Ford Motor Company — METAL STAMPING DIVISION

Intra-Company Communication

PRODUCT ENGINEERING OFFICE
November 25, 1963

To:
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Mr. E. E. Childs
Mr. K. W. Cunningham
Mr. L. J. Darden
Mr. J. B. Davis
Mr. R. W. Gaines
Mr. M. E. Gould
Mr. B. E. Greene
Mr. L. A. Habrle
Mr. J. E. Heywood
Mr. K. H. Higgins
Mr. R. B. Honeyball
Mr. J. W. Hopkins
Mr. F. G. Kerby
Mr. J. C. Leidy
Mr. S. Liszak
Mr. R. L. Logue
Mr. C. J. Lutkehaus
Mr. J. F. McLean
Mr. G. L. Mitchell
Mr. H. Nida
Mr. H. E. Ojala
Mr. A. P. Piziali
Mr. D. G. Renno
Mr. W. W. Smith
Mr. W. Uhlman
Mr. J. E. Zimmerman

From: E. R. Harrison

Subject: Minutes of 1966 (4x4) Light Utility Vehicle Feasibility Clay Review Meeting held at Styling, Wednesday, November 20, 1963

A third feasibility clay review was held at Styling and the hood, grille panel, roof, roof side panel and tailgate were discussed as follows:

Hood

The right hand side of the hood was approved with the following revisions. The height of the power dome at the front outboard corner is to be decreased on the model from .75 to .45 maximum height. The hood requires crowning on the surface between the power dome and the hood cut line.

The flat on the front nose of the grille panel was discussed and Mr. D. G. Renno of Automotive Assembly Division requested that less than a No. 1 finish be acceptable. This was agreed to by Product Planning and Ford Division.

Grille Panel

After discussing the coach joint between the grille panel and front fender, Mr. A. P. Piziali asked that a flush design condition at this joint be considered. Mr. D. G. Renno from Automotive Assembly Division stated a mismatch would occur in assembly because the die made parts could not be coordinated this close.

It was agreed that the direction would be to design the joint flush and accept whatever mismatch might occur between the parts.

Grille Panel (Continued)

In review of the area adjacent to the headlamp, Mr. J. C. Leidy from Budd Company requested that the raised portion of the front grille panel to which the headlamp ring seats is not to exceed 3/8 inch in height. Therefore, it was agreed that the headlamp ring would be designed to include the raised portion of the grille and still be used on both sides of the vehicle.

A sharp paint break line is required in the front grille panel around the periphery.

Roof

The roof was reviewed and considered feasible with beads with the following exceptions. The height of the beads are not to exceed 3/16 inch maximum. The beads are to have a 30 degree angle on the sides and .08 radius inside of the metal at all corners. The beads are to terminate gradually at the rear and are to have a 1-3/8 inch minimum radius at the front between each other. The total maximum beads allowable are five.

An anti-smile must be added around the roof panel. The fore and aft crown (#3 true sweep) and horizontal crown (#15 true sweep) shown on the model is acceptable. Also, with the above true sweeps, the roof is feasible without the bead pattern.

Roof Side Panel

A .09 crown (vertically) is required on the roof side panel and back corner panel maintaining a stright line and no crown at the tailgate opening. A slight crown as modeled is required above and below the rear side window.

Mr. B. E. Greene of Product Planning asked that Styling attempt to style a window opening with the front and rear edge symmetrically opposite so that the panel could be two required per vehicle.

Tailgate

The F-100 tailgate lettering will be replaced with new lettering in the same general area and the height of the letters are to be 3 inches maximum and the depth to be the same as those on the tailgate of the International Harvester Scout.

It was agreed that another feasibility clay review will be held on Wednesday, November 27, 1963 at 2:00 p.m. and all areas discussed above would be revised and presented at this time for approval.

E. R. Harrison

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