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Rick Collari's 2001 Coupe is the May, 2002 Car of the Month

My Mustangs
by Rick Collari (MCA #50078)

April 23, 2001. That's the day I bought my new 2001 Mustang GT. I had just sold a car and was on a mission to get back in the saddle with a new Mustang. After all, I had owned Mustangs before and knew that there is nothing else like a Mustang. I really wanted a Bullitt, but with a family and a new business, the



\$3,600 extra for a Bullitt was too much of a splurge. Instead, I opted for a GT Coupe with the "Premium" package. The Premium package comes with Bullitt rims, leather interior, power seat, traction control, anti-lock brakes, Mach-460 sound system with 6-CD changer, and lots of other goodies. It also has the silky-smooth 260 h.p. 4.6 liter OHC

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Car of the Month

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V8 and 5-speed manual transmission.

What's next? I had to decide on the color. I like dark colors, so I chose True Blue metallic, a new color for 2001, with Medium Graphite interior. I love my '01 GT, but I still have soft spots for my earlier Mustangs.

In the past I had owned a 1993 Mustang LX 5.0 hatchback and a 1995 Mustang GT 5.0 coupe.

The '93 LX 5.0 was my first Mustang, and still ranks as my sentimental favorite. I bought it brand new right off the showroom floor. It had the 5.0 liter V8 (of course) with the T-5 manual transmission. It was Royal Blue metallic with Opal Gray cloth interior.

I modified my '93 LX 5.0 slightly by installing sub-frame connectors, a G-load brace and a strut tower brace to improve the chassis. I also had planned to do a rear disc brake conversion, but unfortunately that was not to be. The LX 5.0 was stolen one night from right in front of my house (we lived in West Los Angeles at the time). When the police found my '93 LX ten days later, it had been stripped clean. A total loss.



After settling with my insurance company, I ordered a brand new '95 Mustang GT 5.0 from Swanson Ford. Decked out in Opal Frost metallic with Opal Gray cloth interior, the '95 GT also had the 5.0 liter V8, T-5 manual transmission and 17X8" aluminum rims. I modified my '95 GT extensively, with the goal being to bring the GT's 5.0 V8 up to Cobra specs. I installed cast-iron GT-40 heads, 1.70:1 roller rockers, 65mm throttle body, Cobra intake, 1-5/8-inch shorty headers, a K&N Filtercharger Injection Performance Kit and a 2-1/2-inch stainless steel Borla cat-back exhaust system. I guess I needed to get the modification bug out of my system! It ran strong.

Then, two years later after our first son was born, I decided the Mustang wasn't the most practical car for me to drive. I went to Walnut Creek Ford and traded the '95 GT for a brand new 1997 Explorer XLT AWD with the 5.0 liter V8.



We still have the Explorer 5.0 and continue to use it for every-day family transportation. We do, on occasion, take the Mustang out as a family. Yes, those are car seats in the back of my '01 GT. My two sons (Michael and Steven, ages 4 and 3) love cars, especially if the car has a Blue Oval and a galloping pony on its front grill.

-Rick Collari