

Another of our iconic cars is Julian's popular Moke, a regular participant in our club's activities.

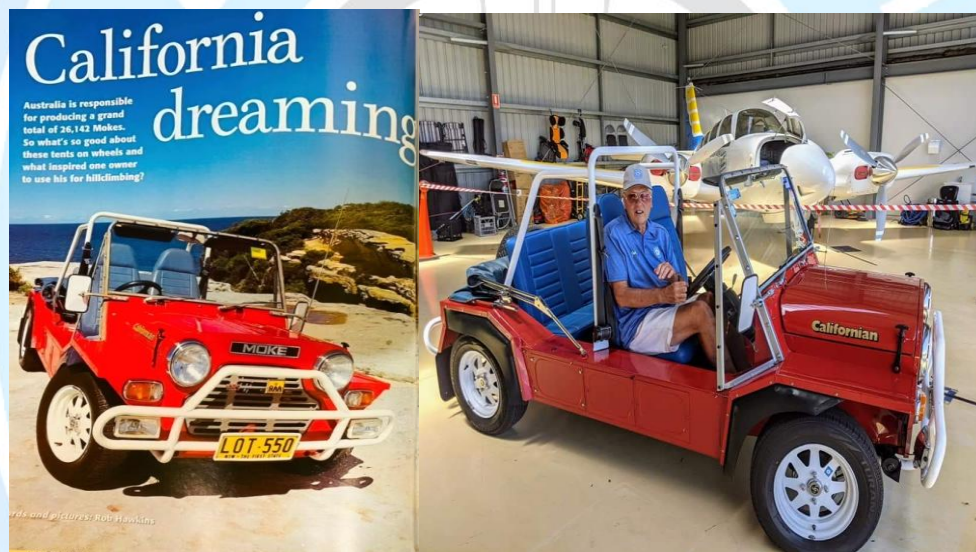
What follows is a hugely edited article taken from the magazine **MINIWORLD** published in 1999.

The original words and pictures were by Rob Hawkins who came out to Australia from the Old Blighty on 3 occasions as a freelance writer, and this one time to write about a 'hot' Moke.

Thanks must also go to Strat for his valuable input!

The editor makes no excuses for the photographs, most lifted from the magazine itself!

Julian's Moke.....an entertaining story indeed!



Australia is responsible for producing 26,142 Mokes and the bug certainly was caught by our club member, Julian Atkinson, who, after visiting an eccentric millionaire/ex-special forces officer at Birchgrove', agreed to buy a non-running, last of the breed Moke!

The price was negotiated from \$3250 down to \$2200...but two cheques had to be written, one payable to the owner for \$2200 and

one for \$500 to the SICK HORSE FUND...this was at the owner's insistence otherwise the deal would not go through.

Julian soon knocked the Moke into shape, and it wasn't long before a 1600cc class win at a hillclimb at Bathurst was claimed.



Julian's Moke is probably one of the last to roll off the assembly line...the logbook actually starts the year after Leyland Australia threw in the towel in 1981. Interestingly the last of the series were called Californians.

Julian had been searching for a post-1980 Moke with galvanised body and 1275 cc motor but he was taken aback when he finally found it...a group of people were pushing it down a road, kangarooing each time the driver let the clutch out. It gave about 4 leaps as it almost started and then finally died...it hadn't been driven for 12 months! Anyhow Julian wasn't put off by the way his potential purchase was being treated and the deal went through. Julian definitely had some work to do.

What Julian got for his \$2700 was a one-owner, 44000 mile Moke in poor, tatty condition...but this didn't stop him from hillclimbing where he found out that, by putting the hood, bows and side curtains on the aerodynamics were greatly improved, leading to frequent victories, the first at Bathurst.



Better aerodynamics with the hood up? Julian reckons he won a hillclimb because of it. Using a good tail wind?



Above: this is about as sophisticated as it ever got

Right: 185 tyres on 13-inch rims

Far right: about as different as you can get from a Mini – all straight lines, virtually no curves anywhere

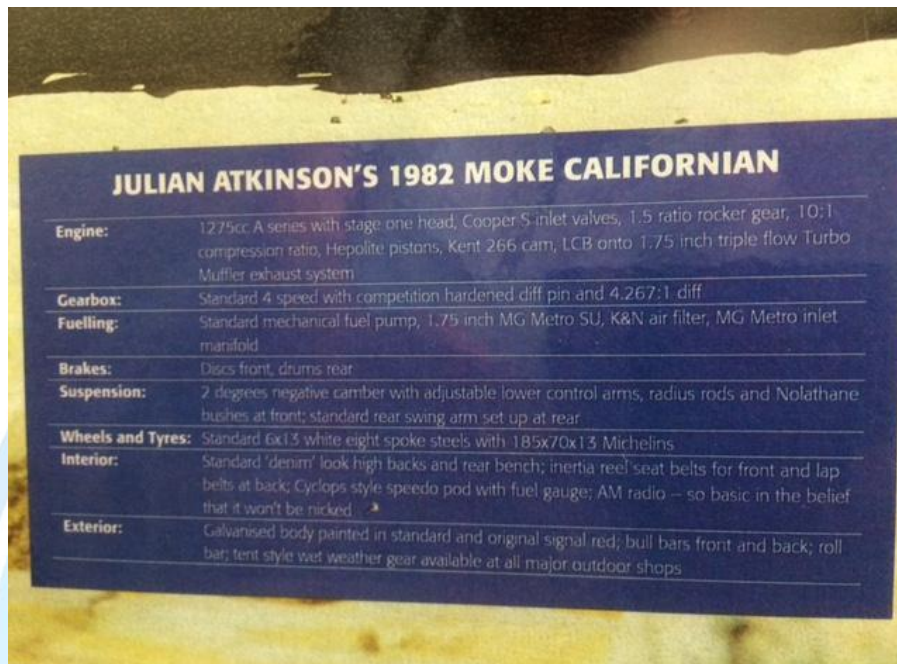


As can be seen this car was not going to be used to deliver the Sunday papers!

However, being a rev head, in a race at a set of lights against a highly modified REPCO Moke built for the Round Australia Rally, Julian did some serious damage to his vehicle...result, rebuild. But of course a totally modded motor, gearbox etc were eventually returned to the Moke.



Drive a Moke around town without the tent on top and you risk getting cooked alive....the wind attacks you from all angles, when turning a corner you form a trusting relationship with a grab handle and seat belt (remember no doors)....but that's what it's all about, seat-of- your-pants moking.



By the bye a copy of this magazine is available on eBay for 4.99 pounds from England if anyone is interested!

