

Judges' Corner

by Jeff Speegle
Assistant National Head Judge

Last month we discussed the process of how the early Mustangs were assembled and painted. We left off at the point where the paint inspector had either accepted or rejected the final coat of paint. If it was accepted, the inspector would indicate so

by placing his mark on the vehicle. What follows are observations that have helped form our understanding of this subject.

We have observed on San Jose assembled cars a progression of paint stamps. In 1964-1/2 and 1965 we find the use of a "PAINT" stamp followed by

the inspector's number. "PAINT-OK" has also been observed but this is rare since it indicates a person without an inspector number (possibly a reassigned or fill-in worker for a shift). In 1966 the "PAINT" stamp increased in size approximately 1 font size. Both these stamps are characterized by a narrow top bar on the letter "T".

During 1967, we find the inspector stamp changed to a "P" followed by the inspector's number or "OK" as in the earlier years. The next change came during 1968, like so many other changes. Late in that year we find the use of the inspector's last name or an abbreviation of it. This continued through 1969 at the San Jose plant while Dearborn and Metuchen used the paper sticker with the inspector's name on it. San Jose next changed to initials during 1970, its final year of production.

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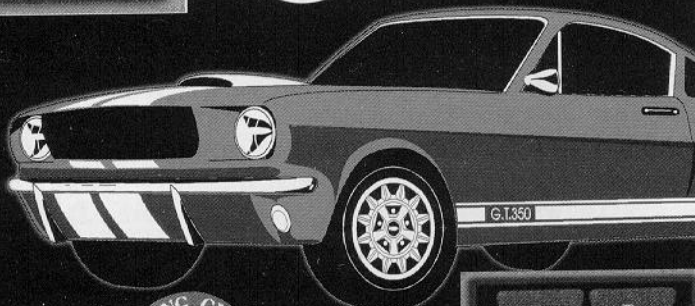


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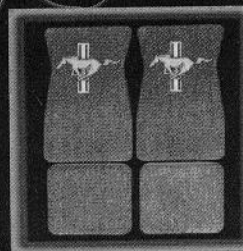
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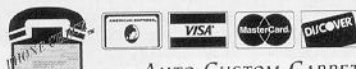
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