

## CAR OF THE MONTH

My '65 or '64 or '64 1/2 whatever you chose to call it was purchased in the fall of 1977. It was advertised simply as a '65 Mustang for sale. As I inquired about the car's condition, the young lady selling it said it was nothing special but it did have a new top. That's when I decided it was a convertible. She went on to say that the car had no extras except a funny clock and meter mounted on the steering column. Upon inspection, I found a console, power steering, spinner hub-caps, cruis-o-matic, whitewall tires, radio, seat belts, tinted windshield, padded visors, back-up lights, side view mirror and the Ford accent group pinstripe and rocker panel moldings. Not bad for a plain car with no extras! It also had a 260 V-8 engine. When I discovered it was a '64 after purchase, I discovered it was an early model with a '64 title.

Later, I decided to look for and restore a GT and offered the little white '64 for sale. Luckily, there were no takers even though the price was modest.

About that time, I heard of someone looking for the earliest surviving Mustang. That someone turned out to be author, Ray Miller, who will publish his new book on Mustangs this spring. It also turned out that my little white Mustang S/N5F08F109843 was the oldest one that could be found. Pictures were forwarded to Mr. Miller and will be included in his book as the oldest at time of publication.

Although there were 9,482 vehicles numbered prior to mine, it is unknown how many were Fairlanes, Falcons or cars assembled at a later date on the West Coast, but with lower serial numbers. As it turns out, manufacture date is probably a letter guide to age. Mine was manufactured on 7 April 1964. That's 10 days prior to the official opening on 17 April 1964. Since my bill of sale was dated 18 April 1964, chances are that the car was seen on opening day and picked-up the following day.

Presently, my Mustang is undergoing a total restoration. But, as you can see from the un-restored photographs, it was an excellent car for the project.

One final surprise occurred at car purchase time when the seller said "Good Luck, hope you enjoy your car, and by the way, would you like to have the original sale papers, owner's manual and shop manual?"

I'm sure other club members have an older Mustang than mine but it's fun to have and restore one of the first cars that started it all.

Jack Cornely

1964 1/2 MUSTANG CONVERTIBLE  
OWNED BY: JACK CORNELY  
SEVERNA PARK, MARYLAND



Editor's Note: Please take time to thank Jack Cornely for the pictures and the story about his distinctive Mustang and look forward to the upcoming stories on its restoration.