

THE NOT SO INTERNATIONAL MAGAZINE.

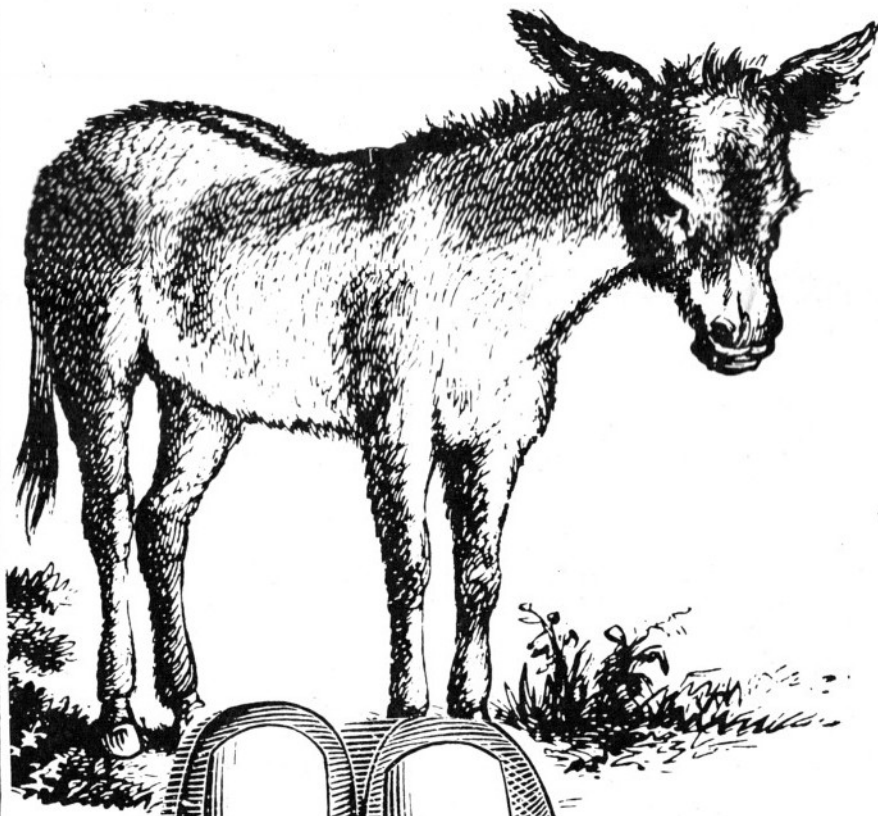
MOKIN'

ABOUT MINI MOKES AND ALL SORTS OF OTHER THINGS.



Our Founder.

MinipassionMini.com



Well, not really, but it's not that far from the truth. Moke's actually another word for donkey. Like a donkey

it's strong, carries quite a load, and goes just about anywhere. That, plus the fact that there are a lot of asses on the road, was more or less responsible for the name.

Editorial.

Hello and welcome to the very first issue of Mokin'. We hold in high esteem your discerning taste in choosing a quality product of the very finest literature.

The paper itself is made from only the very finest pressing pulp: duly picked and transported from the deep South with all the care and precision of the very finest Australian craftsmanship.

On the subject matter, an extremely high standard of ethics on the part of the publishers has ensured that your eyes will only come in contact with the highest quality words which the English

language has to offer, and of course, certain facts about Mini Moke itself.

Well, that's just about it for introductions.

Mini Moke. The wheel thing.

After you've owned a Mini Moke for a while you sort of get attached to it: more so than you could a car. Some people say it's because Moke has a lot of character. Some say that this, "Getting Attached", business is a load of rubbish . . . how on earth can you get attached to a motor vehicle????

Well, they could be right, but look at the nutty things people do to their Mokes.



Perhaps the best way of describing owning a Mini Moke is what one owner told us:

"It's a little bit like drinking Coke. A lot of people like it, but they can't describe the taste." Anyway you look at it, it's also good to know that Moke is Oz's own.

Developed here, and going to stay here.

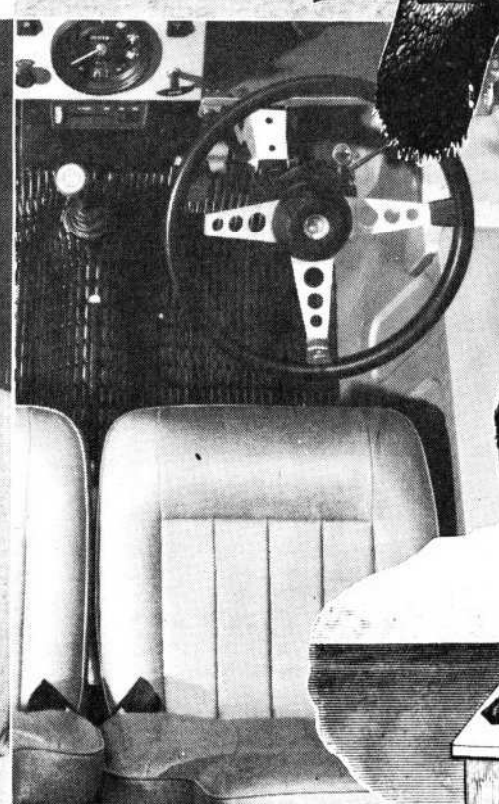
Contents.

This magazine was:
Written
Edited (lots of times)
Art Directed
Photographed
Published by Leyland, Australia.

We reserve the right to forcefully administer blows on the head to anyone who advertises falsely in this magazine.

We also reserve the right to administer even more forceful blows to people or companies who don't pay for their advertisements.

To people who don't advertise in our magazine anyway, we congratulate you for having the sense to pass up the opportunity.



Over my dead body you'll have a Moke.

There shouldn't be any objection to you owning a Moke.

It's far too logical a decision.

If anyone did object they could talk money, and say you can't afford a Mini Moke.

It's cheaper than any car in the country.

They could say, fine, but what if something goes wrong with it. To which you can reply that Moke spare parts are among the cheapest you can get.

But can you afford to run a Moke and pay it off at the same time? They'll ask. With up to 42 mpg. Yes.

They could come up with hundreds of objections that you or we could never think of. In fact, they could keep objecting until the day they see you having a good time in your Mini Moke.

Then the objections will be replaced by jealousy.

Places where you don't see a lot of Mini Mokes.

There are quite a few of these.

There are countries where Mokes don't exist.

How boring.

At the present time, it's probably just a little unconventional for them.

A garage is another place. We're not the mechanics' favourite car. That's because we've



always believed that the more simple we keep our Mini Moke, the less can go wrong with it. That has worked up until now, we see no reason to change.

Gas station, non-Mokers only.

The perfect place not to go Moke watching. Basically because Mokes are very rarely seen there. You can get as low as 6.5 litres per 100 km, or, in other

words, up to 42 mpg out of a Moke.

Now you know where not to look for Mini Mokes.

Maybe one day you'd like to go to Europe or some place. Then you'll pretty soon realize that all these things we've been talking

about add up to one thing: Savings.

It's pretty hard getting around without wheels, but there's no way those wheels should send you to the poor house . . . neither in purchase price, running cost, or maintenance.

Very few vehicles around fit into our category, and there are none that are so much fun to drive.



Major air conditioning breakthrough

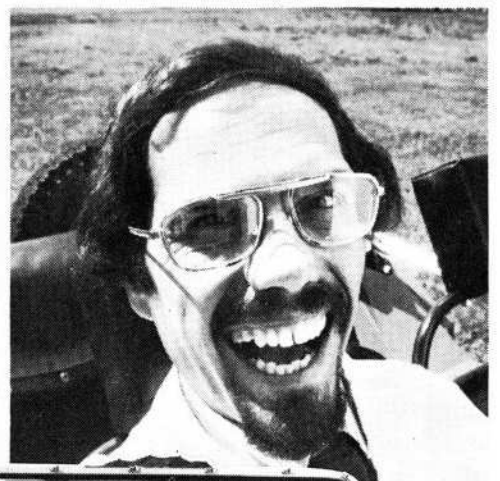
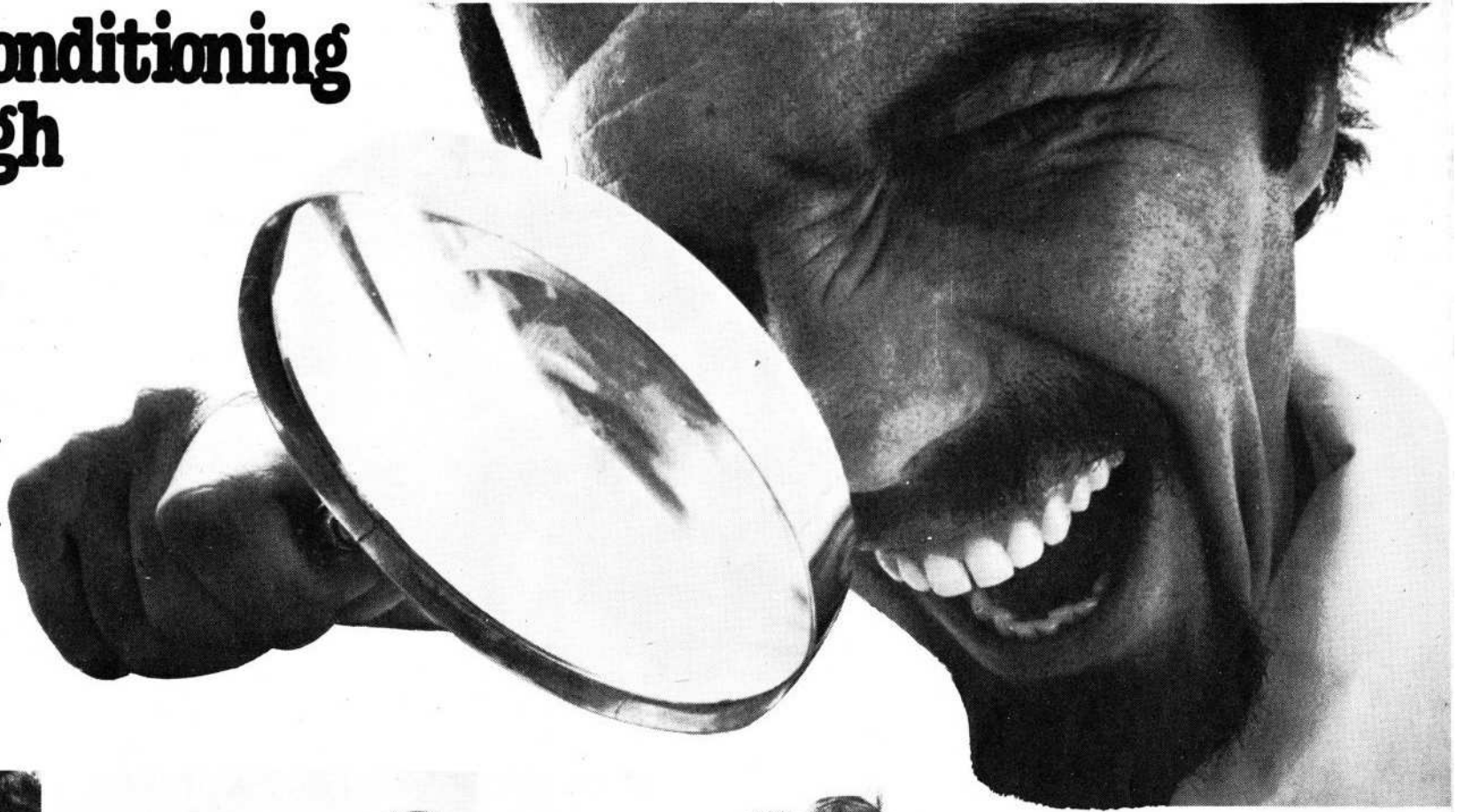
Shifts of designers working around the clock, trying to find the perfect ventilation system.

That was the scene at our head plant.

Finally, after years of seemingly futile effort, came the breakthrough.

The Mini Moke.

Not only is it the most sensational air conditioning breakthrough, but - it's also the cheapest.



After a slight skirmish.

Moke actually started life as a Mini, back around 1959. Then, around the mid sixties, when armies started to become more and more trendy, Mokes' UK designers took a long look at an American machine called a buckboard and saw a simple way of making a cheap all purpose run-

about that even the most economy conscious armies could afford.

Partly because of a distinct lack of colonial wars, Moke made its way into civilian life.

Quickly, it went from a military tool to a one hundred per cent fun machine. So far as we can remember, it's the only good thing to come out of any war.



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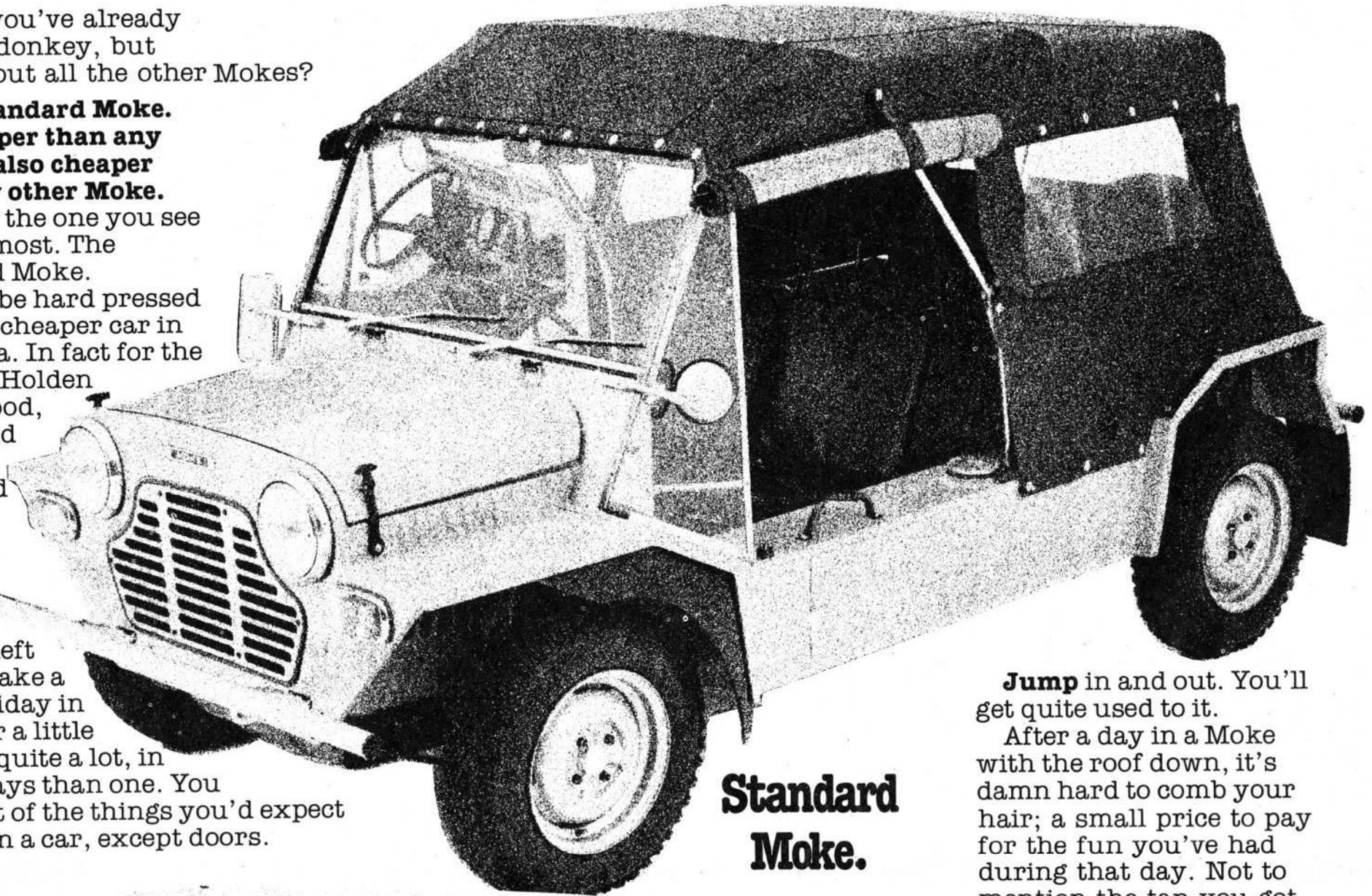
Different kinds of Mini Mokes.

Well, you've already met the donkey, but what about all the other Mokes?

The Standard Moke.
It's cheaper than any car. It's also cheaper than any other Moke.

This is the one you see around most. The standard Moke.

You'd be hard pressed to find a cheaper car in Australia. In fact for the cost of a Holden Kingswood, you could have a standard Moke, a Hobie Cat, and enough change left over to take a nice holiday in Bali. For a little you get quite a lot, in more ways than one. You get most of the things you'd expect to find in a car, except doors.



Standard Moke.

Jump in and out. You'll get quite used to it.

After a day in a Moke with the roof down, it's damn hard to comb your hair; a small price to pay for the fun you've had during that day. Not to mention the tan you got.

It's got rugged box section construction, and the time-proven Mini 'A' series engine, so it'll take most things you or the terrain can hand out to it.

We mean 'most things', too.

Remember Moke's not a four wheel drive, though the way it handles the off road — makes that fact easy to forget.

The Moke Californian

Why Californian? No reason really. Except that California has always seemed like a real fun in the sun place. Well, it really caught on. Even in our own plant. Our upholsterers went quietly mad and covered the entire Moke in denim look seats and hood.



Moke Californian.

Then the fever spread to the parts division.

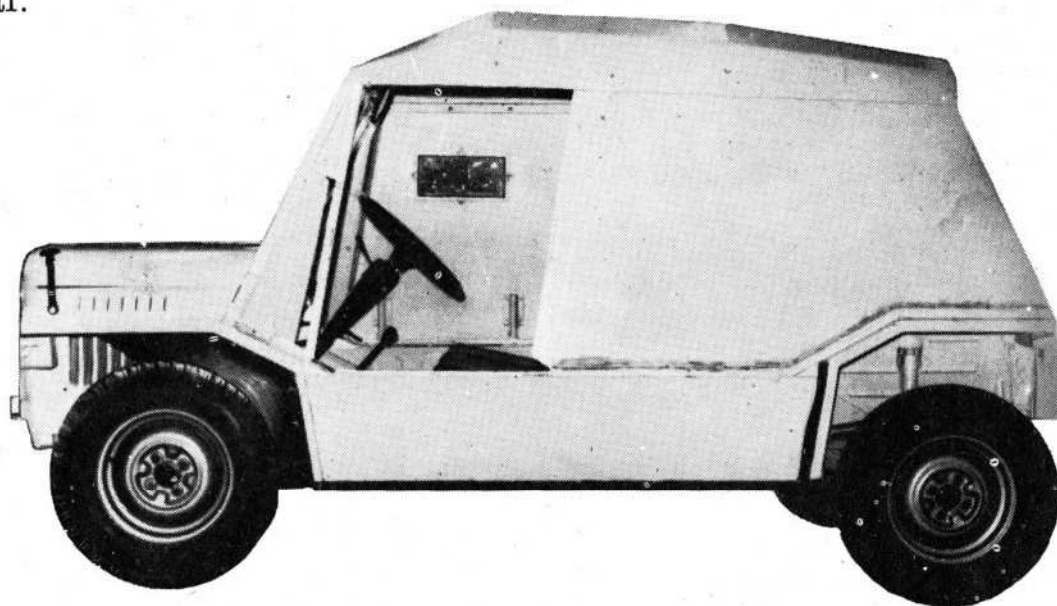
Into the unsuspecting, innocent Moke went a sports steering wheel, radial tyres, spoked wheels, bull bars and dual horns.

We stopped this over-indulgence before it reached the spray painters. But only just. There they were all loaded up and ready to spray **our** Moke with metallic paint. Thanks to a sharp eyed plant inspector, metallic paint

is an option available to the more radical if they wish to have it and now a 1275 cc engine is optional. faster all round, a faster 1275 cc is optional.

Well, that was that. A very unconventional machine to say the least. But the strangest was yet to come . . . it turned out everyone liked the Moke Californian. So we'll just have to go on making them so long as you go on wanting them.

Armoured Moke



Not every Moke you meet is a Californian.

The Tray Top Moke is great for farm work. The perfect replacement for the Rolls Royce. But unlike the Rolls Royce you carry the sheep on the tray, not the running boards.

The possibilities of what you can do with a Moke are endless.

People have made armoured cars and personnel carriers out of them. As we mentioned before, Mokes have

even been used in war time. The guy who made that decision showed a lot of courage, as well as some shrewd economic know-how, and we reckon he deserved to win his war.

Decisions, decisions, decisions.

Before you buy your Mini Moke, you're going to have to make a few decisions.

Will you go for the optional 1275cc engine? With things being a little faster all round, a faster 1275cc engine sounds like a pretty good idea, don't you think? If you're going to go a little faster, we think it's pretty important that you can stop a little faster too. So with a 1275cc engine

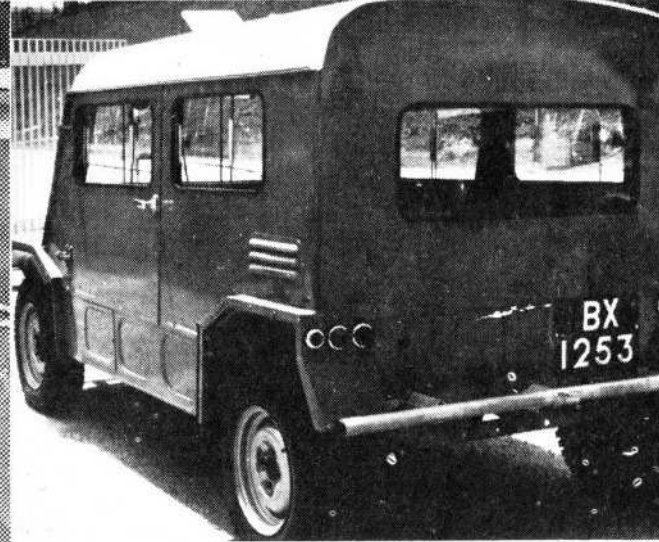
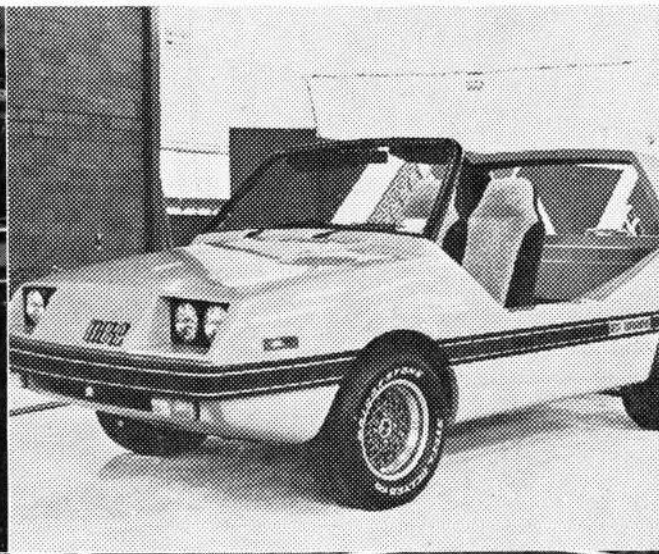
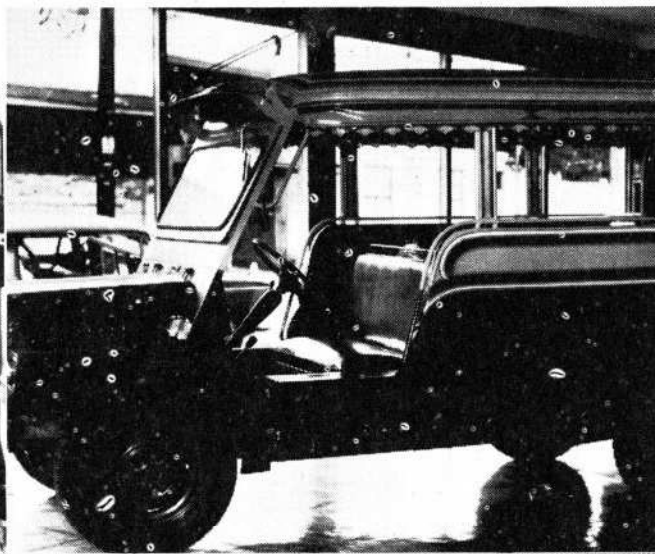
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Tray Top Moke.

you also get disc brakes.

If you've driven a Moke before, you'll notice on the 1275 Moke Californian that the gear shift has been greatly improved too.

The new gearbox makes changing gears smoother, more precise and a lot quicker — great for city traffic driving.



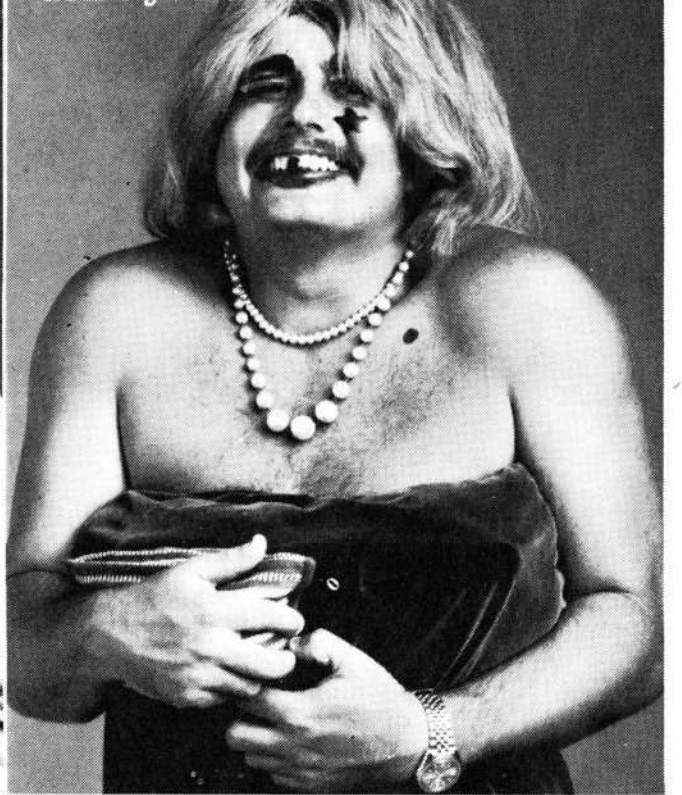
"I'm a chain-moker."



"Would you buy a used car from
from



"OOOh, it's a man's car . . .
don't you think?"

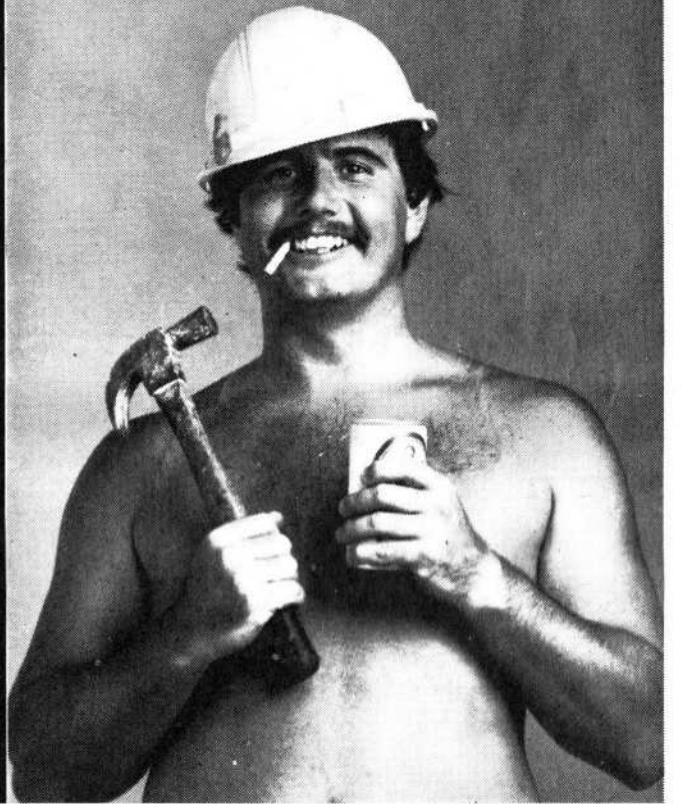


"Beer and lothing in a Moke."

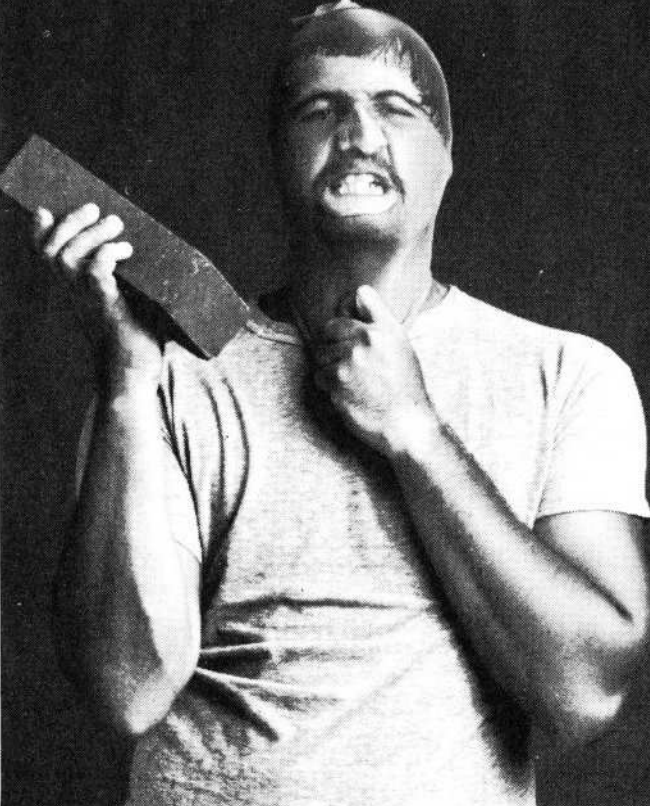


The Moke Owner

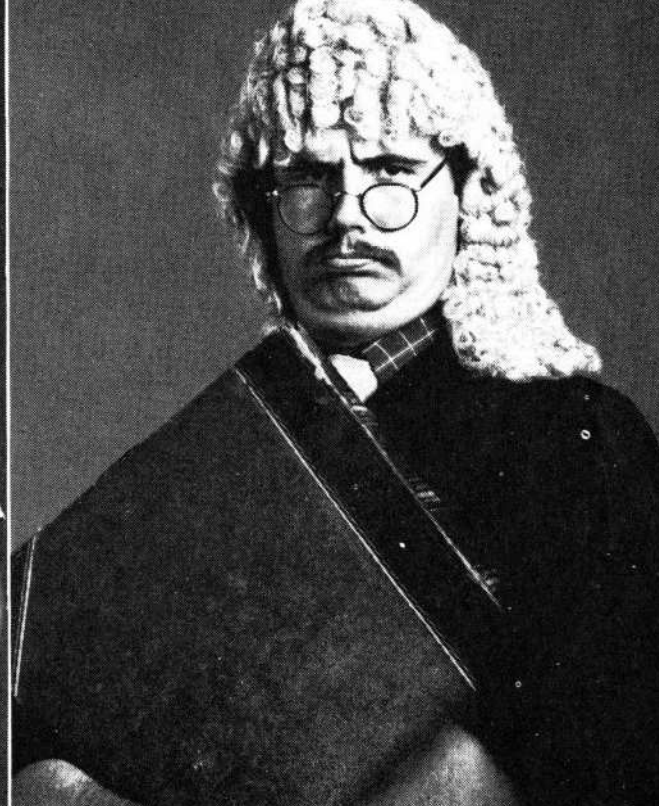
"Best toolbox I've ever had."



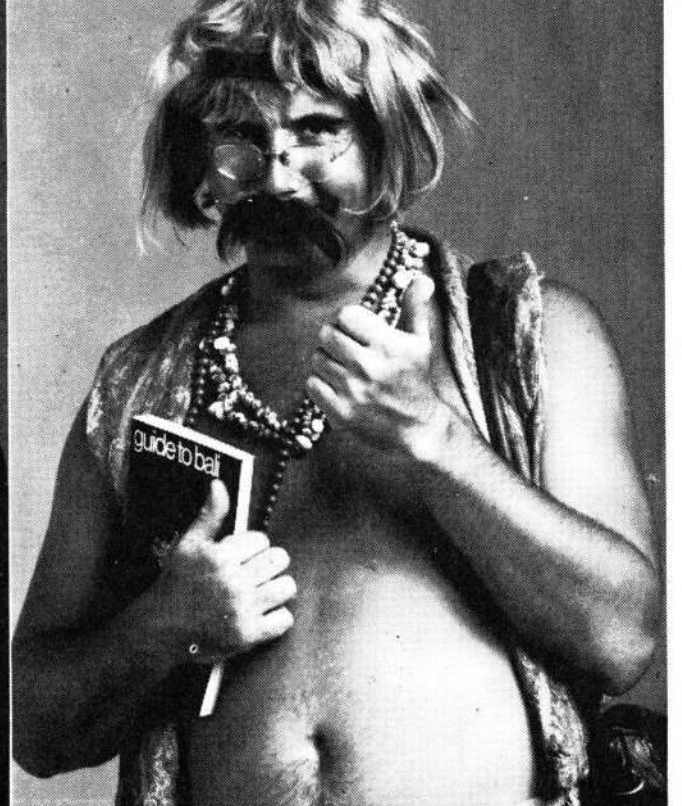
"I hate grease change days."



"Sometimes you've just got to



"Like ah . . . what's a Moke, man?"



Places you can go in a Mini Moke.

It'd probably be a lot easier to tell you where you can't go . . .

The moon, Mount Everest and certain parts of the Congo.

Seriously, there are very few places a Moke hasn't been. But here are a few places where they have been, or where you can take them.

The Beach, the Bush, etc.

Mokes love the beach and if you'd like to muck around driving a Moke through sand and over dunes, here's a tip: let the tyres down.

Dead serious. Let them down to about 55 kPa (eight pounds). This gives you more traction. Here's tip number two: from almost any garage you can buy a compression pump. At the time we were writing this, the pump was worth about eight bucks.

Unscrew one of the spark plugs on the Moke and attach the pressure pump to the spark plug hole. Attach the other end to the tyre you want to inflate. Then start the engine and you've got compressed air going from the engine to the tyre. The worst that can happen is that your tyre can blow up.

That was a joke.

To London

A lot of people couldn't believe their eyes when they saw the Moke pull up at the starting point of the London to Sydney rally.

Either the driver was too mean to pay the air fare from London to Sydney or he was just plain stupid. There were all sorts of other comments



Mercedes and had left twenty seven cars on the side of the road between London and Sydney.

floating around, too. But none of them were too loud, because right next to the Moke was 'Big Mama'. A mean looking Terrier truck, which was also taking part in the rally. Getting on the wrong side of the Terrier is a little similar to calling Tony Mundine a fairy . . . suicidal.

By the half way stage, everybody had stopped laughing, with the exception of the German crews who never really started laughing in the first place.

The Moke was still in there. 15,000 kilometres later, the Moke arrived at the Sydney Opera House.

It was only fifteen hours behind the winning

The City (if you have to)

It's not the nicest place you could take a Moke, but once you get there your problems are about half those of any other drivers.

Moke is classified as a commercial vehicle, so it's allowed to park in loading zones. (Don't stay there too long or you'll have made a contribution to the Police Department's Christmas Party.)

If you see a sign outside a parking station saying "Small Cars Only", bowl in; that's you.

Also you'll be able to squeeze into small parking spaces which Volvos, Holden Kingswoods and the like have to go past.

Moke doesn't make going to the city infinitely more pleasant, but it sure isn't as unpleasant a journey as it is in most cars.

To War

It's pretty serious.

Someone's made Moking a health hazard. They've taken **our** machine to war. Very frugal . . . if there's a limit for budget on both sides, they should win through. We've heard of a few instances where people have adapted Moke for use in battles, which is very serious

indeed. So, if you're having a war and there's a bit of a budget to work to, drop us a line.



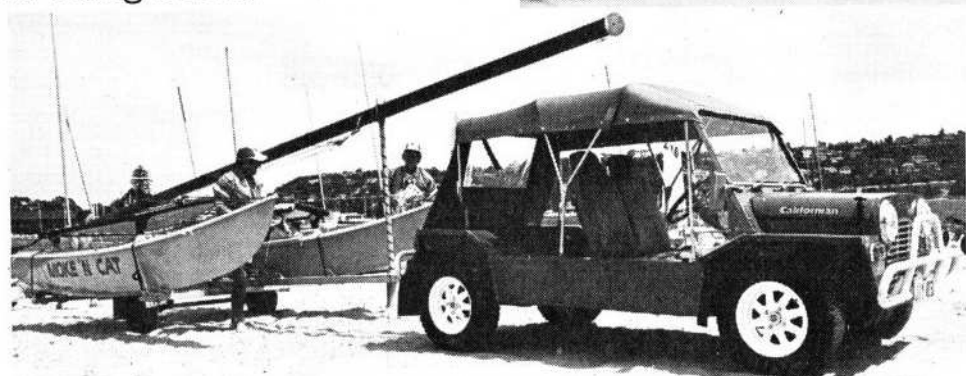
Deep Moke.

For something as fun as a Moke to get together with something as fun as a Hobie Cat, was just plain logical.

That's what has been happening. Hobie Cat is out on the water, called "Moke 'N Cat".

It hasn't been out for long but certainly it's making waves. (Pardon the pun).

We figured that this was another way of putting a Moke on the water without the risk of it being sunk.



The Mini Moke sails north.

Hans Tholstrup decided to take a Moke on a journey no one had been on before . . . here's what happened.

The idea was quite simple.

Take a Moke across Bass Strait on a rubber raft, then drive it all the way up to Thursday Island. From the southern most tip of Australia to the Northern most.

"In theory it was simple. In practice, what I had done was made Moking a health hazard.

Anyway, in Stanley with the help of the local people we loaded the Moke on to this Avon rubber raft.

The weather was disgusting and the locals just shook their heads, smiled and said: "Don't worry, you'll be there by Christmas." I thanked them for their encouragement.

I was right on par with my normal sort of luck. The wind got up to 40 knots and the raft, Moke and I came within touching distance of Davy Jones' locker.

Somehow things turned out alright and I stepped off the raft in Queenscliff harbour . . . 25 hours after I'd got on it. God must have been

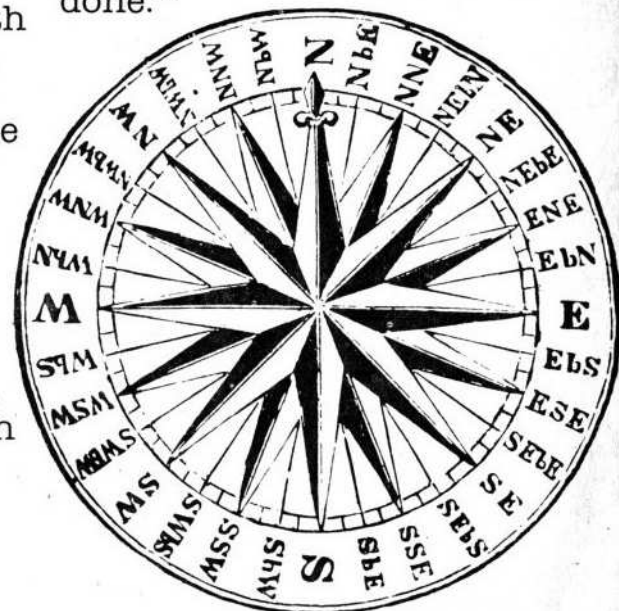
looking after the Avon raft.

The rest of the trip was just as easy. All the way along, rivers had swelled to unpassable depths, and swamps were calling themselves roads. What on earth had I done to deserve this?

Doesn't the overseer of Diggers like foreigners?

Eventually I got over those problems, or should I say the Moke got over those problems, and the both of us were high and dry on Thursday Island. You could have had a lengthy argument to judge which of us looked like they'd taken the most punishment.

I think the Moke would have won. At least we were both still on our feet, and we'd both achieved something that no-one else had ever done."



Mokin' road test.

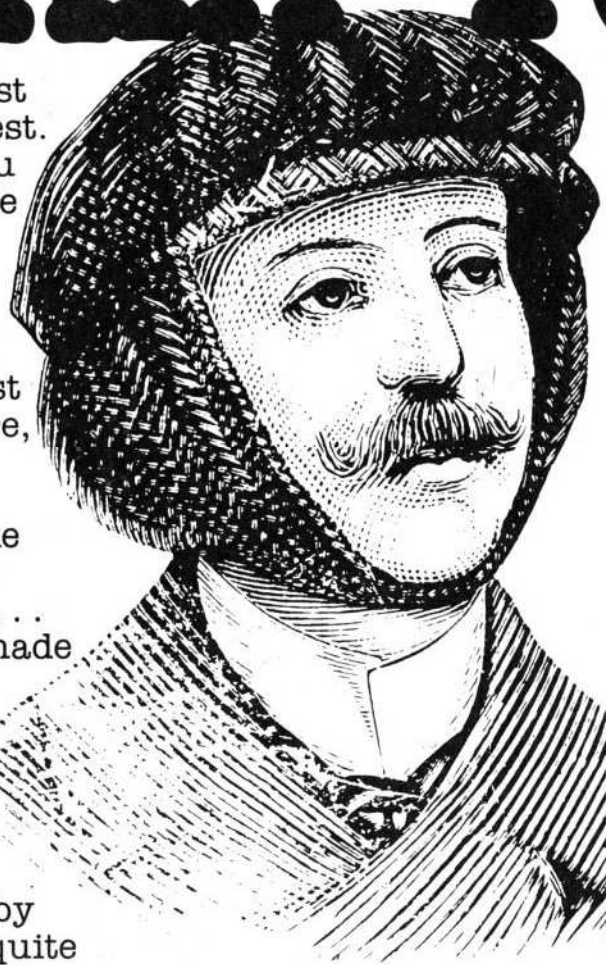
Welcome to this first and historical road test.

It may surprise you to know that we chose Moke as the vehicle for our **very** first test. We chose it for a number of very good reasons. But just what reasons they are, I'm not going to tell you.

(The people who make Moke also make this magazine, and, well . . . quite frankly, they made me do this road test. Anyway, here it all is.)

Well, let's start positively by making it quite clear that there is absolutely **nothing** wrong with Moke.

It's the **perfect** vehicle, and the makers of Moke paid me absolutely nothing, or nearly nothing . . . not much, to say nice things about Moke.



I personally took the Moke through all its tests and the best asset is the fact that Moke will go through just about anything.

In fact, it has been through this magazine. A feat which no other vehicle has achieved. The Moke has no doors . . . the best I've ever seen. The engine is proven and is more or less perfect. The body is of box steel construction and the steering wheel is situated directly in front of the driver.

Brakes.

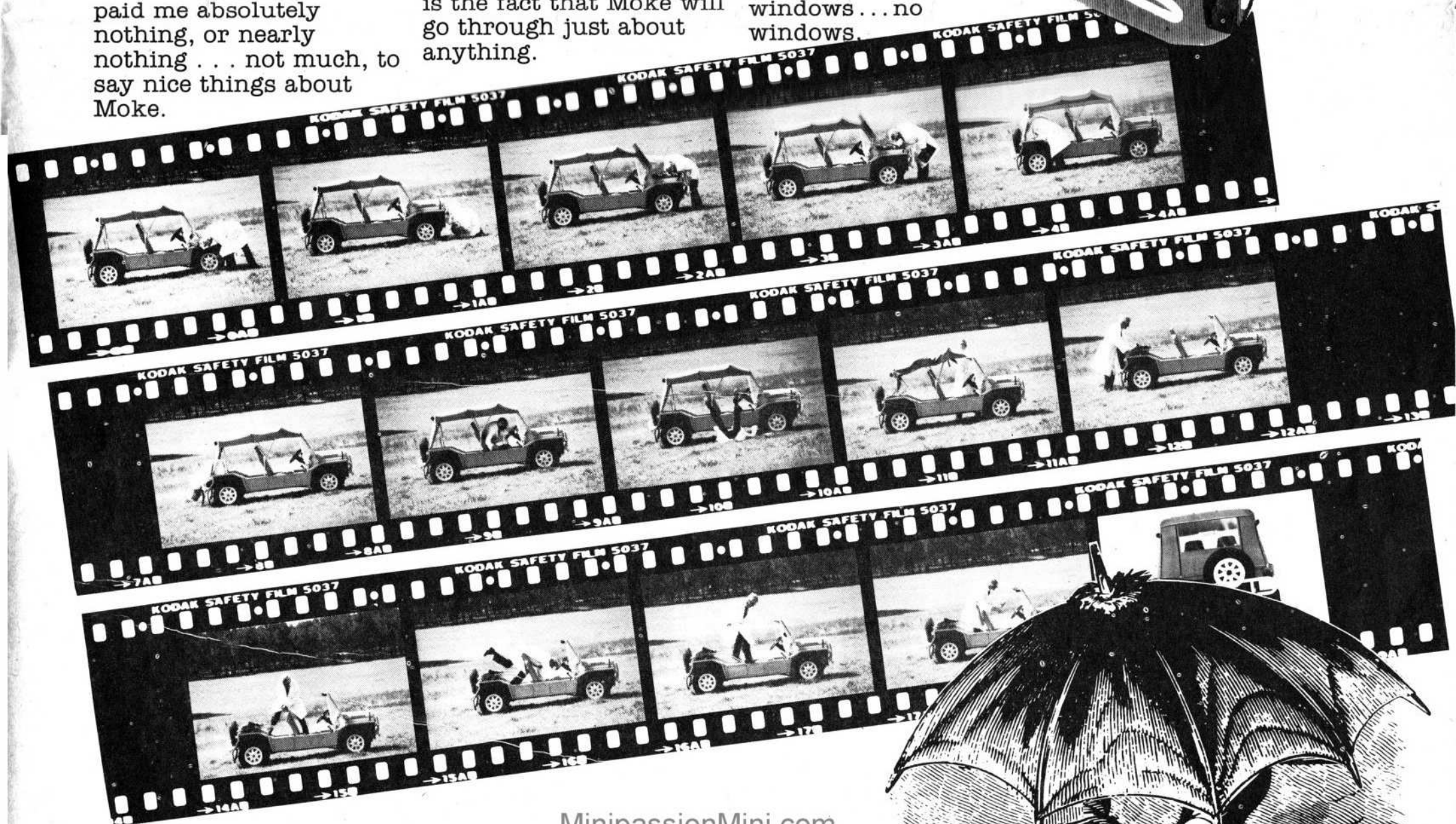
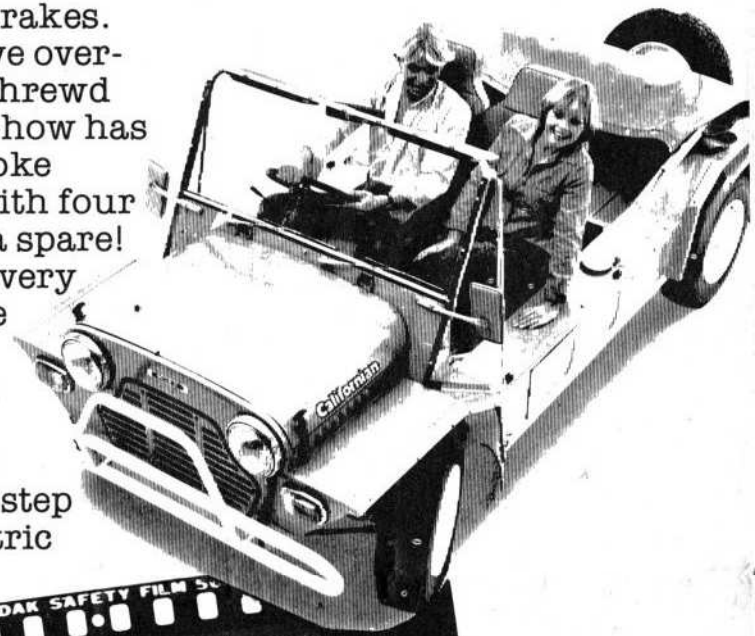
The Moke **has** brakes. The designers have overlooked nothing. Shrewd Australian know-how has resulted in the Moke being equipped with four wheels; and yes, a spare!

Unlike nearly every modern car, Moke does not burden you with the task of opening and closing windows. They've gone one step further than electric windows . . . no windows.

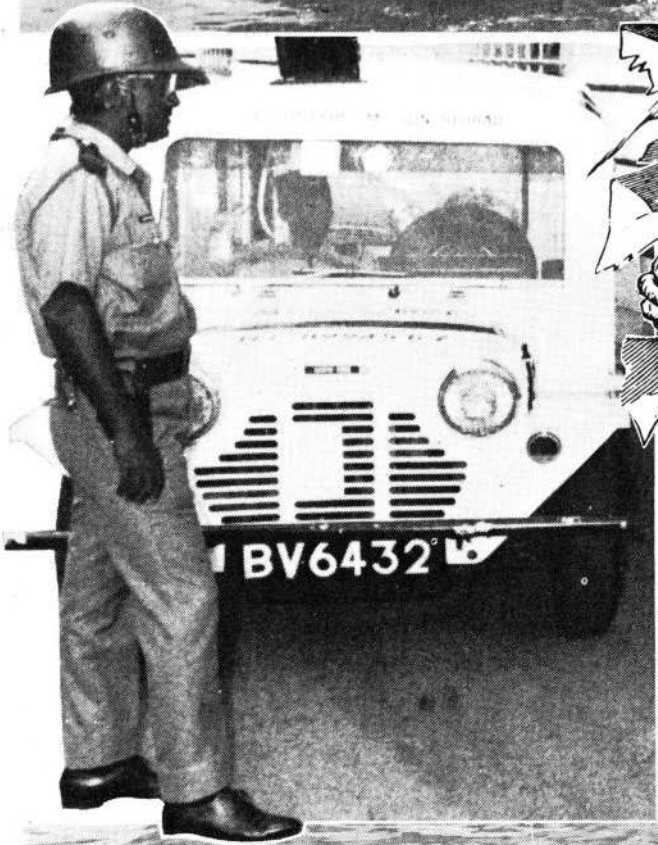
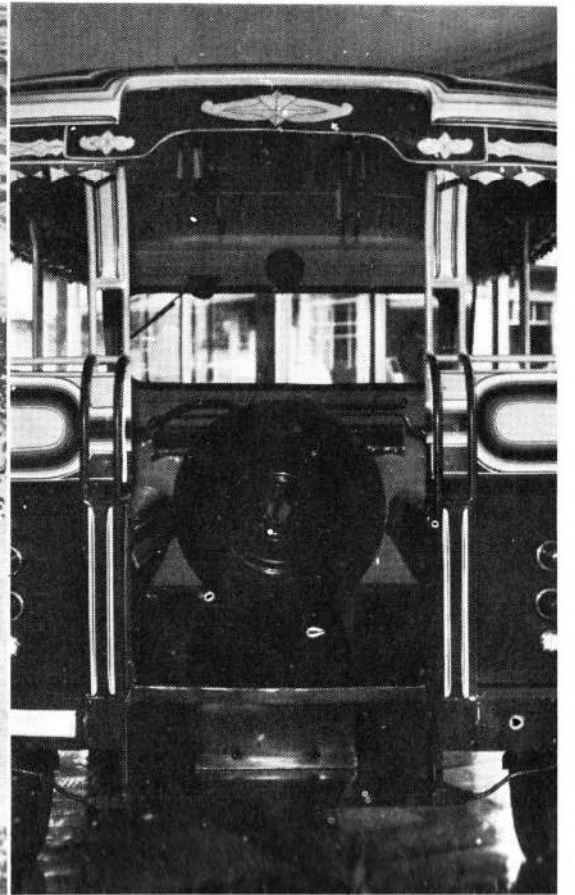
Ventilation is standard on all Mokes, so are the sun and the moon.

So far as fun goes you can't **not** have fun in a Moke. I tried hard, but it was impossible.

Well that's about it really. A candid scrutiny of what is, in my opinion, without bias, the best thing I've ever driven.



Bizarre Mokes.



What do you do if you get caught speeding in a Mini Moke?



Pay the fine.

It's pretty unlikely to happen. We never built Moke to be extra fast, being rugged and gutsy

is more our forte, but if you hear the siren coming up behind you, don't plant your foot.

How to get into a Moke

once you've locked yourself out.

It's not as hard as it looks.

In fact, it's easier to

get to your keys in a Moke than it is with any other car.

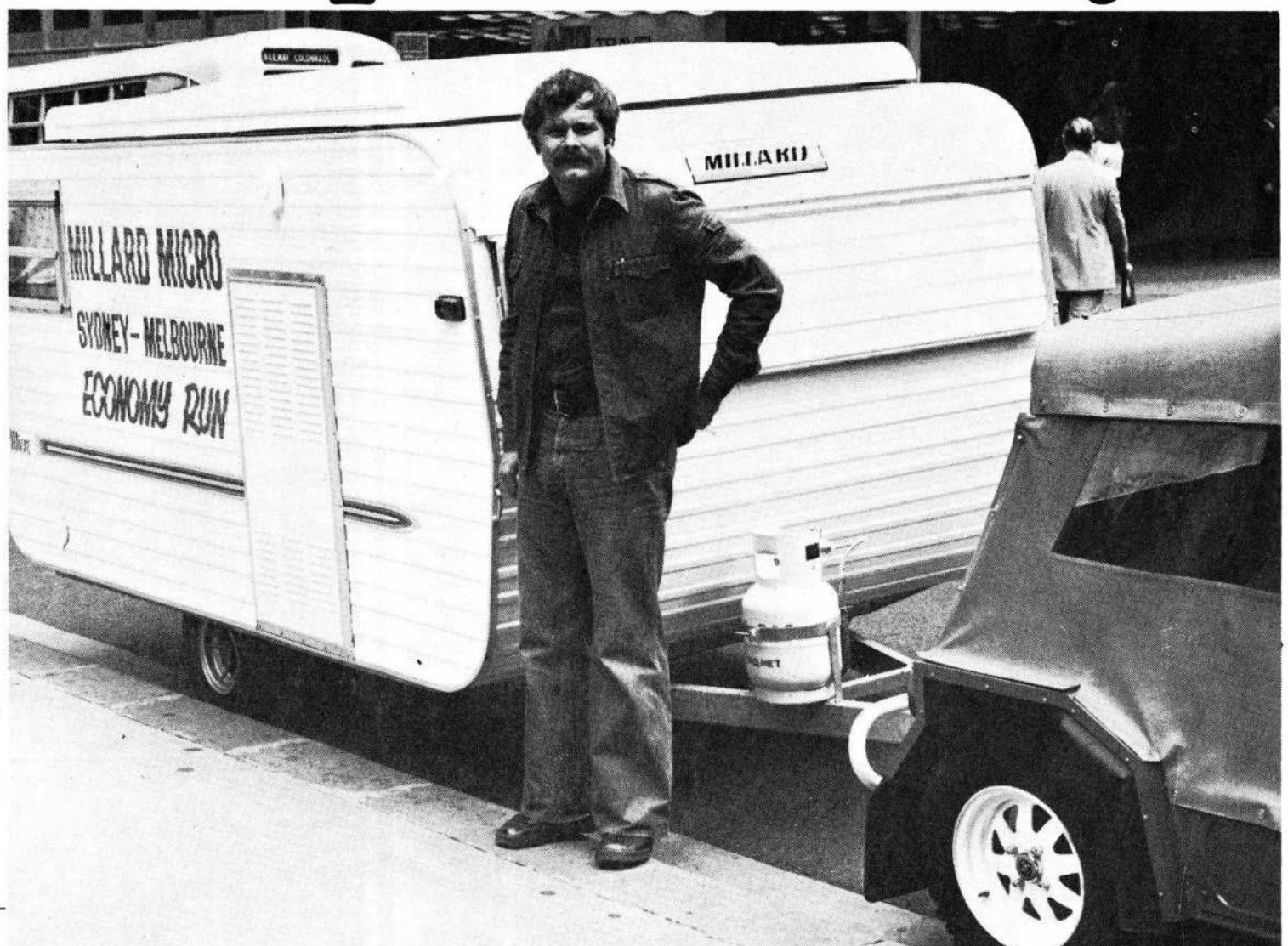
Lift the hood.

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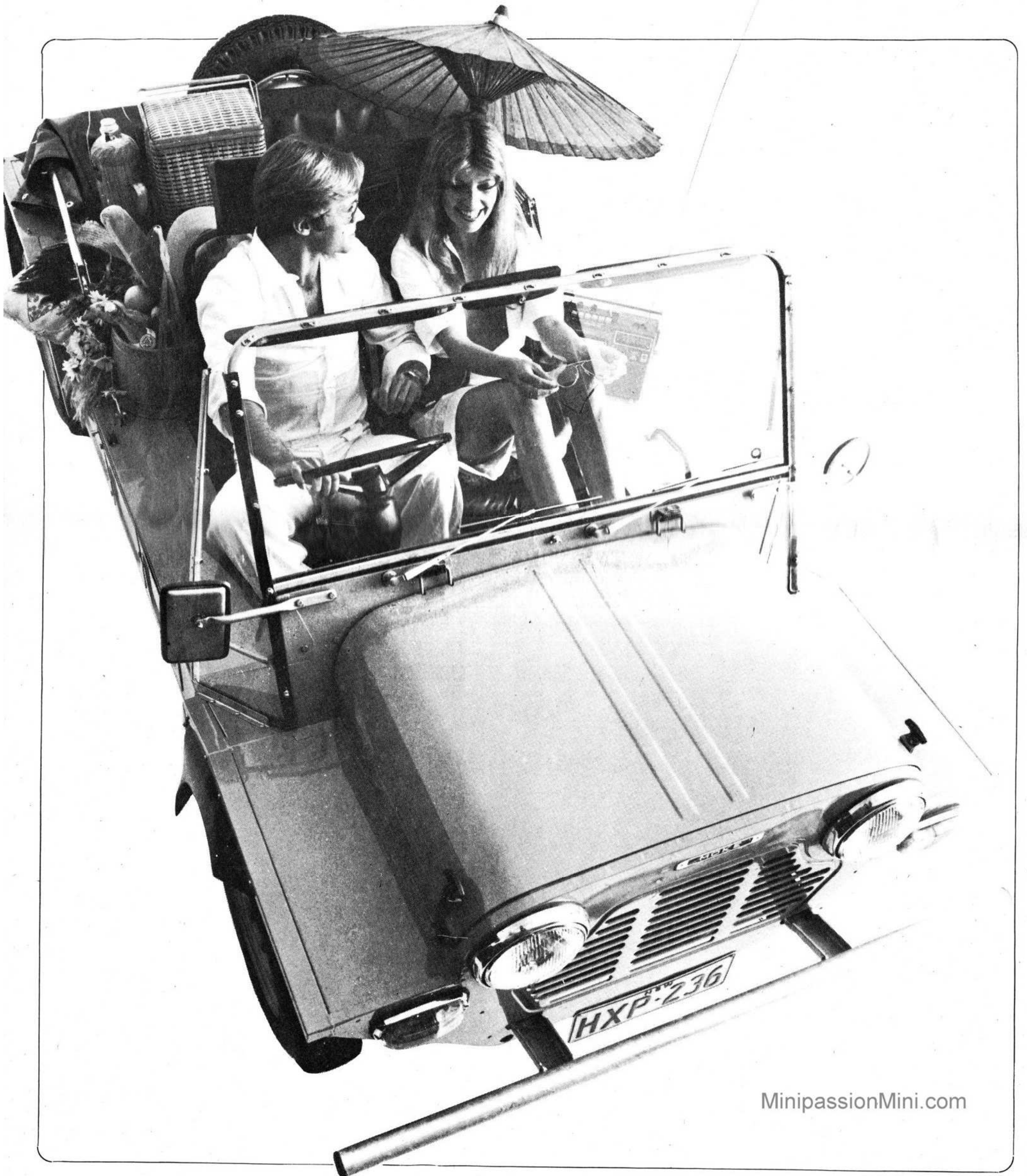
Hans Tholstrup. Another story.

Another ordinary day in the life of Hans Tholstrup. This time he's off to Melbourne.

Millard the caravan specialists, produced a caravan that is capable of being towed by small vehicles which were previously not considered as towmasters. So, the Moke Californian was hitched up to it and then pointed in the direction of Melbourne. It probably won't surprise you to learn that the Moke broke no speed records along the way, but it did clock up some very impressive fuel consumption figures. For the entire journey it averaged 9.54 litres per 100 kms. (29.6 miles per gallon). Bearing in mind that the Moke was towing a 550 kg ten foot long caravan it wasn't bad going.



A draught without the overdraft.



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How to get the dough.

There are good and bad ways of going about getting the money. (Steer clear of the guys who'll take your soul as collateral!)

You can't really go wrong by sticking to the big, reputable finance companies. Gone are the days when the

shutters would come down just because you'd sauntered into a finance house in a pair of cut-offs and last month's Rolling Stone

under one arm. Business is really competitive out there, and if you haven't been in huge trouble where money's concerned, you'll probably find them all ears.

* * *

Well, now you've got it.

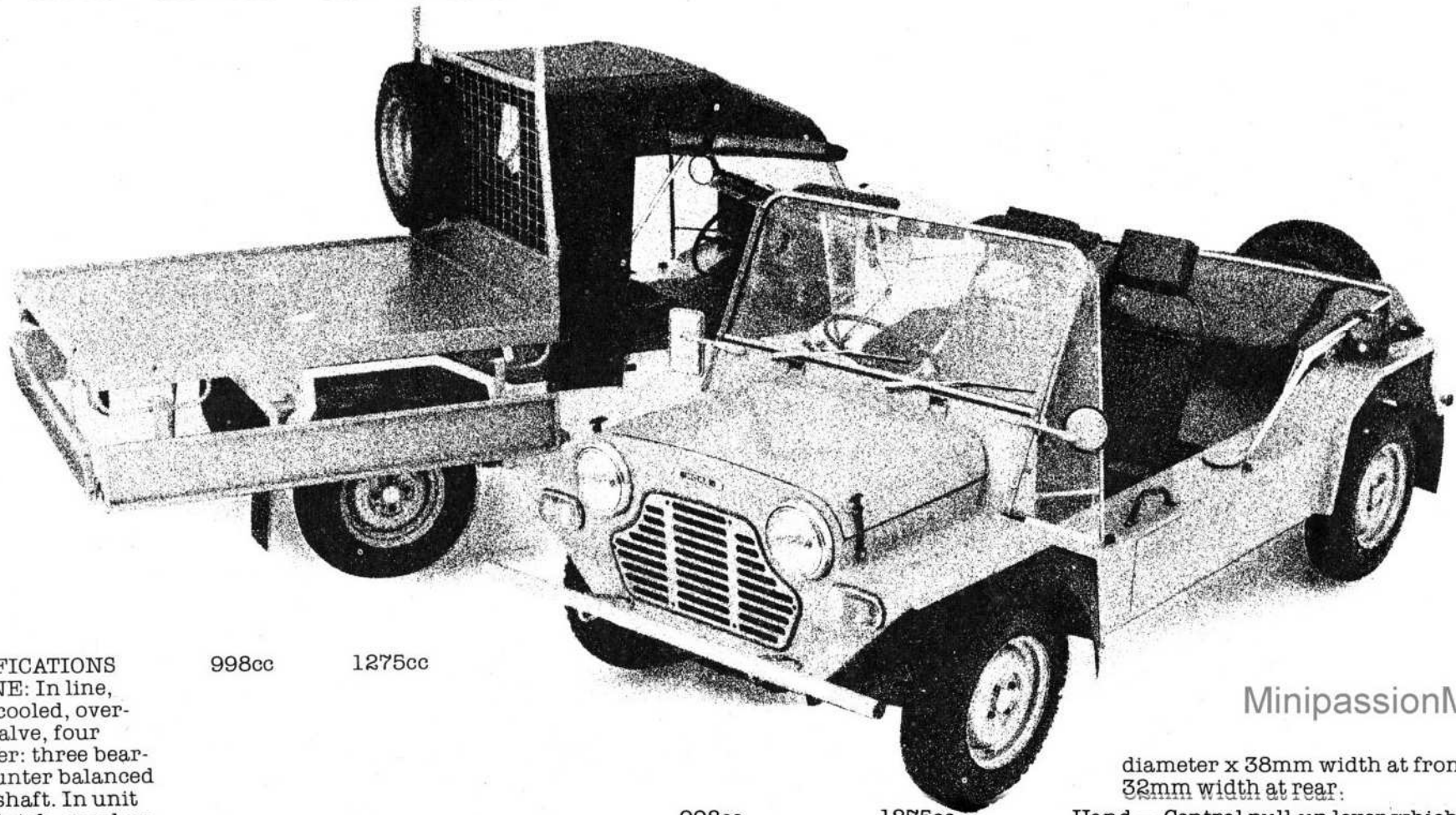
The little machine that looks like a tool box and drives like a piggy bank is all yours.

We had a lot of fun making Moke, and if people who've bought Mokes in the past are any indication, you're going to have a helluva lot of fun getting round in your Moke.

Take care on the road, and thanks for stumbling through our magazine.



SPECIFICATIONS!



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SPECIFICATIONS	998cc	1275cc
ENGINE: In line, water cooled, overhead valve, four cylinder: three bearing counter balanced crankshaft. In unit with clutch, gearbox and final drive. Installed transversely at front of vehicle.		
Bore	64.58mm	70.61mm
Stroke	76.20mm	81.28mm
Cubic Capacity	998cc	1275cc
Compression Ratio	8.3:1	8.8:1
Maximum Power (Gross)	29.1 kW 5,200 RPM	40 kW@ 5,250 RPM
Maximum Torque (Gross)	68.2 Nm 2,500 RPM	91 Nm @ 2,500 RPM
FUEL SYSTEM: Single S. U. Carburettor type HS4: mechanical fuel pump; air cleaner with paper element; petrol tank capacity 27 litres; fuel filter in pump and fuel tank.		
LUBRICATION SYSTEM: Full pressure to engine bearings, sump forms oil bath for gearbox and final drive; internal gear type pump driven by camshaft; full flow oil filter with renewable element; gauze strainer in sump; magnetic sump drain plug; oil capacity, including transmission and filter, 4.8 litres approximately.		
IGNITION SYSTEM: 12 volt negative earth return system and distributor with automatic centrifugal and vacuum control.		
COOLING SYSTEM: Closed pressurised radiator system, with impeller pump and fan. Thermostat controlled.		
DIMENSIONS:	Moke	Pick up
Windscreen height to ground (unladen)	1428mm	1428mm
Overall height	1600mm	1739mm
Overall width	1448mm	1511mm
Wheelbase	2095mm	2095mm
Overall length	3232mm	3663mm
Breakaway angle (front)	42°	42°
Breakaway angle (rear)	55.5°	41°
Front track	1245mm	1245mm
Rear track	1264mm	1264mm
Loading Width	1041mm	1448mm
Loading Length	1156mm	1498mm
Depth of tray	279mm	216mm
Loading height above ground	—	851mm
Ground clearance	203mm	203mm
WEIGHTS:	Moke	Moke Pick up
Registration	618 kg	708 kg
Kerbside	632 kg	722 kg

	998cc	1275cc
	Moke Californian	Moke Californian
Registration	664 kg	672 kg
Kerbside	678 kg	686 kg
TRANSMISSION: Clutch 235.0mm (7.125 in.) diameter hydraulic operation by pendant pedal. Gearbox, four speeds and reverse with synchromesh on all forward gears; in unit with engine and final drive; central floor change speed lever. Final drive to front wheel via helical spur gears and open shafts with universal joints; drive casing in unit with engine and gearbox.		

GEAR RATIOS:	Gearbox	Overall	Road Speed per 1000 RPM —
1st	3.526	15.056	7.6
2nd	2.218	9.471	12.1
3rd	1.433	6.130	18.8
4th	1.000	4.267	26.9
Reverse	3.545	15.129	7.6
Final Drive	4.267:1		
STEERING: Rack and pinion 2½ turns lock to lock, two spoked 380mm diameter dished steering wheel. Turning circle 9.75. Steering column lock.			
SUSPENSION: Front: Includes final drive and independent front suspension with lines of unequal length. Swivel axles mounted on ball joints. Rubber core spring units mounted above top links. Top links roller bearing and lower links rubber mounted tie rods.			
Rear: Independent rear suspension with rubber core spring units and trailing arms. Stub shafts in the ends of the arms carry hubs fitted with ball bearings.			
SHOCK ABSORBERS: Telescopic hydraulic shock absorber mounted at each wheel.			
1275 BRAKES: Foot — All four wheels hydraulically operated by pendant pedal with front discs and leading/trailing shoe drums at rear. Front Discs 214mm Dia. x 9.5mm and rear drums 178mm Dia. x 32mm.			
Hand — Central pull-up lever which operates on rear wheels only. In order to achieve positive braking an inertial sensitive valve is introduced between the master cylinder and rear brakes to reduce the possibility of rear wheel lockup in emergency application.			
998 BRAKES: Foot — All four wheels hydraulically operated by pendant pedal on drums with two leading shoes at front and leading/trailing shoes at rear. 178mm			

diameter x 38mm width at front and 32mm width at rear.

Hand — Central pull-up lever which operates on rear wheels only. In order to achieve positive braking a pressure limiting valve is introduced between the master cylinder and rear brakes to reduce the possibility of rear wheel lock-up in emergency application. Total Swept Area — 447cm². See-through plastic reservoir for brake fluid.

WHEELS: Ventilated pressed steel disc type. 13" diameter x 4.505.

TYRE SIZES:	Moke/Moke	Moke
Front and rear	Pick up 5.60L x 13	Californian 175 R-13 Winter-tread

ELECTRICAL: Battery: 12 volt, 40 amp. hr. capacity at 20 hour rate. Double dipping headlamps with foot operated dip switch. Rear lamps: twin combination units incorporating stop/ tail lamps. Rear number plate illuminating lamp; single horn with push on flasher switch arm. Combined front flasher and parking lamps with separate bulbs. Dual speed windscreen wipers with twin jet electrically operated washers. Lucas ACR Alternator, maximum output 28 amps.

EQUIPMENT: Instrument — Single Pack Speedometer/Odometer. Gauges — Fuel. Warning Lights — Ignition, high beam, oil pressure, flasher. Lighting — instrument, reverse lights, direction indicator and dipswitch — column control. Screenwiper — 2 speed — self parking, facia switch. Screen Washer — twin jet, electric, facia switch. Safety Belts — 2 front lap. Doors — Side curtains optional. Fuel Tank — 27 litre capacity. Side Curtains and Sports Steering Wheel are standard equipment with the Moke Californian.

BODY WORK: Pressed steel unitary construction body. The front passenger area is covered by a vinyl hood supported by folding tubes. A pressed steel tray body is located, in a fixed position, behind the seats. Fabricated pressed steel sub frames, detachable from the body, provide mounting for power pack/drive assembly at front, and for trailing arm suspension elements at the rear. Seats are tubular steel frames with integral head restraints. The cushions are polyurethane nylon covering polythene foam over a canvas base. Safety sun visors and seat belts are also fitted.

OPTIONAL EXTRAS: Moke/Moke Pick up Head lamp mesh guards 5.60 W-13 Winter tread tyres. Side curtains. Moke Californian 1275cc engine Metallic Paint