

CHERRY ON TOP

Roland Jäggi's unassuming summer runaround has been given a power boost in the form of an ultra-rare Speedwell cylinder head.

Words: Karen Drury. **Photos:** Jim Jupp.

Back in 1965 all the cool cats wanted to drive around in a Mini Moke but we suspect that this 1965 Austin Moke, now owned by Roland Jäggi, was destined to live quite a hard life. We assume this as the Spruce Green Moke, which was built on 20 October 1965, was ordered with extras including Weathermaster tyres, passenger seats and a sumpguard. It was delivered to Carey & Lambert Ltd. of Southampton, England. Unfortunately this English Moke's life story is pretty

sketchy beyond these facts. We do know that, by 2006, it had been painted Old English White, its bumper bars had been painted black and it was living in Switzerland when it was bought by Roland Jäggi, after he saw an advert for it in *Automobile Revue* magazine.

In the late 1950s, when the Mini Moke was being designed and developed, BMC's intention was for it to be used as a military vehicle. Testing found that its limited ground clearance meant that it didn't quite cut the mustard as a baby

Jeep or Landy but it was still in demand for slightly less rugged applications and was an ideal workhorse for farms, army bases, airports, fire stations and golf courses etc. It was therefore developed and launched in 1964 and sold, in Spruce Green only, as a commercial vehicle. But it also found popularity as a fun city runaround for trendy types.

Roland Jäggi has a fondness for British cars. He has always been a fan of the Mini and says that "everything" about it appeals to him. The Moke is the first and »



OWNER PROFILE

Roland Jäggi

First car: 1953 Opel Olympia, bought for 200 Swiss Francs

Favourite food: Meat

Car club membership: Berner Mini Club and Swiss Morris Minor Club

Dream car: Aston Martin DB4 GT Zagato

Most hated Mini task: None

Favourite music: 60s, 70s and heavy metal



only member of the Mini family that he's ever owned but his real automotive love is reserved for another Issigonis design classic: the Morris Minor. "My girlfriend has owned a 1953 Minor cabriolet for 27 years so I became a fan too and I found a Morris Minor Traveller in an advert in 1991. Minor or Mini, I like them both!"

Roland is now retired but helps out his son Marc with his business, Jäggi Classics near Bern (www.jaeggi-classics.ch). Together they work on a mouthwatering array of classic cars but they especially love working on Minis and are active members of Berner Mini Club.

Roland had never even driven a Moke before he bought his. The plan was to drive it and enjoy it but, once it was in his

garage at home, he found that it needed some work. "It had been well used. The floor was very rusty and did need a lot of repairs. The bodywork was carried out by a specialist garage in our town."

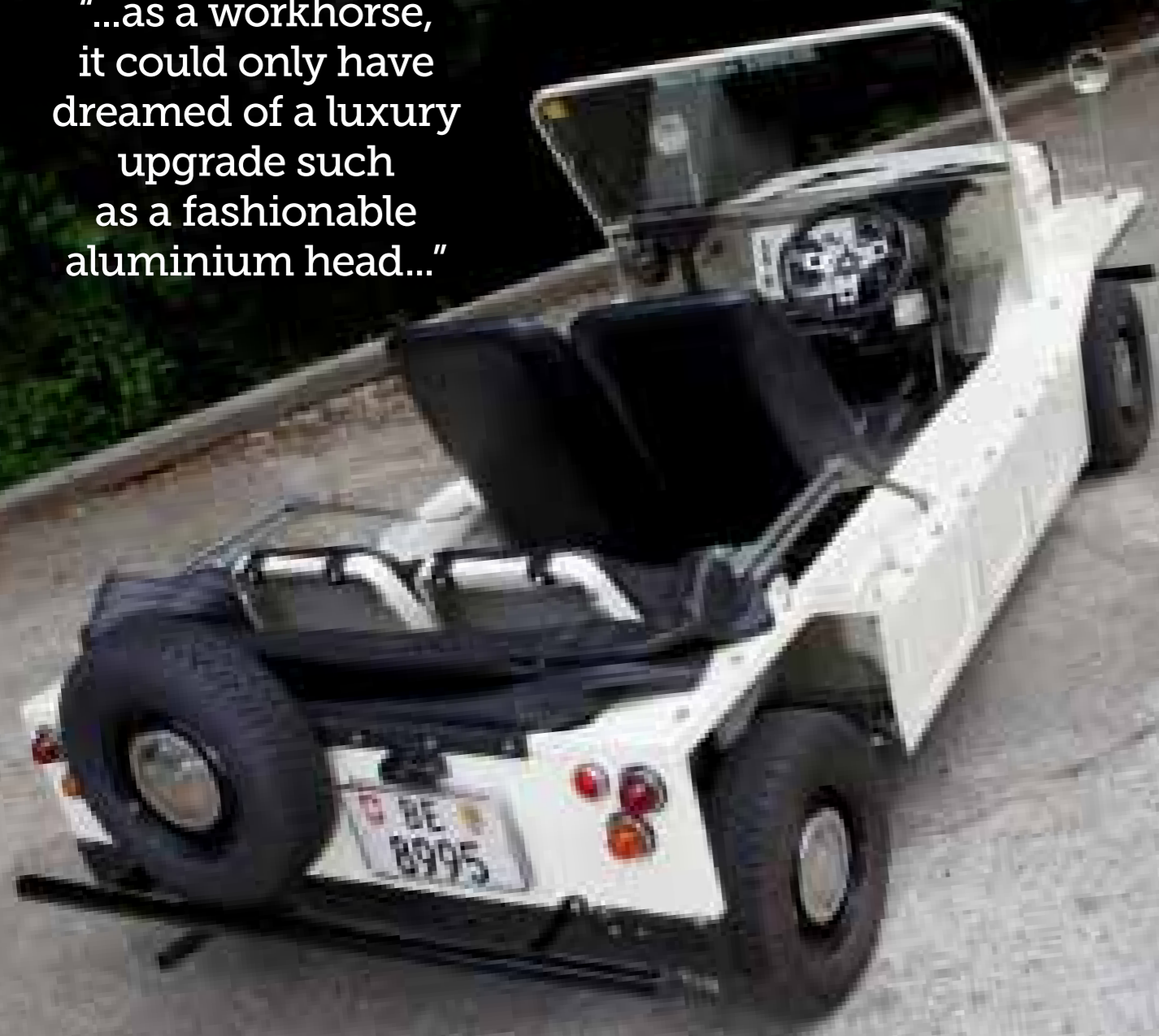
The Moke then received a general tidy-up which included fitting new rubber mats. Its 848cc engine was feeling a bit tired so Roland, with help from Marc, rebuilt it and the gearbox. "We did a complete revision in our garage." Roland used Workshop manuals to guide him through the process.

Back in 1965, when the young Moke was probably trudging around as a workhorse, it could only have dreamed of a luxury upgrade such as a fashionable aluminium 5-port GT head from Speedwell

but fast-forward to 2006 and all its Christmases were about to come at once! "The Speedwell head we fitted came from an Austin Morris garage which closed down," explains Roland. You'd expect that it would have been tricky and expensive to get such an old head refurbished but, astonishingly, it was in great condition so it was simply bolted on to the reconditioned 850 block. "There were no problems with the head at all and it certainly gives the engine more power," enthuses Roland.

Speedwell was an engine tuning and accessory company set up by John Sprinzel in 1957. Formula One World Champion racer Graham Hill was Chairman. Speedwell sold many tuning components for a range of cars including BMC's Mini. »

"...as a workhorse, it could only have dreamed of a luxury upgrade such as a fashionable aluminium head..."



Left: The cool mirrors on stalks were already fitted when the Moke was bought by Roland back in 2006.

DEDICATED FOLLOWER OF FASHION

Back in the 1960s the Mini and its variants were very fashionable modes of transport. This Moke publicity pic shows a LHD Moke working around a harbour. Roland's Moke was bought in Southampton and perhaps it was even used to tow boat trailers on the coast. Note that the Moke pictured has been equipped with Dunlop Weathermaster tyres, just like Roland's one was.





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The London-based tuning company's aluminium heads were particularly prized among Mini tuners and they still are today.

The rest of the Moke was in good condition, including the hood and suspension, which just needed a thorough clean. The utilitarian interior has been fitted with some stylish bucket seats which wouldn't have looked out of place in a Speedwell catalogue. The cool, circular

mirrors on stalks were apparently already fitted when Roland bought the Moke and are reminiscent of the mirrors that mods fitted to their scooters back in the 60s.

Roland spent a whole winter working on the Moke until it was back on the road and now uses it mainly in the summer months. “When the weather is good I drive the Moke very often because it is pure fun!”



SPEEDWELL'S ALLOY GT HEAD FOR 848CC MINI

Here's what Speedwell had to say in the brochure entry for its GT head: “The use of aluminium permits a high compression ratio to be used which, together with gas flowed ports, results in exceptional further improvement. The Speedwell alloy head is completely interchangeable with the original BMC Mini head. Valve seats are of hard-wearing Austenitic Iron, shrunk into the combustion chamber. The inlet porting is partly machined and then hand polished. Supplied complete with Guides, Oil Seals, Valves VA.1 and VA.2 as well as Valve Springs VA.50. Compression ratio 10.5 - 1. Price £46.10.0.”

TECHNICAL SPECIFICATION

Modified 1965 Austin Mini Moke

Engine: 848cc A-series . Speedwell GT aluminium 5-port cylinder head . Lucas points . NGK BP6ET spark plugs . dynamo . negative earth . single SU HS2 carburettor . Coopers air filter housing . 2 Mann in-line fuel filters . OE Coventry radiator . SU fuel pump . dipstick painted red . **Gearbox:** Wandshift . four-speed manual . synchro in 2nd, 3rd and 4th gears . metal-body Lockheed clutch master cylinder . diaphragm clutch . **Brakes:** Non-servo assisted . OE drum brakes . DOT4 fluid . plastic reservoir brake master cylinder . **Suspension:** OE dry rubber cone suspension, refurbished . OE dampers . **Wheels/Tyres:** Steel 3.5x10

Mini wheels, painted black . Van-style small hubcaps . Goodyear GT80 145R10 radial tyres . **Interior:** Black vinyl front bucket seats . OE rear seats . rubber replacement floor mats . small three-spoke leather-trimmed steering wheel (RHD) . wood Cooper-badged gearknob . OE Smiths 145kmh speedo . additional Smiths temperature gauge . Smiths fresh air filter . Mini windscreen wiper motor conversion . **Exterior:** 1965 Austin Mini Moke shell, repaired . Austin mudflaps . vinyl hood . painted Old English White (WT3) round mirrors mounted on tall posts, secured to wings . Moke bumper bars, painted black . OE rubber bonnet fixings