

Definitely out of line

When John Lindsay was marvelling at the very “un-factory” body gaps on my car, he noted how my bonnet lined up nicely with the leading edges of the front guards. John said that at the factory the bonnet always seemed to protrude too far forward, and they had to resort to lead loading the fronts of the guards to line them up with the bonnet.

He also said that they had terrible problems with the lead loading that was applied to the join between the rear guards and the tonneau panel (the panel between the boot aperture and the cabin). The lead in this seam tended to bubble up when the bodies were in the baking ovens, having to then be sanded and repainted. The attached photo shows this area having already been vigorously sanded back quite well. (John Lindsay could even recall the name of the worker in the photo! Sadly however, I can't! John says he was an excellent craftsman and quite a character. (anyone know his name?))

John Lindsay was the person who made the jig, from fibreglass, for drilling the holes in the boot lid for the “Overdrive” badges. He fashioned the tool with great care, dimensioning the sizes and spacing of the holes with great accuracy. He used to then watch with despair as the assembly workers screwed the drills around wildly when drilling the mounting holes. (Incidentally, the spacing of the mounting lugs for the “Overdrive” and “Automatic” badges are different!).

Tom