

Quality Control

by Derek Pollock

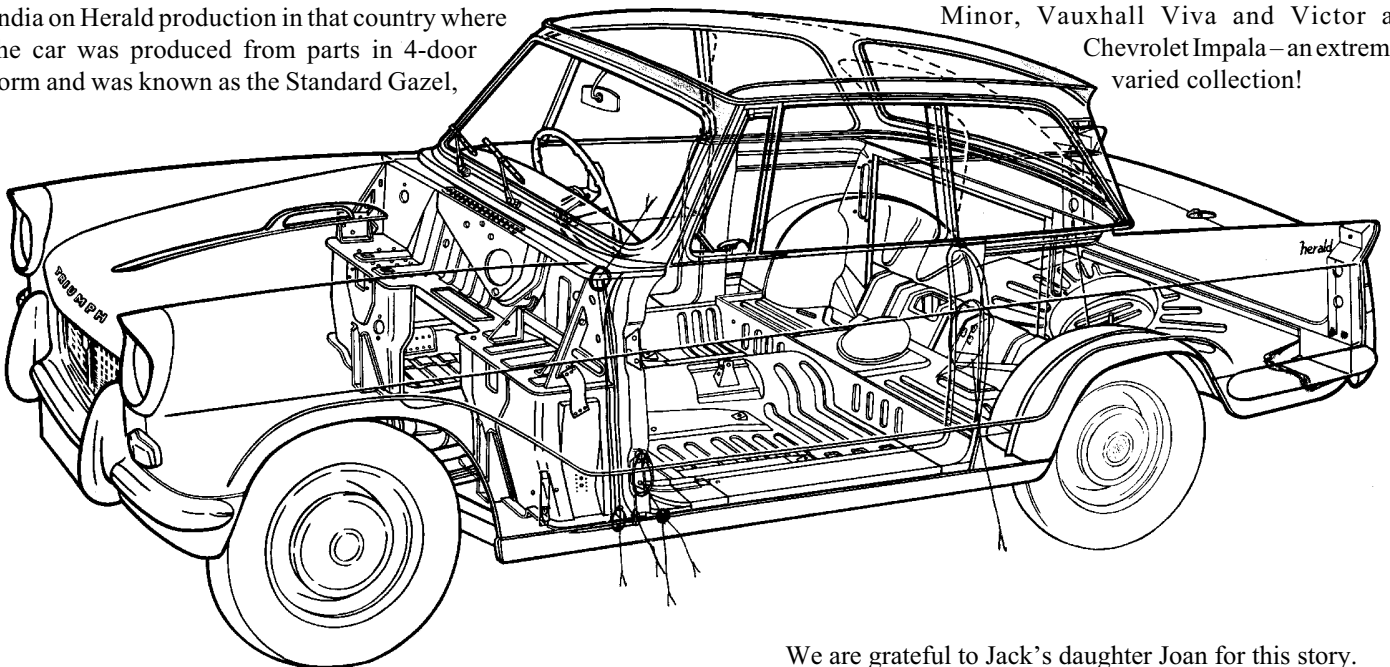
A few weeks ago I was contacted by Joan Toone from Milton Keynes. She told me that her father Jack Taylor, who had passed away some five years ago, used to work for Standard Triumph at Canley as a quality control engineer. He had originally been employed at an Air Ministry inspectorate between 1936 and 1947, becoming involved with the Standard Motor Company because of their contract to build Mosquito aircraft during the war. (In fact 1,066 of these “wooden wonders” were made at Canley.) Jack then joined Standard in 1948 and was involved with the introduction of the Herald. The photograph shows him with colleagues in front of the first production car. Joan has presented his papers to the Club and these include many fascinating insights into what went on at the factory in those days. Amongst them are drawings showing some of the production problems (see Herald example) and how, when and where these should be rectified. Subsequently he worked on “Ajax” the codename for the 1300 front wheel drive saloon and his papers include drawings of a slave hinge for the trunk lid which was used to send bodies through the paint shop. There is also a folder labelled Ajax Paint Process issued by the planning department at Flethamstead North showing the floor plan at Tile Hill and listing the equipment and consumables required. A note dated 26 April 1968 states that “at production’s request, the first five bodies will be passed over to chassis line with snags found by inspection unrectified. Those affecting road test will be rectified after the body is dropped to low level”. Copies of this note signed by Jack were sent to Messrs. Henry, Littlemore, Cail and Chee. There are also notes about “inspection shirts” and drawings of a “steering column stillage”.

In 1961 Jack (with his family) was sent to India by the Company to work as Chief Inspector for Standard Motor Products India on Herald production in that country where the car was produced from parts in 4-door form and was known as the Standard Gazel,



Jack is second from the left in the front row.

featuring a modified 13/60 style bonnet and front appearance. After returning to the UK for a period Jack worked for General Motors and was in Singapore for a while. We have a copy of a letter written by him from Singapore addressed to the Editor of the Standard Car Review at Canley. It reads “I feel sure the lads at SMC would be pleased to hear that quite a number of Triumph 1300s finished the course in the first Asian Highway Rally starting at Vientiane (Laos) and finishing in Singapore, a distance of 1,807 miles of real tough going non-stop through Laos, Thailand and Malaysia. The only bus, an Albion, also arrived in a spotless condition”. There was a P.S. to the Sales Department – “Local radio announces that a Japanese team are to survey the route for a regular bus and truck service. What are Leyland doing?” Jack also worked for a subsidiary of Unilever for a time in Ghana and there is a fat filing detailing inspection procedures at the vehicle assembly plant operated in Tema by the Motors Division of the United Africa Company of Ghana Ltd. Models listed include the Mini, Austin and Morris Countryman, Morris Oxford, Austin Cambridge, Renault R10, Austin Morris 1100 (AD016), Morris Minor, Vauxhall Viva and Victor and Chevrolet Impala – an extremely varied collection!



We are grateful to Jack’s daughter Joan for this story.