



Specialised uses for the Moke

As well as being a general purpose vehicle, the Moke's many features invite its use for specialised applications. These include light delivery work, servicing and almost any job where the basic requirements for vehicle specification are economy, ruggedness and load carrying ability. Just four of such applications are illustrated here.

Top left: The Moke becomes a light delivery and pickup vehicle! Note here the side curtains; a full all weather set of 4 is available as an optional extra.

Bottom left: Specialised applications like fine maintenance are all in a day's work for the Moke. The flexibility of its rubber suspension combined with special bump protection makes it suitable for many off-road applications.

Top right: Construction projects of all kinds offer endless possibilities for profitable employment of Moke's special talents. What other vehicle can offer the economy, manoeuvrability and all-round ability of the Moke?

Bottom right: Here the Moke makes an ideal newspaper delivery wagon. There's room for a whole suburb's supply of papers; plenty of room to throw them accurately and easily!

Additional safety and comfort feature

Comfortable, easily-adjusted safety

belts are fitted to both driver

and passenger seats.

SPECIFICATIONS

ENGINE: In line, water cooled, overhead valve, four cylinder, three bearing cast-iron balanced crankshaft, in vent with chain, gearbox and final drive, fabricated transversely at front of vehicle.

Bore 2.54"
Stroke 3.00"
Cubic Capacity 990 c.c.
Compression Ratio 8.5:1
Maximum B.H.P. 30 @ 5,250 R.P.M.
Maximum Torque, 52 lb. ft. 2,700 R.P.M.

FUEL SYSTEM: Single 5.8. Carburettor, type H.S.2, mechanical fuel pump, air cleaner with paper element, petrol tank capacity 6 1/2 Imperial gallons, fuel filter in pump and fuel line.

SNIP PROTECTOR: Steel, steel strip guard attached to sub-frame protecting full length and width of sump.

LUBRICATION SYSTEM: Full pressure to engine bearings, sump feeds oil both to gearbox and final drive, return gear lube pump driven by camshaft, full flow oil filter with renewable element, grease chamber in sump, magnetic sump drain plug, oil capacity, including transmission, 8 pints approximately, plus 1 pint for filter.

IGNITION SYSTEM: 12 Volt earth return system and distributor with automatic vacuum control.

COOLING SYSTEM: Pressurized radiator with pump, fan and thermostat, capacity approximately 5 1/2 pints.

TRANSMISSION: Clutch, 7/8" diameter, hydraulic operation by pedal point. Gearbox, four speeds and reverse with synchromesh on second, third and top; in and with engine and final drive; central floor changeover lever, final drive, to final wheels via helical spur gears and open shafts with universal joints; drive casing in unit with engine and gearbox.

GEAR RATIOS:

	Road Speed		
	Per		
	Gearbox	Overall	
	1000 R.P.M.		
1st	3.627	15.0	3.7 M.P.H.
2nd	2.172	8.8	6.4 M.P.H.
3rd	1.812	5.8	9.7 M.P.H.
4th	1.000	4.133	13.5 M.P.H.
Reverse	3.677	15.0	

Final Drive Ratio: 4.133:1

STEERING: Rack and pinion; 2-1/3 turns lock to lock; two spoked 15 1/2" diameter steering wheel; steering damper 30 lb.

SUSPENSION: Front (includes final drive) — Independent with levers of unequal length. Lower coil mounted on ball joints. Rubber springs and telescopic shock absorbers mounted above top levers. Top levers roller bearing and lower levers rubber mounted on lever end. Tyre and air flexion by rubber-mounted ferrous. Rear — Independent trailing beam levers with rubber springs and telescopic shock absorbers. Levers carry stub shaft for hubs which have twin dual purpose levers.

BRAKES: Foot — All four wheels hydraulically operated by pedal with two leading shoes at front and single leading shoes at rear, 7" diameter x 1 1/2" width at front and 1 1/2" width at rear. Hand — Central pull-up lever which operates on rear wheels only. In order to achieve positive locking a positive locking valve is introduced between the master cylinder and rear station to eliminate rear wheel lock-up in emergency application.

Total Friction Area — 74 sq. in.

ROAD WHEELS: Priced about 3,500 x 10 with four 17" diameter wheel studs, 5.20 x 10 Whitcombstone tyres with tubes.

ELECTRICAL: 12 volt, 38 AMP. in capacity at 28 hour rate. Double-dipping headlights with fan-operated dip switch; wiper motor and horn and stop lamp; separate reflectors; rear wiper blade disengaging pump; single horn with push on blower wheel. Combined front fender and parking lamp with separate lens. Separate rear fender lamp. Dual wiper motor wipers.

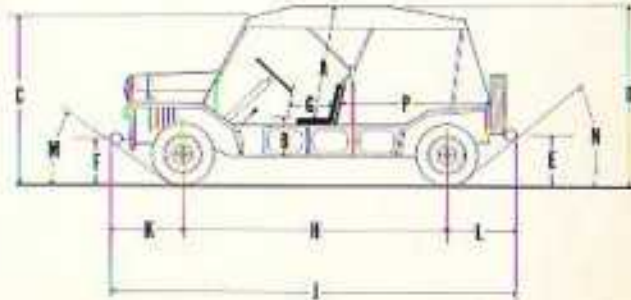
INSTRUMENTS: Speedometer and fuel gauge. Warning lights show oil pressure not charging, headlamp high beam, low oil pressure and oil filter requires removal. The warning indicator, including combined ignition/starter switch are mounted on a panel in the centre of the dash.

BODYWORK: Roll-over-protected steel unitary construction open-type body with anti-rattle fabric tilt cover supported by folding lift lides. Fabricated painted steel sub-frame, detachable from the body, provides mounting at front for power pump/brake wheel drive assembly and for trailing arm suspension elements at the rear. Two identical

metal seats; made of polyether foam over canvas base covered with P.V.C. tufted leather cloth. Safety belts are fitted. Load carrying capacity 10 cwt.

DIMENSIONS

Width Overall	51"
Ground Clearance	6"
Wheel Depth	13"
Q.I.P. Per Gal.	2.3
Gross Vehicle Weight	1807 lbs.
Kerb Weight	1255 lbs.
A	38"
B	17 1/2"
C	53"
D	56"
E	18"
F	18"
G	17"
H	68"
I	126 1/2"
J	22"
K	23 1/2"
L	23 1/2"
M (Approach angle, front)	33 degrees
N (Departure angle, rear)	45 degrees
P (Loading length)	43"-45"
Spanning in seat position	
Front hook	43"
Rear hook	46"



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How the Moke meets Australian needs

Above: The Moke at work on a typical dairy property. Low loading height (27") enables for easy loading of milk cans with both of vehicle. Addition of trailer adds to Moke's versatility. It takes standard trailer couplings.



Distance and indifferent roads are just of the Australian motorists' heritage. And nowhere is this more apparent than in the vast open spaces of the outback, in the tough and challenging environment of national development projects. Here there has never been a final answer to transport problems. True, there has been immense improvement in the rough-going capabilities of modern cars, but naturally enough, they do have their limitations. Very special 4-wheel drive vehicles overcome the toughest going but their cost often makes them an uneconomic proposition. What is needed is a vehicle that can offer a car's low initial cost and economy of use combined with rugged power to handle rough going. Add a load carrying capacity, ease of getting in and out of the

vehicle (every man on the land with gate opening and shutting problems will appreciate this!) and you have... THE MOKE!

The Moke is an ideal runabout. Tools, fuel or feed, even an occasional beast may be loaded and carried with ease.

It is economical to operate. It can handle field work with power to spare. It can "duck into town" quickly and comfortably.

In the simplest sense the Moke is a low priced, simple to operate, basic transportation to take over the role hitherto reserved (usually with bad consequence!) for cars or utilities. And in addition its exciting performance opens up an infinite number of uses up till now associated only with vastly more sophisticated and expensive vehicles.



How the Moke was created

Above: Mud, sleet and snowdrift roads are no problem to the Moke's front wheel drive and high power to weight ratio. With only ordinary precautions if landless areas combine with snow in the unlikely situation of the Moke crawling, its light weight makes it easy to tow. One man can lift the rear easily, three lift the whole vehicle!



The Morris Mini Moke is the brainchild of the same design and engineering team that gave the world the incredibly popular Morris Mini, the Morris 1100 and, more recently, the Austin 1800. In designing the Moke, simplicity was a prime requirement. This was achieved in the first instance through the use of the well tried and proven East-West engine placement with front wheel drive. Engine, gearbox and differential are all in one compact unit and the weight is over the front wheels for most efficient utilization. Ruggedness was another essential requirement. This was achieved through the design of an all welded steel body that utilised immense box sections to provide strength and rigidity. Around these two basic design features, the Mini

Moke was constructed. Enthusiastic owners reported delightedly that in service it met all its maker's claims — and more! The number of jobs it performed successfully went far beyond original plans, and are still multiplying rapidly. All this success was still not enough for BMC in Australia. Twelve months before Australian production commenced a shipment of Mokes was brought to Australia for torture testing under local conditions. The vehicles clocked many thousands of miles in all weathers, on all surfaces, all types of country. The Mokes came through with flying colours. However, in the light of Australian experience, certain local modifications were made. These included extra sump armour protection, twin wipers and a larger engine of 908 c.c.



Why can the Moke do so much?

Above: Professional hunters will find a lot to commend the Moke as an all-terrain vehicle. Its high cruising speeds and ability to handle poor roads are particularly good features. There is adequate space for camping gear and hunting equipment behind the front seats.



Power, the unique combination of BMC's East-West engine placement and front wheel drive and ruggedness are the answer! The Moke weighs just a fraction over 11 cwt. (one man can comfortably lift it at the rear!) yet has the formidable 990 c.c. BMC Mini engine to power it through a 4 speed gearbox. A final drive ratio of 4.333:1 is used to provide maximum pulling power in all gears.

All this power is further enhanced by the front wheel drive configuration of the Moke. Front wheel drive has been proven more efficient, not only because of its inherent "pulling power", but because there is no efficiency loss with long drive shafts and rear axle layouts. The weight and power is directly over the front wheels where it counts most.

Ruggedness is ensured by the special all welded steel body. Body twist just doesn't exist, regardless of the angle at which any pair of wheels may be placed. And tough, proven rubber cone springs, heavy duty shock absorbers run into the toughest going!

Where does all the space come from?

Again, we must thank BMC's front wheel drive layout. Because the engine sits sideways, because there is no underfloor gearbox, drive shaft or rear axle, BMC has been able to devote more space to passengers and equipment. Load space is a surprising 43"-45" behind the front seats, is adequate in front for the largest driver and passenger.



How about reliability, economy?

Above: Driving, stow suspension and mastering are all in the driver's hands for the versatile Moke. It is equally at home on a mountain track, can handle a trail or burst into a gallop at the start of the accelerator.



The Moke is mechanically based on the incredible BMC Morris Mini that has become the auto phenomenon of the decade. It has proved its reliability in almost every country in the world, under all types of conditions. For the rest, the utter simplicity and sturdiness of the Moke design guarantees long, trouble free performance for the life of the vehicle.

Service economy is outstanding. This also springs from the Moke's close mechanical relationship with the Morris Mini and its simplicity of design. The entire engine, gearbox and front wheel drive are together in one compact unit, are easily accessible for routine maintenance, simply removed in the likelihood of a major overhaul. Parts are easily obtainable anywhere in Australia and your BMC centre is fully equipped with

factory produced equipment and information to facilitate servicing.












Registration and running costs for the Moke are a bare minimum. It will return up to 40 m.p.g. in use, give 3,000 miles between oil changes under normal operating conditions. The Moke is covered by the BMC 12/12 warranty for its first 12 months or first 12,000 miles, whichever is sooner.

What else can you use the Moke for? Moke's uses are endless. It can comfortably tow a trailer. It can be fitted with optional all weather side curtains. Extra seating can be devised. It can do double duty as a camping, fishing, or hunting wagon. The Moke cruises effortlessly at 60 m.p.h. on the highway, slogs it out at walking pace in rough country. You name it, Moke will do it!



MORRIS MINI MOKE

a new concept of
rugged runabout
versatile
workpower
for the
Australian
countryman

 The challenge: design and produce an all-purpose vehicle with the Australian man on the land primarily in view  It must have stamina, muscle  It must be capable of carrying men or materials without fuss  It must be capable of travelling where there are no tracks  It must be economical in use, simple to service  The Mini Moke is BMC's answer  Unlike other attempts at such a design, the Moke is based on a proven and easily obtainable power and transmission unit  It is unquestionably the lowest priced and most economical answer ever presented to the Australian countryman  Rugged? Versatile?  Yes!  Meet BMC's Moke and discover how many things it can do for you!



Mustering in a Moke



Bridge building in a Moke



Delivering in a Moke



Surveying in a Moke



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Firefighting in a Moke



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Cross country in a Moke

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