

BMC – Leyland Australia Heritage Group

ORAL HISTORY PROGRAM

INTERVIEWEE : Jim Dodson

TAPE NUMBERS :

INTERVIEWER : Deborah Stomps

BMCLA DS 03.

INTERVIEW DATE : 22nd November 2002.

NUMBER OF TAPES : 1.

RESTRICTION ON USE : (as stated in Release Form)

INTERVIEW TAPE LOG

This interview took place at: Jim Dodson's home at Ingleburn, NSW
on 22nd November 2002.

This log was prepared using a Sony Stereo Cassette-Corder TC-146A recorder by Norman Prescott.

This interview is part of the Oral History Project of the BMC – Leyland Australia Heritage Group.

Tape Log JIM DODSON

Tape : BMCLA : DS 03, Side A		
COUNT	SUBJECT	NAMES & KEYWORDS
0 50	Born London, UK 1925. War service in Royal Navy, including Australia. Demobbed in UK. Due to effects of malaria decided to migrate to Australia. Left on "Asturias" August 1948. Recounts experience on aircraft carrier returning POW's which included his future wife's father. Describes social scene in Sydney at time. Lived in Glebe on arrival in Sydney in 1948.	RN war-time. Aircraft carrier.
100 150	First job working on dredgers in Botany Bay for 3 years. In 1951 joined Nuffield Aust. as metal-finisher on production line with Maltese, Greek, Turkish migrants in evidence. Low rate of production – 12 Morris Minors per day. No culture shock due to his Navy experience. No racism – workers got on well together. Attended migrant weddings.	Botany Bay. Nuffield Aust. Metal-finisher. Morris Minor. Social relations.
200	Nuffield was a good employer – paid more than GMH. High demand for cars – Minor and Oxford very popular. Employees were paid quarterly bonuses of about 4 times weekly wage. Nuffield also safety conscious – 2 pints of milk per day for lead workers and regular blood tests – taken off job if too high. Also optometrist tests and safety glasses provided. Unions not prominent and Nuffield did not encourage. Paid higher wages with no pressure on labour. Turnover was not high.	Morris Oxford. Bonus payments. Health & Safety Policy. Unions.
250 300	G.A.Lloyd, MD, created good employee relations. Mock Roman chariots left from race-course days used for entertainment – Xmas parties with gifts for employees. Site was still used for horse-racing barrier trials which employees enjoyed. Later started afternoon and night shifts. Quality Control limited to one Inspector. Pressure built up with introduction of Production Managers from GMH. This was about the time of the BMC merger. Workers still mixed well. Racial comments were taken as a joke. Describes exchanges.	G.A.Lloyd Employee – relations. Quality Control. GMH personnel. BMC merger.
350 400	With increasing production, Dodson was progressively appointed Leading-hand, Sub-Foreman, and General Foreman of CKD afternoon shift. More Inspectors were appointed to improve quality. Describes mix of Aust. and UK supervisors in the 4 Plants, CKD, Unit, Body and CAB. Origin was not a factor in CKD and CAB. Unit and Body Plants had specialists under contract from UK. CAB with higher production had greater mix of nationalities. Did not find language a problem. Many migrants, such as Maltese, spoke English. Different food needs not an issue. Canteen available from early days but only with standard Australian food.	Supervisors – 4 Plants. UK specialists. Languages. Food.
450	Was finally appointed Superintendent, CKD Body & Truck Assembly in 1959. In 1960 was asked to take over Quality Control for CKD – it opened up a new world from design to customers. Due to problems with UK supply quality he moved in 1962 to the Body Plant in the same role. John Evans, also ex-CKD, was Production Superintendent. Lower standards inherited from UK were competing with standards from GMH, Ford, and the Japanese. Dodson considered poor quality was a reason for the collapse of the UK Company. Describes Austin A40 engine sold to Datsun who fixed major problems. Makes observations on UK levels of inspection in	Quality Control. John Evans. Quality comparisons.

	the Body Plant.	
500	Describes involvement in statistical warranty fault analysis with Ron Bitmead, Quality Control Manager, specifically on the imported Mini Power Unit. Computer data processing showed higher costs were electrical and mechanical whilst emphasis had been placed on bodywork.	Fault analysis. Ron Bitmead. Computers.
510		
	End of Tape DS 03, Side A (continued on DS 03, Side B.)	

Tape : BMCLA : DS 03, Side B.		
COUNT	SUBJECT	NAMES & KEYWORDS
0	(continuation from DS 03, Side A.) Continues description of fault analysis using the computer. Consequence was the introduction of the Engine Hot-run in the Unit Plant which found many faults to report to UK. As an example – 2% of Mini engines had no crankshaft bearings fitted. Reports to UK had little effect. This applied to the last production at Enfield in 1982.	Engine Hot-run.
50		Mini engine faults.
70		Enfield.
	Interview terminated at this point due to an emergency family call.	
	The following notes are extracted from Jim's biographical details – he continued as Quality Control Manager in the Body Plant until closure in 1975. He then continued with the Company as Quality Control Manager at the Enfield Assembly Plant, responsible for Press Shop and Body Assembly. Experienced problems in training staff due to losses from redundancies at Zetland. Later appointed Quality Control Manager for the whole Plant, involving assembly of Mini, Moke, Land-Rover, Range-Rover, Peugeot, Truck range, Tractors, and Buses for the NSW Government. Also responsible for the preparation of fully imported Rover and Jaguar cars. Enfield closed in late 1983 and Jim retired in early 1984. This coincided with the final conclusion of manufacturing operation by the Company in Australia following commencement at Zetland in 1950.	
	End of Tape DS 03, Side B / End of Interview	