

Intra-Company Communication**PRODUCT ENGINEERING OFFICE**
October 31, 1963

To: Mr. E. Auger
 *Mr. P. G. Axelrad ✓
 Mr. R. C. Bechler
 Mr. W. Brahering
 Mr. E. E. Childs
 Mr. K. W. Cunningham
 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. J. W. Hopkins

*Mr. F. G. Kerby
*Mr. J. C. Leidy
Mr. R. L. Logue
Mr. C. J. Lutkehaus
Mr. G. L. Mitchell
*Mr. G. H. Muller
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

*In Attendance

From: E. R. Harrison

Subject: 1966 G.O.A.T. Semi-Prototype Build

A meeting was held in Mr. G. H. Muller's Office; Truck Product Engineering Office, Ford Division; on October 29, 1963 to discuss the 1966 G.O.A.T. semi-prototype program.

Mr. P. G. Axelrad of the Truck Product Engineering Office, Ford Division outlined a program calling for the build and delivery of one semi-prototype body including electrical components by (June 15, 1964) from the Budd Company. Eight die drawn panels would be made from kirksite dies and the remainder would be simple break form tools. The body would be complete sheet metal less doors. Doors will be available with hardware, windows, and vent window six weeks later (August 1, 1964).

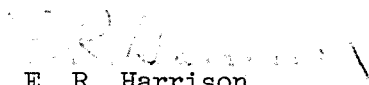
The above requires that the present scheduled dates such as follows will be maintained:

- . Final clay approval (12-2-63)
- . Offset records and template vellum delivered to the Budd Company from Styling (12-3-63)
- . Surface draft completion by Budd Company (1-15-64)
- . The schedule for the first Engineering prototype from production tools remains (12-16-64) in accordance with the original timing.

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The writer is in agreement that the above scheduled dates would provide a vehicle for early testing as desired by the Truck Product Engineering Office, Ford Division. However, the Engineering prototype bodies from production tools is still considered essential at this time. The above build program has the concurrence of Mr. J. C. Leidy and Mr. F. G. Kerby of the Budd Company.

If the above additional and/or expedited prototype is requested, a buck slip and authorization for additional money to cover its cost is required by this office.


E. R. Harrison

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