

## THE JIMMY'S ANCESTRY

### The CCKW in Detail and The Collector's Syndrome

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#### PART V

## THE CCKW

### The Second-Series:

The second contract CCKW's, or early '42's, differed considerably from the first series. Again, there were few visible clues to the magnitude of these May, 1941 changes. Other than the introduction of the banjo driveline in February 1941 and the much later, February, 1944, design revision, this second contract detail redesign was the largest, one-time batch of incorporated changes. These changes were so extensive that had these been normal, civilian trucks they would have been touted as a new model or even as 'next year's'.

The second contract (W-398-QM-10250) started with the serial number CCKW353-41189-A2. The trucks were modified in detail to achieve greater parts interchangeability with the rest of the Army's new fleet of standard trucks. The changes ranged from changing the fuel fillers again (so a QMC-standard gas cap would fit), to a total revision of both the cab and the brake system. Once these changes were made, the trucks remained essentially identical through several succeeding contracts: W-398-QM-10675, '10890, '11221; DA-W-398-QM-58, '69 and '85.

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The major mechanical change was the brake system. The early vacuum-boosted pedal was replaced by the sophisticated Bendix first series 'Hydro Vac'. This unit, along with its attendant plumbing, was mounted inside the righthand frame rail. The old vacuum power



cylinder was deleted from the left side frame rail and the master cylinder relocated. The faithful 270 engine was also changed. The fan assembly was replaced with a five-bladed fan, 18 1/4" in diameter and the cylinder head was reworked to accept both the army standard mechanical temperature sending bulb and the steam relief tube.

The lighting system was modified. The early blue-louver blackout marker lights were replaced by the newly developed polarized or cat's eye style. The front markers required nothing more than changing the lamp door assemblies. The rear lamp assemblies, however, were completely replaced. The earlier, expensive, die-cast lamp housing was replaced by the new stamped metal housing, using the sealed lamp elements. (A note to all you Willys/Dodge restorers who are beating the bushes for the C-B marked lamp doors — the GMC devotees are looking for those Guide-marked doors you've been throwing away. The new-style cat's eye lamps were very widely retrofitted to the earlier trucks using a Quartermaster-issued upgrading kit. So, in 1988, the style of the marker/taillights aren't really an identifying feature.) There was no blackout drive lamp as it hadn't been invented and would not be for over a year. Some of the electrical system components were changed to Army-spec parts. Despite these changes, the basic electrical system remained the old, pre-war standard of 6-volt, 25 amp, positive ground.

To the collector, the significant changes were in the cab. The cab was reorganized to better reflect military needs. Some would say that it was really cheapened as many of the little, civilian-oriented, amenities were discarded.

#### To the collector, the significant changes were in the cab.

The new cab was designated the Austere-Military Model 1608. The cabs with the hole in the roof for the machine gun mount were the 1609 model cabs. The only exterior variation of the revised cab was the rear view mirror mounting. The mirror was mounted on a cowl mounted bracket while on the old style cab it was door hinge mounted. The Army really wanted to have dual outside mirrors. The drivers pleaded for them. But due to a critical shortage of silvered glass the trucks only came with one mirror. Whenever available, a righthand mirror would be mounted. The single mirror was not a sign of the bean counters' cost cutting.

A very minor point: the earlier 1574 cabs were identified by a body serial tag attached to the righthand door sill. The later 1608 cab was identified by an embossed number tag, spot welded to the firewall just above the voltage regulator.

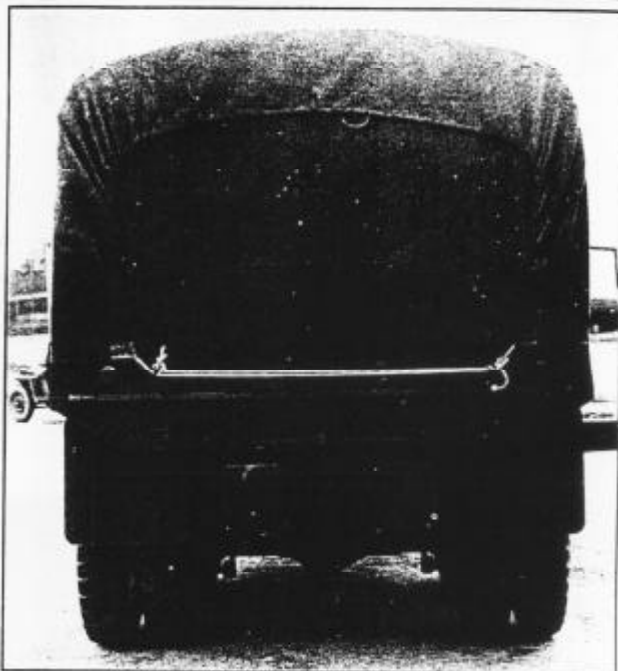
Deleted from the new cab were: the civilian instrument cluster; ash tray; both glove box and exterior door locks; and the Bedford cord seat covering. One of the not so obvious deletions were the horizontal trim strip along the bottom of the instrument panel.

The new cab used all the old-cabs' sheetmetal, with only a few hole changes. The interior door handles were olive green plastic, the seat covering was imitation leather (contract 10250 only), the later trucks used Army Duck (canvas). The black, three-spoke, hard rubber steering wheel and the rubber floor mat were retained.

## ARMY MOTORS



Front view of W-474170, taken on 27 May, 1941. Again, the cowl mounted mirror and the "cat eye" markers show up well. Also very evident, the 41-style brush guard, with the outward facing welded ears of the vertical bars.



Rear view of W-474170, taken on 27 May, 1941. With the 2nd-series change to the later style lights, the rear end of W-474170 looks the way they would all look until the end of production of the All-Welded Steel bodies in early 1943.

The most noticeable interior change was the instrument panel. A stamped metal insert, the same shape as the old-style cluster, now held the standard five Army gauges. Since the old panel had built-in indirect lighting, the new panel required that the familiar Army-style hooded dash lamps be installed. In the GMC, these three lamps worked about as infrequently as they did in the jeep. The instruments were supplied by GMC's AC division. They were almost identical to the familiar Auto-Lite and Stewart-Warner units used in jeep/Dodge production. The AC's faces and bezels were very slightly different from A-L or S-W units. The AC temperature gauge was easy to identify; instead of the coiled spring capillary tube armor that A-L and S-W used, the AC's capillary tube was usually protected with a sheathing of woven metal braid.

All these changes were to promote fleet-interchangeability and increase standardization. And with them, the CCKW emerged from adolescence into adulthood - maturity came a bit later. The second-series trucks remained in production for almost a full year - until May, 1942. During this run, there were a couple of very minor changes of interest to collectors.

Beginning with the first units on contract '10250, the data plates were stamped differently than before. Start-

ing with serial number 41189, the date of delivery was only given as month and year. Only the first series trucks had month, day and year stamped on the data plate. Trucks built after 61263 had canvas seat covering instead of the artificial leather.

On the trucks after serial number 65192 there were two changes of note. First, those trucks built on contract '10890 were the first ones delivered in 1942 and as such they had the new-style registration numbers. These new registrations were those without the W-prefix. They were still the large 4" characters and would remain so well into 1943. Also there was an un-noted change in the brushguard. This is a subtle detail of interest only to the rabid collector. The brushguard still had the GMC logo and the symmetrical right and left sides. All trucks before 65192 had the vertical radiator guard bars welded into the frame with the welding tabs (or ears) facing outward from the center line. Trucks after 65192 had the vertical bars welded in by pairs with their ears touching. Either the design was intentionally changed or some supplier changed it to simplify fabrication. It remained that way until the end of production. There is no difference in the part numbers for these changed brush guards, both styles are listed under the same number: 2145069.

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For the restorer, these second-series trucks would probably be the easiest ones to restore. As with the very early G-503 jeeps, the contract books match their contract vehicles very well. The vehicles were still simple and relatively unaltered - the parts books offer few pitfalls. In addition, the front section of the second-series manuals (TM 10-1146, '1147, '1268 and '1269) have super detailed Vehicle Identification Charts. These charts show complete production breakdowns of each contract; exact serial number blocks; production blocks; and registration number assignments (see table VI in part I of this series). While these early books still used the same illustrations and text as the first ones, they were revised slightly. Since they only cover a very limited range of production, they are easy to use for checking detail by using the specification sections of the maintenance manuals. The only rub - very few of these '2nd version' trucks survive.

With the next contracts (the third-series) this all changed. Serial number CCKW353-87613-B1 was the last of the second-series trucks. The next batch were the first of the true "War Babies".

## ARMY MOTORS

Just a week or so after the B.O. Drive lamp was installed at serial number 193513, there was a major engine change and a minor trim change.

housing. This made all the plumbing integral with the engine. A bit more about this later. The trim change? The individual leather boots for the two transfer case levers were replaced by a combined, one-piece leather boot for both levers. This was a big version of the leather boot used with the jeep. As a note: I have never seen a CCKW with either the early style steam relief tube/radiator system intact, or a surviving leather shift lever boot. I've seen a lot of postwar canvas replacement boots.

At serial number 201680, built on March 22, 1943, the steering gear was replaced by the heavy-duty D-7 steering gear box, using the larger 1 3/8" diameter Pitman shaft. The early and late steering gears are fully interchangeable as complete units. This is only mentioned because it is one of the few serial number/production dates available.

Finally, at serial number 213651, the quaint model 1608 closed-cab passed out of production. Every indication is that this was in late April or early May, 1943. I consider the passing of the closed-cab to be the end of Third-Series trucks. The following Fourth-Series trucks were almost all produced on this same contract.

To the collector, one of the "major" changes of note is the steering wheel. The familiar three-spoke, hard rubber passed out of production sometime during September/October 1942, at approximately serial number 125,000.

The most significant un-serial numbered change ever made to the CCKW was the initial "Fully Screened" Ignition Suppression System.



*As rare as the early 1943 combined/asymmetrical brushguard was in production (about 10,000 units), it is very common in Italian campaign photos. It is about the only characteristic that you can see in a photo that will tell you the month/year of the truck's production - January/February, 1943!*

*US Army Photo SC-182510*