

# The Forgotten One

by Mike Farrell

**F**ord's Mustang II, manufactured from 1974 until 1978, came in a variety of trim packages. The Cobra II package was first offered in 1976 for the hatchback models. Capturing the look of the Shelby GT 350, the Cobra II was equipped with rocker panel stripes, black grill, Styled Steel wheels with trim rings, flip-out rear quarter windows with louvered covers, a front air dam, duck-tail rear spoiler, and simulated hood scoop. As yet, these cars remain overlooked by the hobby.

One Cobra II that is not overlooked is owned by Mike Farrell of Nashville, Tennessee.

This car has been reworked from the ground up as it had been previously stripped for drag racing. During restoration, Mike found that replacement parts are very hard to find. "These cars are considered undesirable by most people, so it's difficult to find even the most basic of parts for them," Mike states.

The front bumper was replaced with a custom made road racing-style front end while the rear bumper was replaced with a roll pan. Stock 13" wheels were changed from four-lug to five-lug 14" x 7" Magnum 500s. The combination of a 1"

front sway bar, 3/4" rear sway bar, and staggered rear shocks (Gabriel three-way adjustable) make up the car's heavy duty suspension. Subframe connectors were added to stiffen the body. A fully functional ram air set-up feeds a Holley carburetor through custom made K & N air filters.

The 302 V8 has been bored .30 over, has super strength rod bolts,

ports, screw-in studs and guide plates, three-angle valve job, and swirl polish valve stems. Hardened steel push rods work the Harland Sharpe roller rockers.

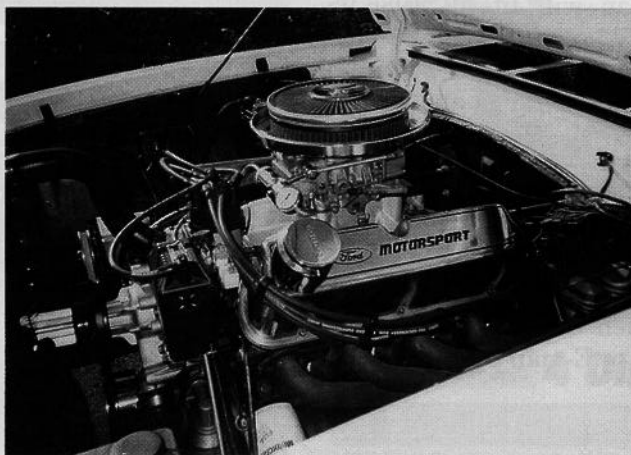
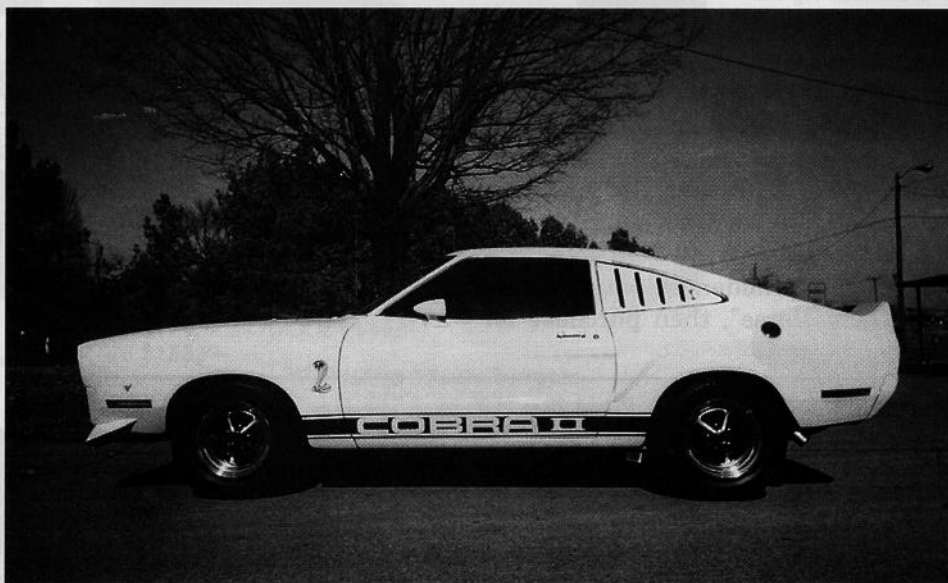
Other extras include aluminum water pump, underdrive pulleys, Hays clutch-pressure plate and fly wheel, Mallory Unilite ignition, Promaster coil and Hyfire IV. The close ratio

Toploader was a real problem due to header clearance. It was ultimately "shoe horned" into position. The rear end is a nine-inch limited slip unit with 4.11 gears.

Cockpit upgrades include

brushed aluminum dash and door panels, and custom leather seats with embroidery in the headrests and dash pad. The windshield sports the factory Cobra image in the upper glass.

Mike handled all aspects of the refurbishment including the customized interior. After four years of ownership he has become accustomed to the stares and surprised reactions from passers-by. After all, it isn't often that you see a restored "forgotten one" on the road every day.



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