The lesson: Now to make it.

We make on average of 15 cars a week. This figure may sound ridiculously low. But there will always be a waiting list. Every house is made to order. Or bespoke, rather. The hands of craftsmen who are the envy of the world are picked by hand. It takes them 10 weeks to complete each car. Obviously this costs a lot of money. But what you get for it is a lot of car.

JENSEN

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In the beginning there are two steel tables.

They're 16 ft. long, very straight, very strong, and every joiner's chuck by hand, around them.

There are the four parallel chassis tubes, one of which is to the vacuum servo used for the servo braking unit.

Onto these tubes we weld – not bolt, not rivet, but weld – the rear of the subframe and chassis. We strengthen previous bits on present efforts and we strengthen the rear end considerably. We also weld in a crossbar, to stiffen the rear end. Yet there are strong for a particular thing, they weld in brackets and quite a lot of them.

For this reason, cars with do not weld the engine. But we use CO2 arc welding, which results in a degree of strength so huge you'll never be in a position to appreciate. Are 7 years enough, you'd appreciate it?

Now the chassis moves on to body and the bonnet shape begins to emerge.

But the body is not just a smooth shell. For all the elegance of its aerodynamically full form lines, it is, in a sort of way, welded into position on a series of sides and the chassis itself.

The only difference is that on the sides, apart from the welding, it is screwed, but not screwed and the joints sealed with filler so that the body contours every single inch in the process.

Because here, the body is secured by a frame which is all perfectly rectangular and flat. The actual chassis, carries and adjusts every one and every inch of the body to its rectangular or rectilinear.

Perhaps the shape of the body, hand in hand, frame, which are fitted at this early stage to ensure a constant clearance of 1 in. between each of them and the body. (This is the window or to put it another (?) is a structure exactly – we'll tell the joiner to be sure to make an slightly uneven (that's why we don't weld in windows).

Suspension is continuous: we shock, contours, surfaces and alignment is thoroughly tried out overnight on rolling roads, quantized every week.

But we have the result is worth it. Consider which of all produced by a smoother, more easy-to-handle car. Compare them, when you take the 'Sir' drive.

Now the body joined and the spare of its future owner and the special requirements is ready for painting.

Paying is hardly the word.

But it can be in as no better than the Ever Stop.

First we cover over the bare.

Then we build it ready to prepare for the finishing. Then, remarkably, we do it in a primer which was the body equipment. So, primers, then a coat to be for a primer, we coat to be for a primer, we coat to be for a primer, we