series (early/late, etc), so anyone could check out a CCKW. By using its chassis serial number, no matter what its present condition, they could tell exactly just what it should be: year, body style, cab style, and basic detailing. Well, that was the object. Unfortunately, it wasn't the result.

Remembering that date of delivery and date of production are not the same, I needed a bigger data base - a CCKW registry. The appeal went out and eventually serial number data started to trickle in. The results, so far, have been less than spectacular. What became apparent, UNLIKE the very orderly progression of Jeep serial numbers/date of deliveries (with their profusion of minor glitches), was that the CCKW's serial number progression, relative to date of deliveries, was totally out of whack. There were large numbers of huge glitches; trucks delivered a year out of

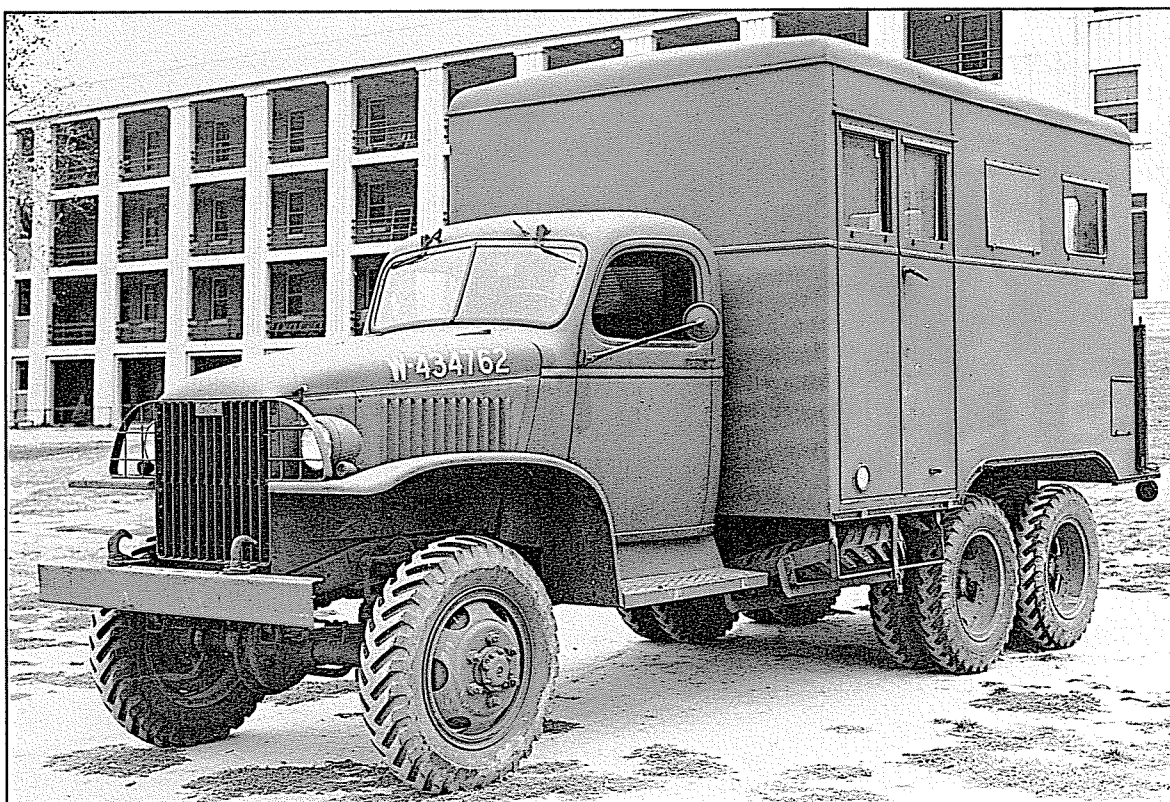
sequence; trucks dated months before they were supposedly built. For example; the following serial numbers and delivery dates show the earliest one delivered a year after the higher numbered one. CCKW353-164011-1 (9-43), CCKW353-173477-1 (9-42). Lest you think it's a typo; CCKW353-165412-2 (11-42).

These aberrations are not just isolated examples, they are very common especially in the special, chassis-cab models. i.e., those trucks with the -1 and -2 suffixed serial numbers. These last serial number digits, dash one, or dash two numbers, without a letter preceding them, signify a Timken drive-line (-1), or Corporation (Banjo) drive-line (-2) chassis-cab, with or without winch, produced for a special, non-production body. Logic would dictate that this shouldn't be a problem. These special production chassis-cabs were only about 11% of the total production and such could be dropped from the data base. This wouldn't work, these were the data base. Over 60% of the serial number/date of deliveries so far submitted were for -1 and -2 serial suffixed trucks. I'm sure that some computer whiz could have a field day explaining why this 11% segment of the total production run makes up the predominate percentage of the survivors.

The only way a valid yardstick for setting up yearly delivery blocks based on serial number/date of deliveries is going to work, is to have it based solely on the numbers from the common, long wheel base, production bodied cargo trucks; those vehicles having serial numbers suffixed with -A1, -A2, -B1, and -B2. Also, many more numbers are needed to establish a reasonable sampling. And THAT is a long ways off...

Surprisingly, there is a reasonable explanation for these erroneous dates of delivery. The disparities come from the simple fact the unlike cars (or jeeps), all medium to heavy-duty trucks are built without bodies and are delivered at the end of the assembly line as 'Chassis-Cabs'. Military trucks are very unusual in that most of them come with manufacturer-installed 'Standard Bodies' (cargo trucks). These factory installed standard bodies are mounted after the truck (chassis-cab) is completed - not along the production line. With civilian trucks the completed chassis-cab is delivered and the dealer, or the buyer, makes the body arrangements.

In the case of the CCKW, while all the trucks were produced as chassis cabs, the type of body to be fitted was generally established at the very beginning of the assembly line when the frame serial



An example in point is this long wheel base Signals Van. 1801 were ordered. One was built.

number was stamped. The chassis job sheet dictated what serial number and what alpha-numerical model suffix was to be applied. That final letter/number code said if it was going to be a cargo truck with winch; Timken driveline (-B1); or a water tank truck - no winch; Corporation (Banjo) driveline (-G2). At the end of the chassis assembly line, after the standard bodies were installed, the trucks were roadtested, inspected (any deficiencies corrected), the government inspector formally accepted them. That's the date of delivery, when the truck was complete and accepted.

All those special chassis-cabs, were roadtested, inspected, but not really accepted, since they weren't completed yet. From this point, the trucks were driven/shipped to the body builder/depot, etc. and languished in the system for anywhere up to a year. When the body, and its load was finally completed the truck was again inspected, accepted, and only then was the date of delivery stamped on the nomenclature plate.

Due to minor contract variations, or depending on which branch of the service those specific trucks were installed for (Signal Corps, Corps of Engineers, Medical Corps, etc.) - that governed the registration number block assignments, there were exceptions to all of the above. The early Lend-Lease trucks were delivered without registration (hood) numbers, some chassis-cabs were accepted and dated as chassis-cabs, some were dated when the empty body was installed, but most were accepted and dated when the entire truck/equipment installation was completed.

By contrast, jeep deliveries were a very simple, orderly process. In fact, due to the complete lack of any factory options, the jeep was an anomaly in the procurement system. With the G-503, 1/4 ton, 4X4, production date and date of delivery are almost the same. However unlike the jeep, it's the CCKW's incredible diversity of body-types, and the vacillating monthly priorities as to which body style was required, that causes for the 'date of delivery' dilemma. It's for this reason that I can't be more specific in virtually all instances of when a change took place, or answer that most basic question - when was my truck delivered? What it boils down to is the need for many more serial numbers and delivery dates before I can produce a satisfactory production listing.

Concluded on page 32.



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
US ARMY ORDNANCE CENTER AND SCHOOL
ABERDEEN PROVING GROUND, MARYLAND 21005-5201

ORDNANCE MUSEUM
USAOC&S-ATSL-SEM
ABERDEEN PROVING GROUND, MD. 21005

Gentlemen:

I am writing to enlist your aid in a project we have undertaken at the U. S. Army Ordnance Museum. We are in the process of restoring a White armored car known officially as Armored Motor Car No. 2. This vehicle was built at Rock Island Arsenal in 1916, it was based on a White 1 1/2 ton chassis. This type of vehicle was supposedly employed on the Mexican border with General Pershing.

Our lack of adequate reference on the chassis and body prevents thorough restoration. We also need sources for parts. To our knowledge, this vehicle is the only one in existence. Any assistance your staff or readers can provide would be greatly appreciated.

Sincerely,

Leon Conjour
Leon Conjour



AM



OVER THERE!

A Journal of the First World War

First World War Journal

Published by Southern California IMVCC Member

Huntington Beach, California is the home of an International Surfing Museum, a perfectly restored 45 year old weapons carrier, and a slick new journal dedicated to memorializing the deeds of America and her Allies in the "War to End All War".

Not by coincidence, the 3/4 ton Dodge and the journal, appropriately called "OVER THERE!", are part of Southern California IMVCC member Bill Hoffman's personal interests. Bill has been a Dodge aficionado since his teens, but it took a visit to the blood drenched battlefields of Verdun for him to succumb to the passion that seems to affect World War One enthusiasts.

"The First World War was one of the greatest tragedies in history", Bill began. "And young people today have no idea of what those men and women went through. The purpose of OVER THERE! is to provide a means for their stories to be told and remembered. I think it is enjoyed by both amateur historians and collectors, and by people like myself who simply want to keep alive our knowledge of the war and its consequences."

He concluded, "OVER THERE!, like ARMY MOTORS, owes its success to a dedicated staff and readers willing to participate by submitting interesting articles and photographs."

Bill served in the Army Engineers from 1968-72. He and his wife own an eight year old computer business which publishes the quarterly journal.

One year's subscription (four issues) costs \$10.00 in the continental United States. A sample copy is available for \$1.00. Write Bill at "OVER THERE!" c/o Hoffman Computer Systems, 16582-Q Gothard Street, Huntington Beach, California, U.S.A. 92647.

AM

**DATE
LINE
ITALY**

7th RADUNO VEICOLI EX MILITARI

CITTA' DI SASSUOLO

15 - 16 OTTOBRE 1988

by

Alfredo Gibertini, Sassuolo, Italy

In the capital of the ceramic tile industry, on October 15th and 16th, 1988, a huge meet for collectors and enthusiasts of historical military vehicles was held. There was also a militaria market at our 7th Raduno di Sassuolo. This event was organized by local members of the IMVCC and sponsored by the Sassuolo Municipal Authorities.

While the opening day was October 15th, the first to arrive, a few days earlier, were ex-King Michael of Romania (see ARMY MOTORS #46) and his wife Queen Ann of Romania from Geneva. They arrived in their Ford GP 4x4 (a rarity in Europe and the first one I have seen). Its restoration was completed in time for this rally. Antonio Allegranzi, President of the IMVCC, and Mike Smallwood, organizer of AMPHIB 88 ENGLAND, also arrived early.

On Saturday morning, a group of paratroopers from the 3rd battalion of the US Army's 82nd Airborne Division arrived from the Vicenza SETAF base. The rallying point was Salvarola Terme, a green hill 3 km south of the town of Sassuolo in Northern Italy. They came with several current vehicles, including a brand new M113 troop carrier and a snow-tracked tween (sic) vehicle transported on two long articulated trucks, a Gama Goat and a few Hummers (the new Jeep). Already assembled were many Jeeps and a great variety of other MV's such as a short-wheelbase GMC, two DUKWs, an old SPA 38 Italian lorry, a WW II Dodge ambulance, a post-war M43 ambulance, a beautiful Alfa Romeo coloniale Cabriolet 6C, an original Kettenkrad with a 36HP Opel engine, a Moto Guzzi 3X3 and a motorcycle. There were more than 50 MV's at Salvarola Terme on Saturday and over 90 altogether in the Viale on static display on Sunday.

On Saturday afternoon, the participants registered and received souvenirs. There was a convoy for Jeeps and Dodges to Monte Gibbio for a picnic based on red wine and local food offered by the the organizers. The group returned to Salvarola Terme and a dinner party at the Terme Restaurant.

On Sunday, the 16th, a static display and a militaria market was held in the Sassuolo town center (the Viale XX Settembre). About 10,000 people attended the show. After the field kitchen luncheon, provided by the Sassuolo Municipal Authority, the Municipal Police escorted a convoy to the Sassuolo Airport to see jumps from a helicopter by the acrobatic team of the 3rd Battalion of the 82nd Airborne Division. Trophies, plaques and cups for the participants were provided by local companies.

The meet ended with a great "arriverderci" until the 89 RADUNO, to be held on the third weekend of October, 1989.

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THE JIMMY'S ANCESTRY - Continued from page 24

With the tables, the production figures are as close as can be determined at this time - within 1 or 2%. The figures are based on GMC's final, postwar production tallies, and the U.S. Army's final list of production acceptances published after the war. Between the two sources there is only a discrepancy of some 1661-trucks. For the sheer quantities of vehicles discussed, this is unbelievably close. Also, since these are drawn from internal documents, there should be no reason to doubt their accuracy, although there is a large cloud over the actual chassis serial number range.

In many instances, these figures are in conflict with those Contract Summaries listed in the mid-war, GMC Master Parts Book, and even chassis serial number ranges. In the mid to late war period, what was ordered and what was finally delivered was often quite different as contracts were continually being revised, amended, extended or cancelled. Also, there are the inevitable errors due to the different methods used for accounting: calendar year, production (model) year, or fiscal years.

Right from the beginning, it was realized that there was at least one contract that was totally lost, and the figures wouldn't balance. In 1939, the French Government purchased an unknown (at this time) quantity of the initial model ACKWX. All records of this purchase are lost. So, there are really more ACKWX's than the table totals indicate. Since the check figure was GMC's final production total of all 2 1/2 ton, 6x6's built from 1939 to 1945, when the missing contract figures show up, the French ACKWX's will have to be added to the ACKWX-volume, and subtracted from the CCKW-totals. In addition, the chassis serial numbers don't jibe with the final production totals.

Theoretically, the last CCKW should be serialized around 519,130, if the production totals are correct. But, CCKW serial numbers run up into the 560,000's. I don't understand this discrepancy - but nothing is written in stone. Bart Vanderveen has figures that say 562,750 GMC 2 1/2 ton, 6x6's. I believe that this is closer to what the actual serial number range reflects. In the future, some adjustments will have to be made to the tables.

In comparison, the jeep fans who fiddle with figures still have an equally high percentage of 'missing jeeps'. At present, there are approximately 23,000 MB's that cannot be accounted for. Also, the exact number of GPW's built is questionable. Ford's final production totals (even adding/subtracting cancellations), surviving serial numbers and the Army acceptance figures all widely disagree. That's how closely the bean-counters kept track of all this stuff.

To the eagle-eyes out there who are going to add up all the numbers, check my math, and send me a blistering letter telling me that I can't add - I know that, all I can say is that the numbers are close. Finally, as this was all being prepared, and to keep all in perspective, - an enquiry to GMC brought back the enlightened response that: "General Motors Truck and Coach Division didn't build Army trucks". For year, a friend has been trying to convince me that the CCKW isn't, by any stretch of the imagination, a real Army truck. Maybe he's right. Anyway, GMC has no idea of how many of these things they built, or just how they fit into the great scheme of things - the factory records are simply gone.

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