

The Wright Stuff:

This 64½ Was Mom's Dream, Now It's His Baby

The summer of 1964 was a wild time for Ford and Ford dealers. Mustang were hot! Neither the public nor the dealers could get enough of them.

Ford dealers in Detroit had an edge, however. They would hire drivers from the state employment office, take them to the plant in Dearborn, pick up as many Mustangs as they could, and take them to the dealership for prepping. And, just days after their build date, the cars were already titled.

Robert Wright's Mustang took a little longer to get titled.

"The car was built on June 24, a Wednesday, and driven to the dealer, Bill Brown Inc., in Livonia, MI, where my father purchased it for my mother. But the car couldn't be titled until June 30, a Tuesday, because of a new car law in Michigan that required automobiles to have an outside mirror on the driver's side, window washers and back up lights."

The Mustang came from the dealer without the driver's side mirror and the dealer could not install the mirror until after the weekend.

"It was an ugly mirror, not made by Ford, and I was glad to get rid of it during the restoration," Wright says.

"The car didn't have the hold down ship-

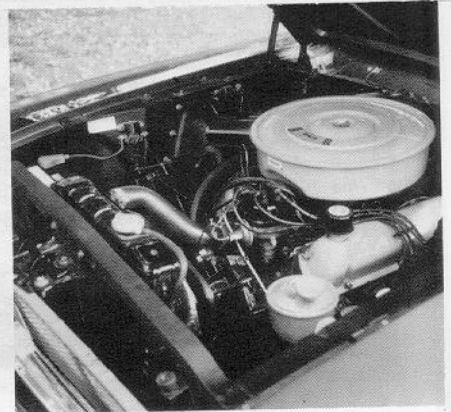
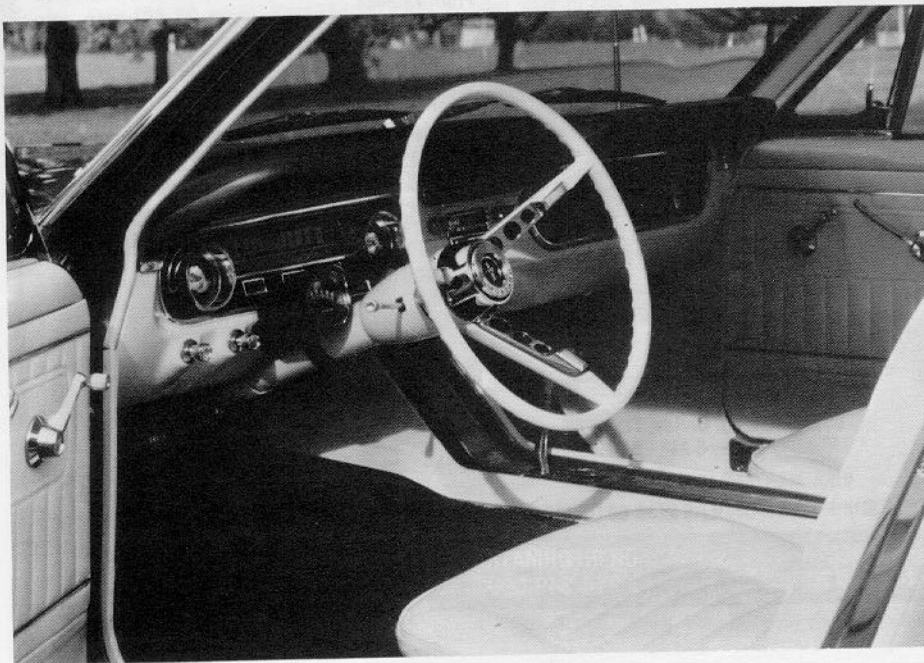


ping tabs installed because it was never on a car hauler. It was picked up by the dealer at the Dearborn plant and driven straight to the dealership for prepping and sale. In the

summer of '64 cars were being sent down the assembly line so quickly that some data stickers did not get on the cars. This car never received the jacking instructions on the underside of the trunk lid or the information sticker on the right-hand shock tower in the engine compartment."

Wright's mother put 28,000 miles on the new Mustang, and, in 1971, she bought a new Pinto Squire.

"The Pony then went to my brother," Wright recalls. "He drove it very little, so when it passed to me in the fall of 1984 the



car was about to turn 30,000 miles."

Despite the low mileage, the Pony was in need of some serious attention.

"It had the usual Midwest rust, but the floor was very good. the paint was faded, the exterior chrome needed replacing. The car could have been 'fixed up,' but I felt it deserved a full restoration."

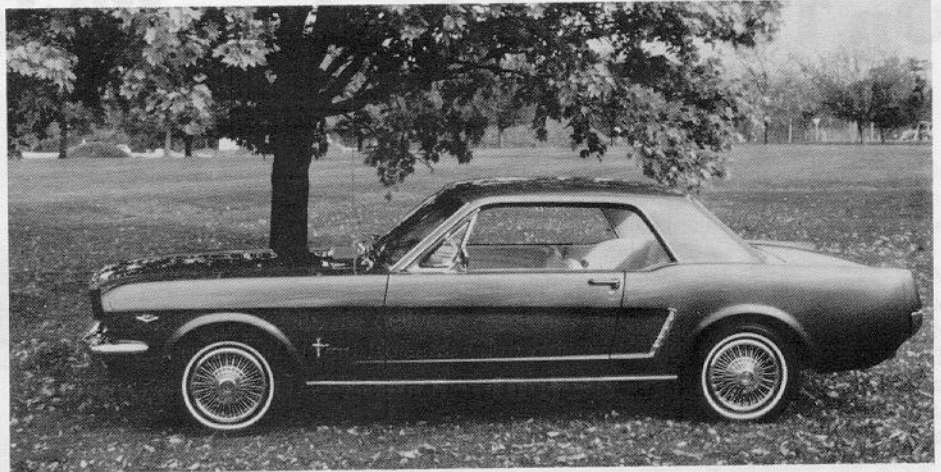
Wright spent a good portion of 1985 looking for the right person to do the job.

"I found him in the late summer of that year. Joel Dennis, owner of the Restoration Place in Kansas, OH was the man I was looking for to handle the job."

But with a back log of work, Dennis was not able to begin the restoration of Wright's Mustang until the beginning of 1986, so the day after New Year's Dennis, his assistant Bob Tasker and Wright began work on the Mustang.

"Restoration has been very straight forward," Wright says. "It was like opening a time-capsule, everything on the car was 'factory' except the battery, one fan belt, the muffler and the front tires."

By March, restoration was complete. The engine required only a tune-up and repair-



ing and the original interior was retained. "The car is always driven to many shows in Ohio, Michigan and Indiana. It also participated in the American Pony Drive."

Wright says his mother still fondly remembers driving her shiny new Mustang in the summer of 1964. Every where she

went children would shout "Mustang, Mustang, Mustang!"

Now, everywhere Bob drives his precious Pony, people do the same thing!

Times have most certainly changed. But maybe not all that much.

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