

“YDO30 Californian Moke”

by Tony Cripps, Bruce Elson, Peter Davis, Ron Moss, Terry Pollard

Of particular interest to Moke enthusiasts is the model YDO30. An enigmatic car that in some ways was ahead of its time, the concept being revived much later in the Moke model run. In this article, we discuss the best available evidence as to how this vehicle came about and how many were produced.

We thank one additional author who prefers to remain anonymous for his input.

1. YJBAB10L

The first official mention that we have on file of what was to become the Californian Moke is a technical drawing HYK2908. This is dated **30 Jan 1970**:

B.M.C. AUSTRALIA	
PRODUCT ENGINEERING DEPARTMENT	
DO NOT SCALE. THIRD ANGLE PROJECTION. ALLOWABLE VARIATIONS ON ALL DIMENSIONS IS PLUS .02 OR MINUS .02 UNLESS OTHERWISE SPECIFIED.	
DATE	30-1-70
FIRST USED ON	YDO18 NOMAD
DRN	B. ILLIEN
CHKD	
SCALE	FULL
FINISH	NOTED
MATERIAL	24 GAUGE ALUMINIUM
COMPLIANCE PLATE	
PART No.	HYK 2908
SIZE	A3

Fig. 1.1 HYK2908

The drawing title block is notable for displaying the intended marketing name “Nomad” and drawing office reference number YDO18.

The drawing HYK2908 is for a compliance plate, and the plate shown is also remarkable for several features.

MANUFACTURED BY BRITISH LEYLAND MOTOR CORPORATION OF AUSTRALIA LIMITED. 1970
THIS VEHICLE CONFORMS TO ALL U.S.A. FEDERAL MOTOR SAFETY STANDARDS IN EFFECT ON DATE OF MANUFACTURE AND APPLICABLE TO VEHICLES FOR SALE IN THE VIRGIN ISLANDS. NO EXHAUST EMISSION CONTROL SYSTEM OR DEVICE IS FITTED.
SERIAL NO: YJBAB 10L [] - TYPE: MULTIPURPOSE PASSENGER VEHICLE.

Fig. 1.2 HYK2908

Note the statement "No exhaust emission control system or device is fitted". Also, the model identification code is given as YJBAB10L, which as shown below, indicates a 1098cc power unit and LHD.

Our next primary reference is drawing MYH4080 with an amendment dated **25 Feb 1970**

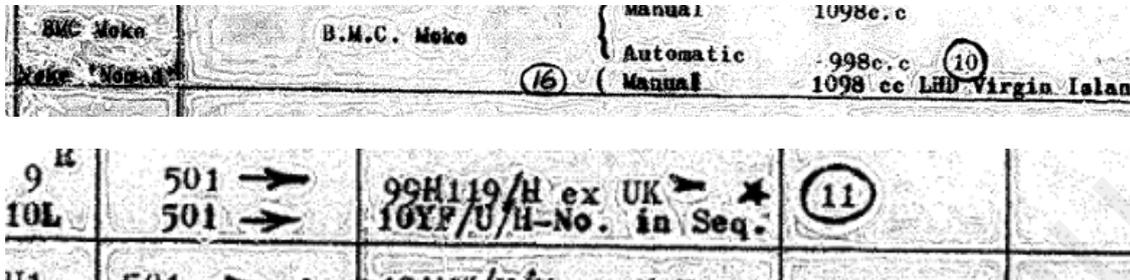


Fig. 1.3 MYH4080

Fig. 3 MYH4080 shows that the "Nomad" is to have a 1098cc engine, in LHD, meeting US regulations and with the body number starting at 501 and a 1098cc power unit 10YF/U/H.

The above is consistent with the next available document, which is a Service Liaison Summary dated **16th April 1970** in which it is stated:

FOR INFORMATION ONLY:

Our Sales Division has been successful in obtaining an order for 300 special MOKES for the United States Virgin Islands.

These units will be designated as "NOMAD".

This information may be useful in helping to avoid any confusion which may arise by the connection of the name NOMAD in relation to Mokes.

Fig. 1.4 Service Liaison Summary 16/4/1970

The new information here is the quantity: an order for 300 vehicles and official notification to dealers of the name Nomad.

We come now to the BMC standard, page A25-2 50A. This is dated **3rd August 1970**. We focus on the information for YJBAB10L.

(1) 2/YD018	Moke	B.L.M.C. Moke	YJBAB10L/501-801	2000	4
		U.S. Virgin Islands			
		2/YD018 Manual			

(1)	<u>EFFECTIVE FOR PRODUCTION PERIOD - JANUARY, 1970 to OCTOBER, 1970</u>	<u>ONLY</u>
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Fig. 1.5 BMC Standard A25-2-50A

The Standard supports the production (intended or actual) of 300 YJBAB10L for export to US Virgin Islands and designated 2/YD018, in LHD with 1098cc engine.

Note the designation as a 4 seater.

The photo below shows what are apparently YJBAB10L vehicles being made ready for export. Note the newly designed lights, but side fuel tank. The photo is staged, and taken on the lawn in front of the new administration building, not in the dispatch area of the factory.



Fig. 1.5 YJBAB10L stacked for export. Estimated date: May/June 1970.

Drawings for lights, reflectors and wheelarch extensions are dated Jan/Feb 1970 and first specified for "Nomad" 2/YDO18.

YJBAB10L changed to YJBAB11L before the full complement of YJBAB10L vehicles were completed.

Since the BMC Standard specified 300 x 10L vehicles, and lists 250 x 11L vehicles, it is concluded that 50 x 10L vehicles were produced, the specification changed to larger engine with emission control, and 250 x 11L vehicles either produced, or planned for production during Nov/Dec 1970. The 11L vehicles had emission control, and 1275cc engine.

2. YJBAB11L

The documentation for YJBAB11L is an entry in the BMC Standard **Fig. 1.5** BMC Standard A25-2-50A at Note 2.

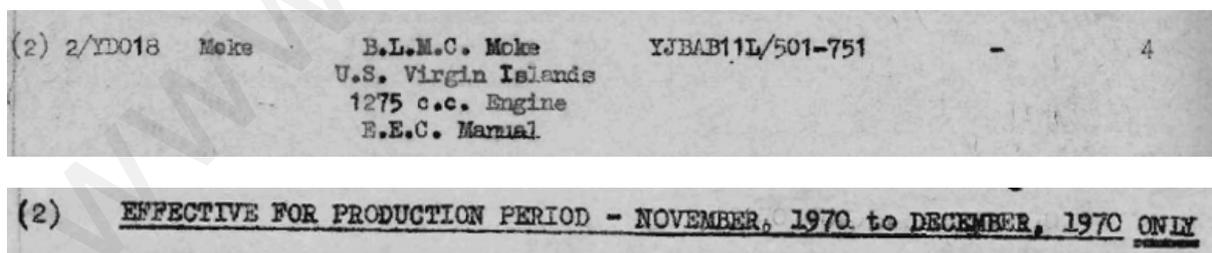


Fig. 2.1 BMC Standard A25-2-50A

And also the compliance plate HYK2921 dated **15/4/1970**



Fig. 2.2 HYK2921

YJBAB11L is also designated a 4 seater.

The term “Virgin Islands” continues to appear but deletes the sentence “no exhaust emissions control equipment is fitted”.

This vehicle is 1275cc.

Seating Capacity 4.

250 to be produced in LHD.

This drawing is dated 15/4/1970, and the model is designated 2/YDO18 Nomad

This could be a result of the delay in producing the 2/YDO18 for Virgin Islands and changing (increasing stringency) of emissions controls required. It is not known what the significance of the short production run Nov to Dec 1970 signifies.

It has been discovered that a YJBAB11L is registered in the Netherlands. This is described as a 4 seater, 1275cc engine. It has a side fuel tank.

Since the compliance plate mentions Virgin Islands, then it is presumed these vehicles, if produced at all, were destined for US Virgin Islands and not some other export market.

These are drawing office reference 2/YDO18, Nomad.

It appears some were manufactured.

The Virgin Islands Story

It has now been established that the rear fuel tank fitment was not part of the original Virgin Islands specification, but the lights, reflectors and other equipment was.

Some time in 1969, there was a side collision accident in the US Virgin Islands involving a UK produced 10” wheel Moke. The woman driver was burnt to death when the side fuel tank ruptured and sprayed petrol all over her. The incident became the focus of a court case, with the UK Company as the defendant.

In the meantime, or perhaps shortly before this incident, the BMC Australia had set up a sale of 300 Mokes to the US Virgin Islands.

Bruce Elson (Service) and Hans Tiedemann (Sales) went to the US Virgin Islands to attend the court case as observers, since the outcome may have had a serious implication for Australian Mokes, particularly if a recall of all Mokes was required.

In anticipation of, or perhaps as a result of, the court case, a decision was made to relocate the fuel tank from the side to the rear. As indicated below from the drawings, this decision appears to have been made in about June 1970.

Since the BMC Standard specified 300 x 10L vehicles, and lists 250 x 11L vehicles, it is concluded that 50 x 10L vehicles were produced, the specification changed to larger engine with emission control, and 250 x 11L vehicles either produced, or planned for production during Nov/Dec 1970. The 11L vehicles had emission control, and 1275cc engine. Or, considering the sample plate shown above for 10L, about 100 10L vehicles may have been produced.

None of these vehicles were sent to Virgin Islands.

Drawings for rear fuel tank piping etc are dated 8/1970, and refer to YDO30 only. The change from 2/YDO18 to YDO30 is thus now known to have occurred in about July 1970. This is designation YJBAB12L. The compliance plate has Virgin Island reference deleted, indicating that despite best efforts to include a rear tank to head off safety concerns, the deal had been cancelled about the same time.

At this time (July/August 1970) items like fuel tanks would have had to have been ordered from UK at 6-12 months lead time.

About 18 months later, Dec 1971, the Californian was announced. YDO30A. These were stamped YJBAB12R but complied as YJBAB13R.

YDO30B, YJBAB14R, described as "Utility", may have been made during 1971 and backdated to 1970.

3. YJBAB12L

The first documentation for YJBAB12L is an entry in the BMC Standard at Note 3.

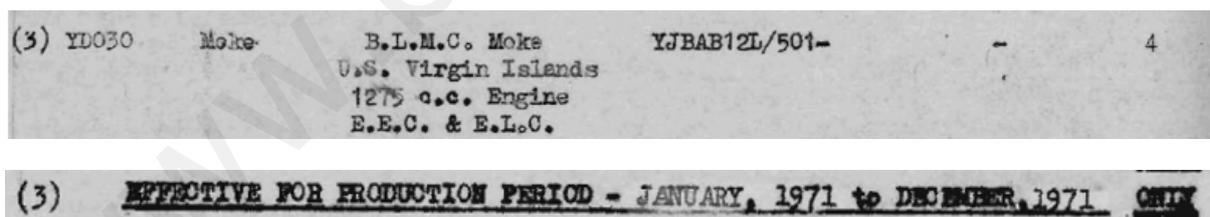


Fig. 3.1 BMC Standard A25-2-50A

The Standard refers to a 1275cc power unit in LHD with EEC and ELC (ELC means evaporative loss control – i.e. a carbon cannister).

Model shown is YDO30, 4 seater.

There are two relevant drawings.

Drawing HYK2996, dated 4th May 1970, by which time the model designation had changed to YDO30 in the drawing title block) shows that for export, an old style Identification plate (2 piece) was fitted

(to engine compartment, and a unique Compliance Plate for the export market fitted in the passenger compartment.

Note that in HYK2996, although the drawing is dated May 1970, the plate shown has 1971 indicating perhaps that the intended production for this model is 1971.

Note that this drawing is dated just a few weeks after HYK2921 15/4/1970 Fig. 2.2.

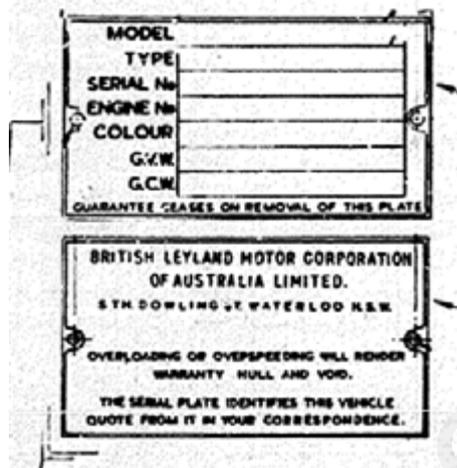


Fig. 3.2a HYK2996 Engine compartment



Fig. 3.2b HYK2996 Passenger compartment

The second drawing is Compliance Plate HYK3108 (below) is for YJBAB12L and is dated **3/8/1970** and is a repeat of that shown above in Fig. 3.2b.



Fig. 3.3 HYK3108

By this time, reference to Virgin Islands has been deleted from the Compliance plate.

4. YJBAB12R and 13R

Drawing MYH4085, lists all the models of interest.

6	YDO18(AUTO)(998)
7	YDO18(AUTO)(998)
8	YDO18(1098)
9	YDO18(AUTO)(1098)
10	YDO18(LHD US REGS. 1098)
11	YDO18(LHD US REGS. 1275)
12	YDO30 (LHD US REGS. 1275)
13	YDO30A (1275)
14	YDO30B (1275)

Fig. 4.1a MYH4085 Model listing Moke.

M	AUTHY.	ISSUE	REVISIONS	CHD.	DATE
M	24912		Release	J.B.	21.3.68
P	29412	1	Revision	F.R.	25.2.70
	40032	2	Model Designations Updated. YDO21 & YDO30A - BX, 210 - BX1425 & FF.1200		
R			Added	Ram	19-10-71
	33320		YDO30B Added		21-1-72

Fig. 4.1b MYH4085 Details of amendments.

This is a significant document since it shows the new model code **YDO30**, with type codes 12, 13 and 14 with 1275cc engines but with 12 being LHD and 13 and 14 presumably RHD. Date 10/71.

YDO30 Model 12 appears as LHD 1275cc. It is thought this may be the final version of what was originally Nomad but now with a rear mounted fuel tank. As mentioned in Section 3, 12L started to be called YDO30 in May 1970.

YDO30A is a new model, added in October 1971, and is almost certainly a "Californian Moke". This is supported by the press release below, dated 12/1971.

The conclusion here is that the Virgin Islands deal was cancelled some time between May 1970 and October 1971 at the outside. Given delays in preparing drawings, the Virgin Islands deal was probably cancelled in the first half of 1971.

Note also the date for addition of YDO30B. These are presumed 14R "utility" vehicles.

In **December 1971**, we have an official press release announcing the Californian Moke to the general public:

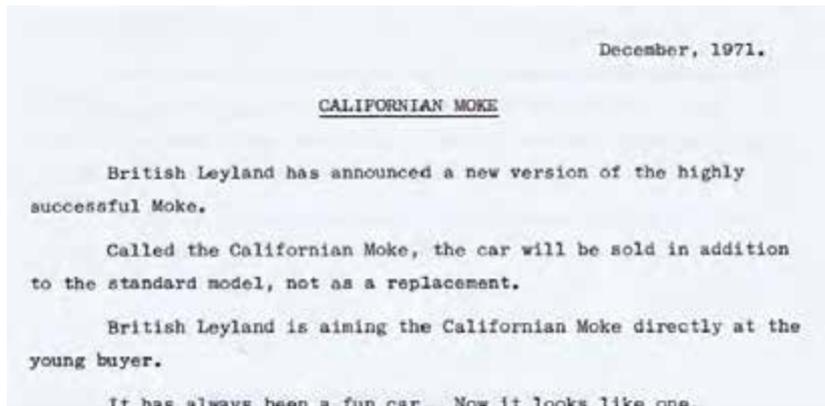


Fig. 4.2 Press Release, Californian Moke

Note, the BMC Standard does not mention 13 coded vehicles at all.

A letter to an owner dated April 1977 indicates that the Californian model was produced from Nov 1971 to June 1973 and that approx 1500 were produced. However, (H Dwyer, Customer Relations, who wrote the letter, probably didn't realise that body numbering started at 501 and so the total made is probably about 1000). The recipient of the letter says his car was YJBAB12R 709 and engine number 1204 1243.



Fig. 4.3 Letter to owner from Leyland

The available compliance plate pictures indicate they had the body codes YJBAB12R or YJBAB13R – note, bodies were stamped 12R, but the compliance plates sometimes show 12R and sometimes show 13R each having a different set of ADR listings (more on this later).

5. YJBAB14R

Standard A25-2 page 50B dated **21st Jan 1972**, a year after the Californian public announcement of Dec 1971, mentions YDO30B, 14R.

COMPLIANCE PLATE PART NUMBER MYHD692
 AUSTRALIAN DESIGN RULES REQUIRED 7 - 20
 COMPLIANCE PLATE INSTALLATION DRAWING HYK0955

<u>DRAWING OFFICE REFERENCE</u>	<u>MODEL MARQUE</u>	<u>AUSTRALIAN SALES DESIGNATION</u>	<u>VEHICLE MODEL CODE AND BODY SEQUENCE/CHASSIS NUMBER</u>	<u>G.V.W. lbs.</u>	<u>SEATING CAPACITY</u>
YD030B	MOKE	MOKE	YJBAB14L/301-751	2000	2

EFFECTIVE FOR PRODUCTION PERIOD - Nov. 1970 only.

33520

Fig. 5.1 BMC Standard A25-2

YD030B, Type Code 14R, 1275 in RHD. The intended production date range November 1970 only.

However, documents (Flood Damaged List dated April 1972 shown below) indicate that 14R are Moke 1275 Utility vehicles. Note the above states seating capacity 2 indicating "Utility". As mentioned above in Fig. 4.1b, YD030B was added to the model list in January 1972.

Fig. 5.1 and the Flood Damage List shows that the model designation YD030B 14R was applied in January 1972 but the entry in the standard shows intended production Nov 1970. Further, the ADR listing in the compliance plate is a short list (see below).

The dates are inconsistent since all the drawings for these cars are dated 1970 and there could not have been any production of YD030 during 1970.

	Release	J.B.	21.3.68
1	Revision	F.A.	25.2.70
2	Model Designations		
	Updated. YD021 &		
	YD030A - BK.210 -		
	BK1.25 & FF.1200		
	Added	Ram	19-10-71
	YD030B Added		21-1-72

Model YD030B added to the model register January 1972.

6. All models

Service Bulletin dated 30/3/1972 states:

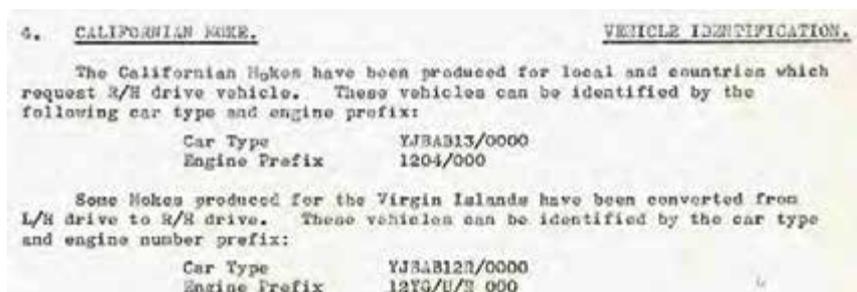


Fig 6.1 Service Bulletin 30/3/1972

The service bulletin is inconsistent with the Owner Letter and the Flood Damage Bulletin shown below. It is thought that the reference to 12YG power unit is incorrect and both YJBAB13R and YJBAB12R are fitted with 1204 power units. This would make things consistent with Owner Letter and Flood Damage Bulletin.

FLOOD DAMAGE BULLETIN

Service Bulletin dated 4th April 1972. In this Bulletin, there is a list of flood damaged vehicles in Brisbane, the list (for Mokes) is:

MODEL	ENGINE NO.	CHASSIS NO.
Californian Moke Ute.	YJBAB12R/611	1204/1154
Mini Californian Moke	YJBAB12R/668	1204/1181
" " "	667	1204/1182
Moke 1275 CC Ute	YJBAB14R/611	12YG/U/H/1138
Moke 1275 CC Ute	YJBAB14R/612	12YG/U/H/11295
Moke 1275 CC Ute	YJBAB14R/613	12YG/U/H/1128
Moke 1275 CC Ute	YGBAB14R/614	12YG/U/H/1126
Moke 1275 CC Ute	YJBAB14R/622	12YG/U/H/1064
Moke 1275 CC Ute	YJBAB14R/624	12YG/U/H/1117
Moke 1275 CC Ute	YJBAB14R/626	12YG/U/H/1144
Moke 1275 CC Ute	YJBAB14R/592	12YG/U/H/1102
Moke 1275 CC Ute	YJBAB14R/589	12YG/U/H/1041
Moke 1275 CC Ute	YJBAB14R/608	12YG/U/H/1096
Moke 1275 CC Ute	YJBAB14R/623	12YG/U/H/1123
Moke 1275 CC Ute	YJBAB14R/625	12YG/U/H/11395
Moke 1275 CC Ute	YJBAB14R/606	12YG/U/H/1120
Moke 1275 CC Ute	YJBAB14R/590	12YG/U/H/1090
Morris BMC Moke Ute	YJBAB/8/R/3412	10YF/U/H/4027
"	YJBAB/8/R/6234	10YF/U/H/6651

Fig. 6.2 Flood Damaged List

There are several noteworthy features here.

(a) 12R and 13R vehicles.

The top three in the list as YJBAB12R. They are fitted with 1275 engines code 1204. They are identified as Californian Moke although the term Californian Moke Ute may indicate seating capacity

2, and Mini Californian seating capacity 4 as originally specified for Virgin Islands. It appears that the body serial numbers are beginning at 501 as expected.

Californian Moke as sold in Australia would have had to have been a 2 seater for compliance reasons. For Export, they may have been 4 seater, and so in the above list, Mini Californian Moke 12R668 and 667 could have been cars for export or could have met QLD certification. Californian Moke Ute 611 is probably a Californian 2 seater for local sale.

PARTS BOOK 1011M

The extract below is from a Parts Book covering the Mini and Moke range 1011M. It gives an indication of model designations and engine codes. Since it refers to the Leyland 10 digit code, the date of this information must be post 1973.

	Moke Nomad U.S. C.B.U.			YJBAB10L YJBAB11L	10YF/U/H 12YG/U/H
2/YD018	030x0B1M13 030x0B2M13	Moke	1275 1098	YJBAB12R YJBAB8R	1200 10YF/U/H
YD030	030x0B1M12 Californian Moke		1275	YJBAB13R	1204
	Export Moke CKD & CBU			YJBAB10L YJBAB11L	10YF/U/H 12YG/U/H

Fig. 6.3 Service Parts List 1011M

Moke Nomad is 2/YD018 LHD. They are not Californian Mokes, but Moke made to US specifications for sale in US Virgin Islands.

The entries in this part of the table are confusing.

For 2/YD018, 030XB1M13 is "associated" with YJBAB12R with 1275 engine. (Note, M13 was actually never used although it is correct according to the Standard. In practice, M12 usually denotes 1275cc). Engine Code 1200 is actually YD023, Clubman GT so this is an error. It should be 1204.

As discussed below, it seems that YJBAB12R are the original Virgin Island Mokes 12L 2/YD018 LHD converted to RHD and sold domestically as Californian Mokes YD030 with a 1204 power unit (it should be noted that the 1200 series of power unit began about August 1970).

YD030A YJBAB13R are thought to be Californian Mokes and sold domestic and export RHD as Californian Moke YD030A also with 1204 power unit but were not part of the original VI batch and were made RHD from the start.

(b) 14R vehicles.

Moke 1275 CC Utility vehicles are body coded 14R in the Flood Damage list. The engine codes are the earlier 12YG coding. We have a picture of an identification plate for one of the above 14R vehicles (moke.com.au).



Fig. 6.4 YJBAB14R Compliance Plate

Note that the compliance date is 12/70 and this vehicle only meets two ADR's, 7 and 20. (brake hoses 1/70 and safety rims 7/70). The original poster of this image on a Moke forum states that the vehicle had a **side-mounted fuel tank** and provision for a chemical tank in the rear subframe, and indications of it originally being LHD. This vehicle whose compliance plate shown above is on the list of Flood Damaged vehicles.

Drawing MYH4085 shown previously indicates that 14R, for codes YDO30B, was introduced in **January 1972**.

The 14R vehicles were most likely made in Nov 1970 and kept as new stock and not sold until April 1972. This is supported by the old engine code 12Y and the old compliance plate "British". These models appear to be the first "Nomad" models with a side fuel tank, but put aside as a result of the Virgin Islands saga, and sold in 1972 as utilities.

Other Information

Sales records show the following Exports for the years 1970 to 1973.

EXPORT SALES					
Moke	1227	1283	1368	1042)
Mini	465	627	497	575)
Marina	-	-	1124	4069)
*Morris 1100/ 1300/1500	74	36	4	-)
*X6	-	2697	928	162)
P76	-	-	-	48)
*Austin 1800	2023	342	-	-)
*M.G.	5	-	-	-)

That is, approx. 1200 Mokes per year exported to various countries from Australia.

Overall Conclusions:

Going on the compliance dates and the applicable design rules, photos and compliance plate wording, we conclude that:

- A small number of YJBAB10L could have been produced and exported elsewhere. Design Code 2/YDO18, side fuel tank 1098cc.
- The term YDO30 appears to have been introduced in about May 1970.
- The cancelled order appears to have happened first half of 1971.

- 12R and 13R vehicles are Californian Mokes. These cars appear to have been produced in late 1971 onwards. Production of 12R only lasted a couple of months and were followed in sequence with 13R's from Jan 1972. Company name for 12R was "British Leyland Motor Corporation of Australia". Body number starts at 501. The power units start with the new series 1204. **12R Vehicles are original LHD Virgin Island Nomad Mokes converted to RHD and fitted with 1204 power unit and sold as YDO30 Californian Moke.**
- 13R's had 11 ADRs listed, adding 1, 11, 14, 22, 25, 26 (reverse signal 1/72, internal sun visor 1/72, rear vision mirror 1/72, head restraint 1/72, anti-theft lock 1/72, and emission control 1/72. These cars appear to have been produced from Jan 1972. In Dec 1972, Company name was "Leyland Motor Corporation Australia" commensurate with the public announcement of the name change in Jan 1972. Body number not reset but parts books shows 13R beginning at 501 - but the same book does not mention 12R. **13R vehicles appear to be made to Californian specifications and fitted with 1204 power unit and sold as YDO30A Californian Moke.**
- 14R vehicles: These vehicles could be early Nomad Mokes with side fuel tanks but with 1275 engine which were put aside as a result of the Virgin Island incident and then later sold as utilities in 1972. These are not Californian Mokes but **Moke 1275 Utility YDO30B**. Body numbers start at 501 (see parts book)
- In March 1973 the BMC style of Type Codes were replaced with the Leyland Australia 10 digit Vehicle Identification Codes. YDO30 became 030X0B1M12. Production ceased in 1973 – reason unknown.

Production numbers

1. The 13R compliance plate above shows a body serial number of 1203. We have pictures of other compliance plates showing body serial numbers for 13R as 682, 712, 739, 819, 866, 920, 1092, 1203 and 1208. Approx 1000 Californian Mokes made as an estimate.
2. Peter Davis, who was in charge of preparing KDAS for CKD vehicles remembers the initial 300 order, but has no recollection at all about re-submitting the KDAS with reduced components (e.g. LHD steering rack) for additional production of 13R/YDO30. That is, as far as Peter knows, only 300 vehicles approx. were made. This is probably correct as far as the initial LHD Virgin Island Mokes were concerned. Additional vehicles were made RHD from the start and not converted.
3. In reviewing all the documents and drawings, it appears certain now that about 1000 combined YDO18/YDO30 Californian's were made in Australia. Some of the 300 LHD vehicles originally destined for Virgin Islands were converted to RHD for local sale and export as Californian Mokes. Some of these remained LHD and exported. An additional 700 or so YDO30 Californian vehicles YDO30 were subsequently manufactured RHD and sold locally and for export. There appears to be a short run of YDO30B with body code 14R sold locally as "Ute", but not with Californian spec trim. These could be RHD converted VI Mokes as well.

Tony Cripps