

wheels of STORY 31 change

**MORRIS
OXFORD**

**NOW AVAILABLE
WITH 1.5-LITRE
DIESEL ENGINE**

Drivers not included



In 1961, some Austin export sales personnel came from Britain desperately looking for new business. Dickie Arblaster, who was then with Borneo Motors, an Inchcape company, had been marketing the Austin A60 for a year and had introduced the 152 omnivan with the 1.5-litre diesel engine.

“I asked them why they couldn’t put the 1.5-litre diesel engine into the Austin A60. The sales personnel said: ‘No one had asked for that before.’ The A60 then only came with a petrol engine. I asked if they could build three cars and ship them out to Singapore.” They did. He went out with some help from an interpreter and handed flyers to taxi drivers, telling them about this new diesel taxi being available. Within the first week they had 15 firm orders, and within the first three months 700 orders. “I was the culprit who upset the taxi business,” he says. Those who were selling the Morris, Fords and Hillmans took fright.

But soon, the Morris Oxford, marketed by Malayan Motors, began arriving with the same specification diesel engines. “For a while, everyone prospered.” It is interesting to note that by 1967, the Austin franchise joined the Wearnes stable.