

BMC – Leyland Australia Heritage Group

ORAL HISTORY PROGRAM

INTERVIEWEE : Barry Wilson

TAPE NUMBERS :

INTERVIEWER : Jennifer Cornwall

BMCLA JC4, JC5, JC6.

INTERVIEW DATE : 10th May 2001

NUMBER OF TAPES : 3

RESTRICTION ON USE : (as stated in Release Form)

INTERVIEW TAPE LOG

This interview took place at: Barry Wilson's home at Mt.Pritchard, SYDNEY.

on 10th May 2001.

This log was prepared using a Sharp GF 7300 Stereo Radio Cassette Recorder.
(400 counter reading equals 30 minutes)

By: Roger Foy

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

Tape Log Barry Wilson

Tape : BMCLA : JC 4, Side A.		
COUNT	SUBJECT	NAMES & KEYWORDS
035	Born Arncliffe 1931. Apprentice Carpenter. Storeman WD&HO Wills 5 years. Nuffield Aust. 1951 as storeman. In CKD Operations.	CKD
072	Water damaged material. Building 2 Morris Minors & 3 Oxfords per day. Described first Plant Building & Racecourse operating.	Racecourse
149	Early Plant Operations and Post-war car scene. "Sickie" absences met by use of "Flying Gang". Labour shortages from 51 to 54. Multi-skilling.	Labour shortage Multi-skilling
180	Methods Engineering provided by self and Ross Bell. Local Build Instruction Manuals first used on "High Light" Minor. UK Manual not appropriate.	Methods Engineering Build Manual
250	Factory congested. Two shifts introduced. Described how BMC came about. Building of Press Shop & Unit Factory. Start of local manufacture.	Shift Work
330	Start of Mini production. Painting of bodies. Move of Truck build to CKD (now CAB2). Arrival of Les Alterator & Tom Green from GMH.	Mini. Trucks. Les Alterator Tom Green
360	(Log Note:- Some confusion of Model nos. & dates) Became Heavy Commercial Build Engineer. BMC technology superior to GMH & Ford.	Heavy Commercials
400	Describes Rotodip & conveyors. Employee loyalty. Describes Transfer Line.	Rotodip / Conveyors Employee loyalty
	End of Side A (continued on JC 4, Side B.)	

Tape : BMCLA : JC 4, Side B.		
COUNT	SUBJECT	NAMES & KEYWORDS
040	(continued from side A.) Transfer line continued. Described progress on windscreen fitting technology. Comments on pay rates. Incompatibility in migrant groups.	
124	Work with Ron Moss. Described Production Engineering function. How P76 was fitted into existing Plant.	Ron Moss Production Engineering P76
190	Difference between Product & Production Engineering. Described how model changes took place.	Model changes
250	Comments on demise of Company.	
300	Comments on P76 crash barrier testing. Describes Factory close-down. Comments on fall in market share, dominance of GMH and attitude of UK.	Factory closure
350	Describes build of P76 and shortcomings of tooling. Caused use of short cuts in assembly.	P76 Tooling
370	Comments on 6-cylinder Blue Streak engine.	
400	(Log Note:- Confusion of Models & dates & in references to UK use of engine.)	
	End of Side B (continued on JC 5, Side A.)	

Tape Log Barry Wilson

Tape : BMCLA : JC 5, Side A.		
COUNT	SUBJECT	NAMES & KEYWORDS
21	(continued from JC 4, Side B.) Comment on UK reluctance to support Australia. Described build of Mini & Morris Marshal.	Mini Morris Marshal
140	Build of 'Austerity' Morris Minor with bright trim painted black – attributed to J. Buckley.	Austerity Minor
235	Comment on heavy 'C' type engine in A95 / Marshal. Described build of Trucks and various specifications.	'C' type Engine
250	Problems with labour for varying production rates. Comments on unskilled labour.	Labour problems
316	Influence of superannuation on keeping labour force.	
330	Comments on formation of BMH, BLMC and Leyland Australia over time..	BMH / BLMC Leyland Australia
395	Comments on first P76 body build & problems with panel fits.	P76 build
	End of Side A (continued on JC 5, Side B.)	

Tape : BMCLA : JC 5, Side B		
COUNT	SUBJECT	NAMES & KEYWORDS
45	(continued from side A.) P76 tooling problems referred to Quality Control pre-production. Management over-ruled corrective action. Particularly water leaks.	P76 Pre-production problems
175	Plant not big enough for size of P76. Comment on crash barrier testing of Force 7 model. Dedication of workforce to effort for P76.	Force 7 model
248	Description of problems in matching P76 front and rear lamp die-castings with sheet metal. Comments on scene in plant on closure.	P76 Die-castings Plant closure
374	Described strong "family" atmosphere in the Plant at closure resulting in idea for subsequent reunions.	Reunions
400	B. Wilson with Ross Bell & Ray Ephraim issued notice for 1 st reunion 2 years after closure on 1 st Friday in December at Race-course Hotel, Randwick.	Race-course Hotel
	End of Side B (continued on JC 6, Side A.)	

Tape Log Barry Wilson

Tape : BMCLA : JC 6, Side A		
COUNT	SUBJECT	NAMES & KEYWORDS
	(continued from JC 5, Side B) Reunions continued over many years to date and now at Doncaster Hotel, Kensington. Attended by ex-employees from all sections.	Doncaster Hotel
50	Concluding comments on why Leyland did not survive.	Reasons for demise
133	Conclusion.	
	End of Side A / End of Interview	