

Welcome to the first issue of the Cowley news, which I hope will soon grow into quite a respectable club magazine with three or four issues per year. It is your magazine so I hope to get plenty of contributions from readers.

Easter meeting at Strensall, York.

This turned out to be the biggest non event of the year with only one turnout- myself. Some of you wrote and said you couldn't make it and it is a long way for some people but it was rather a shock to say the least. We do need meetings to keep up club interest and enable members to get together. Don't worry if your car is not up to exhibition standard, mine isn't either

Spare parts

Some people would seem to have had difficulty obtaining front suspension parts, written to British Leyland and been told that they are no longer available.

My own leyland Dealer has confirmed(30/5/79) that the following front suspension components are still listed as being available and at the prices stated. If you need any of these parts try a special order from your Leyland dealer quoting the numbers given. Indeed some members may like to order a few spares for their suspension now, before they need them

PART	PART NUMBER	PRICE EXCL. VAT
PIN SWIVEL R H	ATB 4056	£6.80
PIN SWIVEL L H	ATB 4057	£6.80
LINK UPPER R H	ATB 4200	£13.60
LINK UPPER L H	ATB 4201	£13.60
LINK LOWER R H	ATB 4196	£6.60
Link lower L H	ATB 4197	£6.60
UPPER LINK BUSH (TO UPPER ARM)	ACH 4039	£1.50 per ten.

While on the subject of suspension spares perhaps I could remind members that the bronze bushes in the bottom links can be renewed where these have worn but the threaded section has not. Suitable Vanwall bushes are available.

I have for sale the following spares.

1 each RH & LH wing top trim for Series 3 complete with clips. Rather scratched hence 50 p. but due to length would need to be collected (from York) or I could possibly deliver mid to late August

Car for sale.

George Broderick has a series 2 Oxford saloon for sale for spares or repair He is asking £20 for it but it is at present a non runner (missing 3 core plugs and with a cracked thermostat housing) and is in N. Ireland (car ferry about £30 single) Anyone interested get in touch with George c/o Gaelic Dept. Queens University , University Road, Belfast 7 N.I.

Rally details.

The Morris enthusiasts open Rally (for which our cars are elegable) will be held on Sunday 1 July at Dyffryn Gardens, St. Nicholas, Nr. Cardiff. Details from Mr. T Bourne, 68 Parc-y-Coed, Creigiau, Cardiff Tel. Cardiff 890913

The Oxford in production today.

Some members probably already know that the Series 3 Oxford which ceased production in 1959 is still being built in India.

It would seem that a licence agreement was made with the old Morris Company whereby the M.O. Oxford would be produced in India where I believe they were called Hindustan 14's. When the first of our cars, the Series 2 started production in 1954, Hindustan Motors followed, producing a Series 2 but with a S.V. engine. An Indian Army officer whom I met in Delhi said that they were called Hindustan Land Masters. He had owned one and described them as quite a good car.

Details are difficult to get after that but by 1959 Hindustan had a Series 3 car in production with the 1489 cc O.H.V. engine (as the Ambassador Mk. 1). This became the Mk. 2 and the present production is the Hindustan Ambassador Mk.3. So common are these cars that 'Hindustan' is just another name for a car in India.

There are ~~several~~ detail differences from the British car. The overriders and heavy stainless steel grill have disappeared and different sidelights are fitted. They also have 5 stud wheels and a rather neat automatic bonnet prop. Interiors vary depending on age. Old cars have the real Smiths instruments while later cars use 4 separate 2" instruments mounted in a plywood face in the original pressing. All cars are column change without the option.

A ride in these cars is an experience not to be missed. I was taken from Amaritazar to Jullundar (60miles) in a particularly battered one. It had more fatigue cracks than a D.C. 10, the temperature was about 100 degrees and we went flat out on the unmade road. I don't think any modern design could take such a pounding and survive. Indeed I have heard that they are retained in production (Hindustan is nationalised) because of their simplicity and strength.

Chassis and engine numbers.

The following is a breakdown of known information regarding chassis numbers allocated to our cars.

Production figures.

TYPE	COMMENCING	FINISHING
OXFORD SER. II SALOON	161001	248341
OXFORD SER. III SALOON	248401	300636
OXFORD SALOON (MANUMATIC)	253786	300496
COWLEY	501	17913
COWLEY 1500	18001	22633
VAN & PICKUP	44201	60379
ISIS & ISIS II	not known	not known

Explanation of prefix

First letter indicates model

D=OXFORD E=COWLEY P=HALF TON S=ISIS

Second letter indicates type

A= 4door saloon E= van L= traveller

Third letter indicates colour

A=black B= light grey C= dark red D= dark blue E= mid green

F= beige G= brown H= C.K.D. finish J= dark grey K= light red

L= light blue P=ivory R= white S= mid grey T= light green

U= dark green

First figure indicates class

1= R.H.D. home 2= R.H.D. export 3= L.H.D. 4= North America

Second figure indicates paint.

1= synthetic 2= synobel 3= cellulose 4= metallic 5= primed

6= cellulose body synthetic wings.

This code was replaced by a new one from Series 4 traveller chassis no. 300780.

I would be grateful for anyone who could provide me with the ISIS production figures. Hopefully the later code and the engine codes will be in the next News.

Subscriptions

May I remind all members who have not yet paid their sub. that the £3 subscription is due and should be paid to our Treasurer. We need this to build up a strong club and provide services for our members.

Contributions to the next News to reach me by end of September please.

Treasurer

Mike. Suffolk 157 Harrison Road Leicester LE4 6NP

Spares

Owen Martin 13 Barrow Close Elcot Lane Marlborough Wilts.

Secretary

David Garrett 28 Dermott Ave. Comber Co. Down N. Ireland.