

J.20 Crew Cab Costs	
Parts Required -	
(1) Full - J.20 Kit including Build cost and Local Content (1982 kits)	\$13513.00
Sundry Parts / Debtors etc.	1593.00
Superior Body Works / IHC	3245.00
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TOTAL COST	\$18351.00
Variables -	
Freight	300.00
Warranty	200.00
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TOTAL COST & VARIABLES	\$18851.00
Govt. Delivery Fee to Dealer	500.00
J.A. Margin	1000.00
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GOVT. BUYING PRICE	\$20351.00
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DEALER PRICE LIST	
J.A. Cost	\$18851.00
J.A. Margin	1000.00
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Dealer Buying Price	\$19851.00
Dealer Margin (13%)	2966.00
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List Price	\$22817.00
Sales Tax	3377.00
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Retail Price	\$26194.00

When I was in charge of southern region, we had a dealer (part of a large diversified group) in Tasmania. The guy I dealt with, Tex, his real name escapes me, called me and said the Hydro Electricity people in Tasmania had a use for a purpose built heavy duty vehicle to work on their power lines in really rugged terrain. Tex asked if we had anything that would carry a few people and have room for equipment as well. At that time my answer was obviously “no”. Off the cuff, I suggested that maybe we could cut the back off a Cherokee and try something along those lines. When I suggested this to Head Office they thought I had lost the plot, however, being a person that does not give up too easily I pestered and pestered them until I got a slightly warm response from the managing director, Gene Heideman. The others at head office were of the “too hard” ilk, whereas Gene would at least listen. The next hurdle was to get manufacturing to do some rough engineering drawings and feasibility studies, again “too hard”. Meanwhile, back in Tassie I’ve got Tex haunting me every other day to see what is going on. You have to picture the scenario, I’m in Melbourne as the lone soldier and all the other management team is at Head Office in Brisbane, they have direct access to the managing director in the next office or down the hall and I am 1500 kilometres south, so it was

always going to be hard. After some time, Tex in his frustrated state said “if they can’t do it, what if I get the Hydro engineers in association with our people to do some drawings”. My immediate response was, lets go ahead and do this with their help. This would then give me the ammo to go full bore at the powers to be in Brisbane. Within a couple of weeks I had full drawings of a prototype that I could go to the managing director with. I might add, these drawings were so detailed, they would today be about the size of half a ream of A4 paper, brilliant job they did. I went to Brisbane for a monthly meeting and during the meeting submitted everything I had. Some of the looks around the table from the “too hard” crew were awful. They seemed to be in a state of shock at my brazen and persistent attitude. After all the heat died down, I simply asked, how could the biggest manufacturer of 4WDs in the world be such wimps when it came to a bit of research and development? We stand to develop and sell a number of “unique” vehicles and stamp our authority as the ‘only’ manufacturer of heavy duty 4WD work horses, no competition. What’s the problem? While the dual cab idea was being discussed I had another request from the Customs Department also wanting the same type of vehicle requested by the Tasmanian Hydro. They also needed to seat six people, carry equipment and tow a boat. I did a

demonstration to the Customs department in Melbourne using a V8 Cherokee. As we know the project went ahead and we sold other vehicles built along these lines to other Government Departments including Australian Customs. I have to say at this point, if we did not have the managing director we had and the relationship I had with him (which was pretty special) this would never have come to be.

Another piece of Jeep History in Australia
Construction of the first prototype for this unique Jeep was achieved by cutting a 152 mm wide section from the rear of a J20 cab (section with rear window) and moving it rearward. A new section was built between the cut body and cut section and new rear doors were also made. The doors on this original prototype can be identified with their square bottoms. The wheel base was extended by 305mm, an option that was available for the J20. The body work involved in building the dual cab this way was too expensive resulting in a four door Cherokee body being used. A lot of work was subcontracted to Superior Body Works.

Following the J20 specifications a six cylinder petrol engine and four speed gearbox was offered. These were fitted with a tray top and used by the Tasmanian Hydro Commission and NSW Forestry to name a few. The demonstration done by John for the Customs Department became fruitful and an order placed. This order was unique with the use of the J20 option of a 360 AMC V8 engine mated to a Torqueflite 727 automatic gearbox and NP 208 transfer case. They also featured a cut down J20 well back and fitted with a bull bar and winch. It is believed that six were supplied to the Customs Department in this configuration.

The biggest discussion on the dual cabs is just how many were built. Figures from 10 to 30 have been thrown around. After discussions with Jeep Australia, employees of the time and owners who have been investigating numbers I think about 12 would be close to the number built. In the following pages we feature eight dual cabs so this means there are another four out there we need to locate. Even though this model is probably the rarest Jeep to be built by Jeep in Australia you can see by the photos that their owners don’t mind four wheel driving in them. **JAA**

J20 Dual Cab Profile



Nigel Braggins
I have owned my dual cab for five years. It is one of the Customs dual cabs with the V8 and automatic transmission.

Repairs and changes I have made include removing the rear bar to tidy up and remove the vacuum brake lines and cables. Holden seats were removed and replaced with FSJ seats, new floors fitted, rewired the dash and fitted a stainless steel overlay. I also made a new glove box inner, fitted a radio, UHF and Hurst shifter. The canopy that was fitted to the Customs dual cab was removed. The running gear is stock and at the moment is running on 315x75x16 tyres. It has two LPG tanks about 200lts, fuel tank removed, a custom radiator, headers and a new exhaust.

I have fitted a six inch lift. I have trimmed the front to fit the front bar, the winch is now mounted upside down to stock, about 350mm back and 250mm up. Future plans include an engine rebuild or maybe a larger engine and some rust repairs and re-paint for the body. Change the differential ratios to 4.56:1, make a sliding rear window and get the air conditioning working.

