



The stubby front bumper and Smittybilt Atlas rear unit are the stuff of hardcore rock-crawlers and trail rigs back home in the USA. Both are the sort of thing you'd expect to see on a Wrangler packing about 40" of rubber – though having said that, they certainly don't look out of keeping with the Jurassic Park theme. After all, if you're going to get chased down by a T-Rex you might as well do it in something with a decent bit of steel on the back of it

we are with PB Customs doing pin-sharp using it for creative work including complex logos and graphics, flip colours and even finishes that glow in the dark.

So that kind of brought Damien and PB's Paul Brown into a place where they were talking Raptor. He had already spotted one of the company's previous creations, a Wangler known as Green Meany which we featured in these pages coming on for four years ago, and it was what encouraged him to seek Paul out.

How own JK, too, was painted in Jeep's Rescue Green at the time, sporting one or two modifications but by and large quite standard.

'I mentioned that one of my favourite movies of all time is Jurassic Park,' Damien continues. 'I said I liked the look of the Jeeps that were in the movie, and Paul said "yes, we can do that".'

Now, the JK is not meant to be a slavish recreation of the vehicles that appeared on the

silver screen. They were 1993 YJs, for one thing, so a long-wheelbase coiler from the modern era is hardly going to do that. But Damien has an interesting take on the way his truck looks:

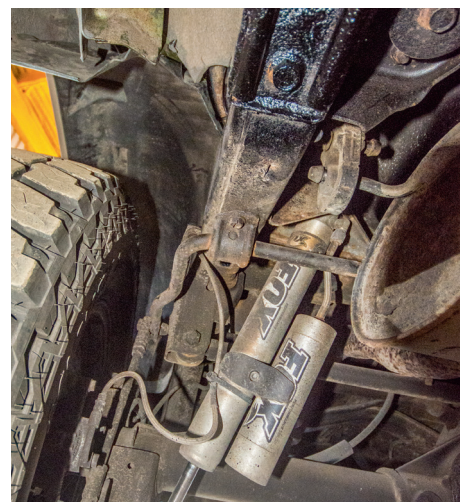
'My idea was to imagine that I was doing work experience at Jurassic Park in 2016, and create the Jeep I might have driven there – not identical to the ones in the movie, but updated with the equipment that's available now like the lights and so on.'

Talking of equipment, as we mentioned the JK found its way to Damien with some bits and pieces already in place. These included a Fox suspension kit which provides enough lift for the vehicle to accommodate the 34.5" height of its 315/70R17 Mickey Thompson Baja ATZ P3s. You don't have to look very far to find Wranglers on bigger rubber than that, but Damien says he has no intention of lifting it any further as already finds the ride quite unpleasant enough. If you're

a hardcore off-roader, this is easier to comprehend in the context of his ultimate plans for the vehicle, which include a two-month overland trip to the Alps with his fiancée in what will be a 'bedroom on wheels.'

In the meantime, this Wrangler is also his daily drive, so he's just as focused on keeping it both civilised and presentable as he is on making it fit for purpose. Not that these things are mutually exclusive by any means.

Between now and his big trip, for example, he'll be checking it back in to PB Customs for the full Dinitrol treatment underneath – something which, we've seen from experience, can take a tired old vehicle and turn it into something that looks as good as new. You can't make solid metal out of deep-seated rot, obviously, but you can eliminate surface crustiness and protect even quite grotty metal from going over the edge – and by the time Paul's team is finished with it, you can expect this



No eye-catching Jeep build would be complete without a snorkel to finish it off. Though as it turns out, this one wasn't complete until it got an eyeball-pleasing Raptor job all over it. Gunmetal alloys hold 33.4" tyres, with an impressive looking Fox suspension system giving it the height it needs. In pub ammo news, JP33 is the serial number for a Wrangler which never actually appeared in Jurassic Park – the five that did were labelled 10, 12, 14, 18 and 29