

The Institution of Engineers, Australia; Sydney Division  
**Engineering Heritage Committee**

## ORAL HISTORY PROGRAM

**INTERVIEWEE :** John Barry Anderson

**TAPE NUMBERS :**

IEA SYD: BJ 8 AND 9

**INTERVIEWER :** Bob Jackson

**INTERVIEW DATE :** 11 June 1997

**NUMBER OF TAPES :** 2

**RESTRICTION ON USE :** None

### INTERVIEW TAPE LOG

#### Tape 1 : IEA SYD : BJ8, Side A

TAPE COUNTER	SUBJECT	NAMES & KEYWORDS
0.00	Start of Tape	
0.00	Father a Journalist - then war correspondent  Father covered early days at Parliament House	Melbourne Courier Mail Daily Mirror O'Hearn Gympie Canberra
2.40	In 1955 gained cadetship at BMC in Sydney  Aeroplanes were first love. Transferred to Mechanical Engineering	Aloysius College British Motor Corporation  Sydney University
4.30	Although company was just then formed as British Motor Corporation, he was actually an 'Austin' trainee	Austin
6.50	Spent time in Experimental Engineering Department of BMC in U.K. in 1960/61	
8.00	In 1955 Sydney plant was CKD (complete knockdown - reassembly)	
8.30	Built full machine shop and assembly plant at Zetland (home of Sydney plant). Zetland was part of Victoria Park Racecourse	Zetland Victoria Park Racecourse
10.30	William Morris (Morris founder) actually bought land at Zetland - (55 acres)	William Morris (Lord Nuffield)
12.00	Relates different model types manufactured.  Australian content was an incremental development	Wolsley, Austin, Morris



15.50	Anderson developed automatic gearbox version of the Austin Freeway	Austin 'Freeway'
17.00	Developed a number of suspension designs for the Mini Moke	Mini Moke
19.00	Reached 98% local content on some models (eg. Morris Major etc)	
22.00	Morris 1100 was one of the most successful cars ( were making 100 a day at peak	Morris 1100, Austin 1800, Austin Tasman, Austin Kimberley
27.00	BMC became British Leyland in late 1960's. Difficulty in keeping up to 95% local content requested by Australian Government	British Leyland Motor Holdings
	End of Tape 1, Side A	



**Tape 1 : IEA SYD : BJ8, Side B**

TAPE COUNTER	SUBJECT	NAMES & KEYWORDS
1.00	Study in 1967 to start P76 project	
2.00	Country Party of Australia inaugurated low volume car plan in mid-1960s which had a serious effect on British Leyland operations - favoured Japanese makers of 4 cylinder cars at expense of British Leyland	
5.00	April 1969 visit to Australia by Filmer Paradise - US expert	Filmer Paradise
6.00	Still selling small cars like Morris Marina (was a rework of the Morris Minor)	Morris Marina
8.00	Refers to the model nomenclature and origin of the model name of P76	
10.00	Talks about different engine configurations used in the late 1960s	
12.00	P76 project was kept well on schedule (within 3 weeks right to the end)	
14.00	Lack of prototyping on the P76 body was responsible for later problems	
15.00	18,000 P76's constructed over 18-20 month period	
16.00	Cycle time for bringing a product to market was about 4 years in late 1960s and early 1970s - now about 2 years (digital engineering has made design faster)	
18.00	Although the P76 had some body fit problems, mechanically it was very reliable with few mechanical recalls	
20.00	3 models were to be derived from P76 : Sedan, Coupe and Station Wagon. No coupes (7 were built) or the one prototype station wagon were sold until the final auction of the plant	
23.00	A P76 was sent on a Europe-African rally and later on the European 'Targa Florio' - car did very well (won its class in the Targa Florio)	Targa Florio
25.00	A deluxe version of the car was named after this race	
26.00	There were plans to build a limousine version of the P76	
28.30	Anderson was offered a job by Leyland in the U.K. following the closure of the Sydney plant in 1975 - declined owing to his wife's pregnancy.	
	End of Tape 1	



**Tape2 IEA SYD : BJ9 , Side A**

TAPE COUNTER	SUBJECT	NAMES & KEYWORDS
0.00	Worked on defence project with Commonwealth Aircraft Factory in Melbourne after Leyland was wound up in 1975- worked on sonar buoys for one year	
2.00	Obtained position with Joy Manufacturing building coal mining equipment. Introduced computerised materials management system at Mascot factory.	
4.00	Relates work experience with Joy. Much of work was doing rebuilds of equipment. Mascot factory was closed down but branches doing rebuilds etc were opened at Kurri Kurri (near Newcastle) and at Moss Vale in Southern Highlands of NSW	
7.00	Consultancy period started in 1982 - initially "like stepping off a cliff"	
10.00	Subconsultant to Price Waterhouse / Urwick. Iron Ore project in Pilbarra - did assignment of four months for Price Waterhouse / Urwick Lived with family in Pilbara during this period.	
12.30	Also carried out projects for Unisearch ( University of New South Wales), and expert witness for solicitors.	
14.00	Did some work on Project Parakeet (then AWA Defence Industries for Federal Government)	
16.00	Had to package switchgear into containers for transport etc...	
16.30	Presently doing some consultancy work on Engineering Management for Australian Defence Industries' Minehunter Project.	
22.00	Interview Closed.	