

BMC – Leyland Australia Heritage Group

ORAL HISTORY PROGRAM

INTERVIEWEE : Jack Jones.

TAPE NUMBERS :

INTERVIEWER : Jennifer Cornwall.

**BMCLA JC 7
BMCLA JC 8**

INTERVIEW DATE : 3rd June 2001

NUMBER OF TAPES : 2

RESTRICTION ON USE : (as stated in Release Form)

INTERVIEW TAPE LOG

This interview took place at: **221 Golden Ponds Village,
Cape Hawke Drive,
FORSTER, NSW, 2428**

on **3rd June 2001.**

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

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

Tape Log

Tape : BMCLA : JC 7, Side A		
COUNT	SUBJECT	NAMES & KEYWORDS
000	Born Worcester, UK 1920. Joined Austin Motors Longbridge 1940 in Training School. Then to Machining Shop, Truck Assembly, Engine Test.	Austin Motors Longbridge.
	UK visit by G.A. Lloyd recruiting for Australian Engine factory. To Australia mid 1956 with group on 2 year contract.	G.A. Lloyd. Recruiting. 2 year contract.
100	Set up Engine Dynamometer Test as Foreman Engine Test. 1956 start of Unit Plant engine manufacture at 20 units per day.	Dynamometer. Unit Plant.
	Car Assembly Building, CAB, 12 months later. Original Nuffield building then used for Trucks as well as CKD and CBU cars.	CAB. CKD. CBU.
	Tested parts for quality & durability prior to setting up of Development Dept. 100 hour non-stop Butch test. Also on-road testing.	"Butch" test. Development Dept.
200	J. Buckley replaced G.A. Lloyd as MD. Not popular and dismissed by UK. 1961 appointed Production Superintendent of Assembly in UP.	J. Buckley. Production Superintendent.
	Continued testing & modifications with feed-back from Service after start-up of Development Dept. Production now 200 per day.	
	New technologies:- Electrostatic painting of parts. Rotodip in CAB. Developed 'siamesed' bores for 'B' series 1620 cc engine.	Electrostatic painting. Rotodip. 'B' series 1620 cc engine.
300	Birmid, Geelong produced engine block casting. Automatic Transfer Machines finished blocks. Overcame cooling problems with 'siamesing'.	Birmid. Transfer Machines. 'Siamesed' bores.
	Engines fitted to:- Cambridge, Oxford, A60, MG, Wolseley 15/60, Lancer, Major, Elite. Also developed a 6 cylinder version.	
	Australian preference for 6 cylinder cars with 3-speed gearbox. BMC produced a 4 cylinder Oxford with 3-speed which failed to sell.	3-speed gearbox.
400	BMC migration program gave free passages and removal costs. Skilled & Semi-skilled. Not a great success. Some returned home.	Migration program.
	Contract employees received bonus after 2 years as inducement. UP Manager, C. Wilkins, very caring and helped those with problems.	C.Wilkins
	Effect of sales slumps. Involved waxing stored cars. Labour shortages. Travel Officer F. Thompson met boats to recruit labour.	Labour problems
500	Mix of nationalities caused problems and stopped production. Limited proportion of English migrants. Contract number about 24.	
	Problems arose from decision for 90% local content. Local parts were poorer quality & more expensive. Example:- Borg-Warner gears.	Local content. Borg-Warner.
	End of Side A	

Tape : BMCLA : JC 7, Side B		
COUNT	SUBJECT	NAMES & KEYWORDS
000	Local content was government policy & gave tax concessions which forced decision. J. Graves, ex UK and R.L. Abbott later were the MD's at this time.	J. Graves. R.L. Abbott.
	Government contracts went to Holden. Govt. Inspector accepted Holdens with noisy axles but rejected BMC vehicles.	
100	1968 Appointed Assistant QC Manager for whole Plant. Problems due to lack of co-operation between sections which had to be overcome.	Quality Control
	Typical fault:- screen pillar lead-loaded joint contaminated with tallow and high temperature Rotodip caused blow-holes. Clash with Production.	
200	Loss of skills. Paint Technologist ex UK lost to Ford. Also a body designer who fixed problems. It was a cut-throat industry.	Loss of skills.
	P76 was rushed into production before full durability testing by Development Dept. Company was in a desperate position.	P76.
	AMI factory in Melbourne sold for funds for P76. D.Beech ex Longbridge was head of Development Dept. and responsible for program.	D.Beech.
300	P76 had many problems of panels not fitting. Force 7 moulded plastic bonnet distorted. Last job was writing 120 off as sub-standard.	Force 7 model.
	Engine numbering problem:- not duplicated on a plate and block. Problem of failure to start found due to inadequate earth cable.	
	Knowledge came from experience. Capable of doing job himself before criticising others. Set a high standard. Not popular with regime.	
400	Regime was under P. North as MD. Jones left in May prior to factory closure in October 1974. Knew it was coming. Not sad but disappointed.	P. North.
	34 years service not recognised. P. North put 32 ex UK people off in one lot. The bond of old colleagues more appreciated now than then.	
	There is an appreciation that a good job was done by all. Also problems were not confined to Australia. Longbridge sent rejected parts.	
	Best models made were Major Elite and Mini. BMC created world car design with East-West engine and were first with rack & pinion steering.	Major Elite. Mini. East-West Engine.
500	BMC were first with standard seat belts in Morris 1100. The best Australian innovation was upgrading the 'B' series engine to 1620 cc.	Seat Belts.
	End of Side B	

Tape Log

Tape : BMCLA : JC 8, Side A		
COUNT	SUBJECT	NAMES & KEYWORDS
000	Factory fixed many mistakes by Development Dept. Major rear axle noisy due to aluminium differential housing expansion after short run.	Axle noise (Major).
	Changed Birmid casting to cast-iron. Piston fouling in 1620 cc engine needed revised tolerances to fix.	Piston fouling (1620)
	Felt there was an elitism in Development Dept. Was offered a job in Development by R.L. Abbott but rejected it.	
100	Achieved satisfaction from knowing when his knowledge was respected. Was disappointed when Development Dept. rejected his ideas.	
	Final disappointment at closure. Applied for Foreman position at new Enfield Plant and was rejected.	
	Recalled dissatisfaction with appointment to his old position in UP Assembly of Rod Downs, ex Service, who rejected his request for correction of faults in his then function of Quality Control.	Production versus Quality Control.
180	End of Interview	