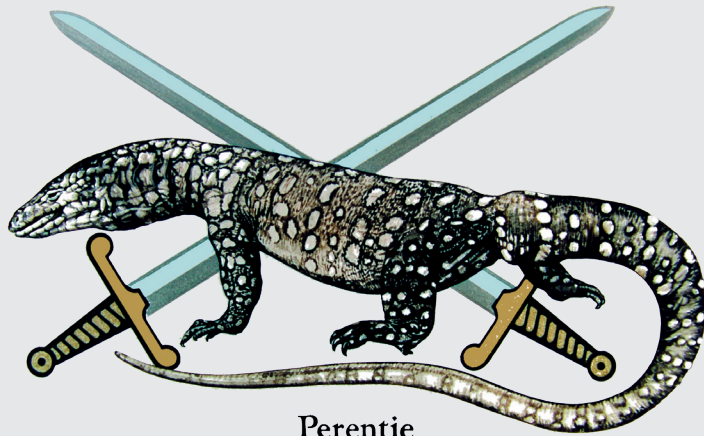


“PROJECT PERENTIE”

AUSTRALIA’S LARGEST GOANNA: FAST, RESOURCEFUL AND POWERFUL



Perentie

Project Perentie was The Australian Army’s procurement process to select a new range of light field vehicles. The process spanned a 10 year period between conception in 1981 and final delivery of approx 3700 vehicles by the early 1990s. The delivery of vehicles was expected to start in 1986.

The Jeep on trial was a special militarized version of the Jeep J10 which was coded AM10 for the evaluation trials. The Jeep AM10 was the only vehicle supplied with a petrol engine which was matched to a 3 speed automatic transmission.

The three Jeeps required for the trials had their full military specification conversions carried out at Jeep

Australia’s Brisbane assembly plant. At the time the J10 was being imported into Australia fully built up.

The three units designated JU1, JU2 and JU3 were taken from new stock and completely stripped down. They were powered by the petrol engine offered in the J10, the 258 6 cylinder and were mated to a Torqueflite 727 three speed automatic gearbox. The original differentials were retained including the Dana 44 up front and the Dana 60 semi float in the rear.

Jerzy Stanley was in charge of the program with Ewan Paton and Tony Crawley doing all the hands on work. The only Army involvement was via inspections of progress. Modifications including helicopter lift brackets, micro brake lock,



etc were first tried out on a fourth vehicle, a red J10 before being fitted to the three Perentie units. The majority of parts were sent from the US as they already had components available including harnesses and distributor shielding kits. The three Jeeps were fitted with roll bar, front electric winch, special alternator for radio equipment, long range fuel tank mounted under the tray behind the cab, jerry can holders built into the tray, rifle holder behind the seats, axe and shovel brackets and a map reading lamp on the dash.

Tony Crawley accompanied the Jeeps on some of the trials with some of the vehicles returning to Jeep Australia during the trial period for modification or repair.

After the trials Jeep Australia pulled out of the Perentie program because of pending closure of their Queensland plant and cessation of production of CJ10 in Mexico. They had invested about one million dollars on the program at that time.

All vehicles were to have been auctioned after the trials but Jeep Australia were contacted by the Army before this happened and advised that a clause in the original contract gave Jeep Australia first option on the Jeeps. They bought all three AM10s back. Tony Crawley bought JU1, Jeep Australia used JU2 until they closed down and then it was purchased by Lyndon Walshaw, who still owns it but it is in standard J10 form. The third one sold to someone in Sydney who stripped it to rebuild but unfortunately died before this was done. Tony’s JU1 was sold to a guy in Northern NSW and the Jeep is now at Jeep Action.

