

Ford Motor Company  
N111-125

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Intra-Company Communication

FORD DIVISION

PRODUCT ENGINEERING OFFICE

November 1, 1965

To: Mr. J. G. Mullyaly  
NEW YORK  
cc: Mr. T. J. Skelly  
Mr. E. N. Ford  
Mr. L. H. Frailing  
Mr. H. P. Freers  
Mr. H. C. MacDonald

Mr. J. F. Scibor  
Mr. T. J. Skelly  
Mr. G. Ryan  
Mr. R. G. Yancheson

From: J. T. Jurgenson

Subject: 1965 World's Fair Comets, Falcons, Fords, Lincoln Continentals, Mercurys, Mustangs and Thunderbirds - Preparation for Sale

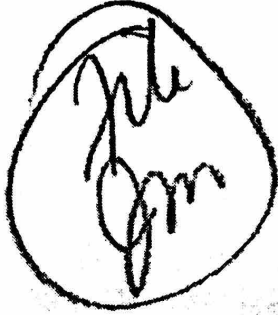
Messrs. Ryan, Scibor, Yancheson and myself inspected samples of each of the above car lines for structural damage resulting from the Disney conversion. This was done in cooperation with Mr. T. J. Skelly of the World's Fair Office and Mr. E. N. Ford of Carron & Company.

An engineering study of the World's Fair ride track operation and car conversion was made following the first season's operation. As a result of this study numerous improvements initiated both by Carron & Company and Ford were made in platen attachment and guiding mechanism.

As a result of these improvements there has been no structural damage to Ford, Mercury, Lincoln or Thunderbird vehicles. The light cars - Falcon, Comet and Mustang were damaged by the pitman arm in the area of the front under structure adjacent to the steering gear case mounting. Fatigue cracks resulted from the passenger in the driver's seat turning the steering wheel to maximum travel of the gear cramping the pitman arm against this relatively light sheet metal - a type of pressure strain not present in normal operation. The pitman arms were removed and reset at 180° from their normal position to clear the platen and guiding mechanism. Very little damage occurred to the Mustang structure. However, it was decided a 1/2 gage steel plate covering the entire area should be welded to all Falcons, Comets and Mustangs for absolute assurance of their continuing safety. In preparation for welding, it was also decided and agreed to that fatigue cracks will be stress relieved at their terminal points by drilling a 3/16 hole.

It is our opinion that the cars from this past season should be even a better buy than the first season's cars.

J. T. Jurgenson



April 1, 1966

Memo to: J. G. Mullaly

Subject: Status Report  
World's Fair Track Vehicles

The following is a breakdown on  
the status of 176 vehicles used on the ride  
at the recent New York World's Fair.

163 vehicles sold to employees  
11 vehicles in resale lot awaiting  
employee delivery  
2 vehicles at Carron & Company  
being reconditioned  
176 vehicles

A handwritten signature in cursive script that reads 'T. J. Skelly'.

T. J. Skelly