

PRODUCT ENGINEERING OFFICE

October 31, 1963

\*In Attendance

Subject: Minutes of 1966 G.O.A.T. Feasibility Clay Review Meeting held at Styling,  
Tuesday, October 29, 1963

The original concept by the Budd Company was to put the hood and fender at the fender crease line approximately six inches below the top of the fender. Because of the extreme width of hood, the problems involved to stamp this part and the alignment problems to the door; Mr. A. P. Piziali suggested that the hood cut line be moved from this location to the top surface of the body in line with the windshield pillar. The Budd Company Stamping representatives agreed that this would not affect his original tool cost assumptions for the hood panel, but that the front fender would have to be reviewed. This will be the direction followed.

Mr. J. B. Davis of the Budd Company asked for a decrease in sharpness of the finial at the forward portion of the fender. This area will be revised on the clay model to agree. He also requested a straight line surface be held at the front lower portion of the fender adjacent to the bumper.

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The top of the windshield height will be increased by approximately one inch in order that the nine degree sight angle can be maintained in accordance with the package.

The front end sheet metal panel requires revision in the headlamp area. Because of a recent radiator study, the clay model grille location interferes with the radiator and this area will have to be moved forward.

Another meeting will be held Thursday, November 7, 1963 at 1:30 p.m. at the Styling Rotunda to review the above revisions incorporated in the clay models.

  
E. R. Harrison

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