

My love for Mustangs started when my family moved to Texas in 1991. All through high school in the mid-90's many of my friends had Mustangs. I cruised around in a Thunderbird during those years. Don't get me wrong, I loved it, but it was no Mustang.

In 2007 my wife and I bought a new Mustang. It was an awesome car, but it was mainly her daily driver and it wasn't the Mustang GT that I had always wanted. I still enjoyed it and customized it to what it is today, a head-turning Roush clone. Still I searched for that special Stang that I could make my own.

In the spring of 2010, two days after my wife's birthday, I found it. After months of searching for an automatic V8 Mustang, within my small budget, that could be a show car, daily driver, and drag car, I came upon a 1998 Laser Red Mustang GT. It was love at first sound. The salesman started the car to bring it out front and all I heard was the sweet sound of the 4.6 V8 with Flowmasters. I even overlooked the 24 inch chrome wheels somebody threw on it. Sure, it needed a little love, but I was just the guy to give it to her.

I could barely keep calm on the drive home from the excitement of just buying my first Mustang GT. I immediately named her Vida, after one of my favorite models, Vida Guerra, as she had all the right curves.

With the main purpose being a drag racing car I immediately got to work on Vida. To say that she needed lots of TLC would be an understatement, Vida had suffered from years of neglect. Many bolts were stripped by the previous "mechanic" and the paint was horribly faded. The interior seats were crispy and disgusting, it had no radio, and it needed new wheels immediately. I removed about 10 pounds of useless speaker wires from the trunk and door panels. There were even mismatched spark plugs that had been installed. After a year of many trips to the junk yard, parts purchases online, and countless hours of elbow grease she was finally ready for racing. One thing I take great pride in is that all of the work performed on the car has been done by myself with the help of a few great friends, except for the paint job and some of the exhaust work.

Today Vida is a completely different car. She turns heads before you even see her. Once she drives into view jaws drop at her beauty. The biggest improvements were a new paint job, new interior including Procar race seats, Ford Racing "B" lowering springs, and replica Cobra R wheels. Other modifications include Trick Flow 75MM upper intake plenum, Roush 75MM throttle body, 1/2 inch throttle body spacer, cold air intake, MSD coil packs, NGK spark plugs, Ford Racing 9MM plug wires, 170 degree thermostat, Mishimoto silicone hoses, Mishimoto radiator stay set, Mishimoto aluminum 3 row radiator, Mishimoto aluminum fan shroud and fan, SCT tuner, BBK x-pipe, Flowmaster 40 Series mufflers, Summit Racing upper and lower rear control arms, Sport shocks/struts, Jegs skinnies, and Nitto NTO5R drag radials.

The trunk and rear seat have been stripped, front sway bar removed, and a custom rear seat delete has been installed. Vida flaunts her new smoked Cobra headlights and fog lights, the "running horse" on the front has been painted flat black, a flat black fuel door

has been installed, and the tail lights have been smoked out with a custom honeycomb decal.

On track days Vida weighs in at 3100 pounds and runs consistently almost every run. I have many plans for upgrades including brake upgrades, PI head swap or Trick Flow Twisted Wedge heads, performance cams, a fuel cell, and maybe someday a supercharger or turbocharger. Those upgrades must wait a few months until the offseason, so for now, we just cruise around town, look pretty at car shows, and dominate at the track.