

Life after UCSL. – Malcolm Savage

We were “transitioned” into EDS at the end of 1984 and early in 1985 EDS became part of GM (General Motors) and that set the scene for a number of years working in or around that organisation (which indulged my love of motor cars). I did in fact spend my first years in EDS working on non-GM accounts (struggling against the Ross Perot “no facial hair” culture – I still have my beard) taking my first direct GM role in 1990. The GM company car scheme gave me a new car each 6 months or so which offered the opportunity to try a range of models, many of which I loved.

Not only did the GM account get me into the world of cars but, with GM’s world wide network also gave me travel to a number of interesting places. In addition to Europe, where I worked extensively (Eire, France, Belgium, Holland, Germany, Austria, Switzerland, Spain, Portugal, Norway), I saw Venezuela, The Philippines, Australia, and, of course, the USA.

I spent time in Detroit adopting and adapting the manufacturing life cycle (process re-engineering model) for UK industry and then joined the consultancy group, where I organised and participated in UK manufacturing training in concurrent engineering, MRPII, synchronous manufacturing, and activity based costing and management. I led the consultancy team implementing activity based costing in tandem with business re-engineering and had responsibility for producing case study material.

In my latter working years I specialised in Business Process Reengineering and Activity Based Costing, used with General Motors Europe in changing their customer order fulfilment process (i.e. when to build cars to customer orders and when and how to get them to the end user). I devised and used extensively a business process mapping technique.

Somewhere along the line I became a Fellow of the Royal Society of Arts, Manufacture and Design.

In 1996 my younger son, Kerrigan, working in Kenya during the final year of his fast track management training with Barclays Bank, died in a road accident there. Resulting from that Margaret, Jon and I set up the charity [Waves](#) to continue the interest that Kerrigan had developed in Kenya to support disadvantaged children from the Nairobi slums and also encouraging sustainability in the environment and wild life. If you want to know more about [Waves](#), our website is www.wavetrust.org.uk . So although officially retired (in 2001) I am currently in virtually full time, unpaid work. Through BA we visit Kenya each year to monitor our projects there and in particular to meet children we sponsor in education (currently more than 30 in secondary and tertiary courses).

When Kerrigan died the family inherited his 1967 MG Midget Mk 3, which we have restored, kept and looked after since. Through the MG I have joined several car clubs and regularly attend shows and events. As time advances getting in and out of the car, especially if the hood is up, becomes less and less graceful. Maintenance and cleaning demands time and expense, but it is something of a labour of love.