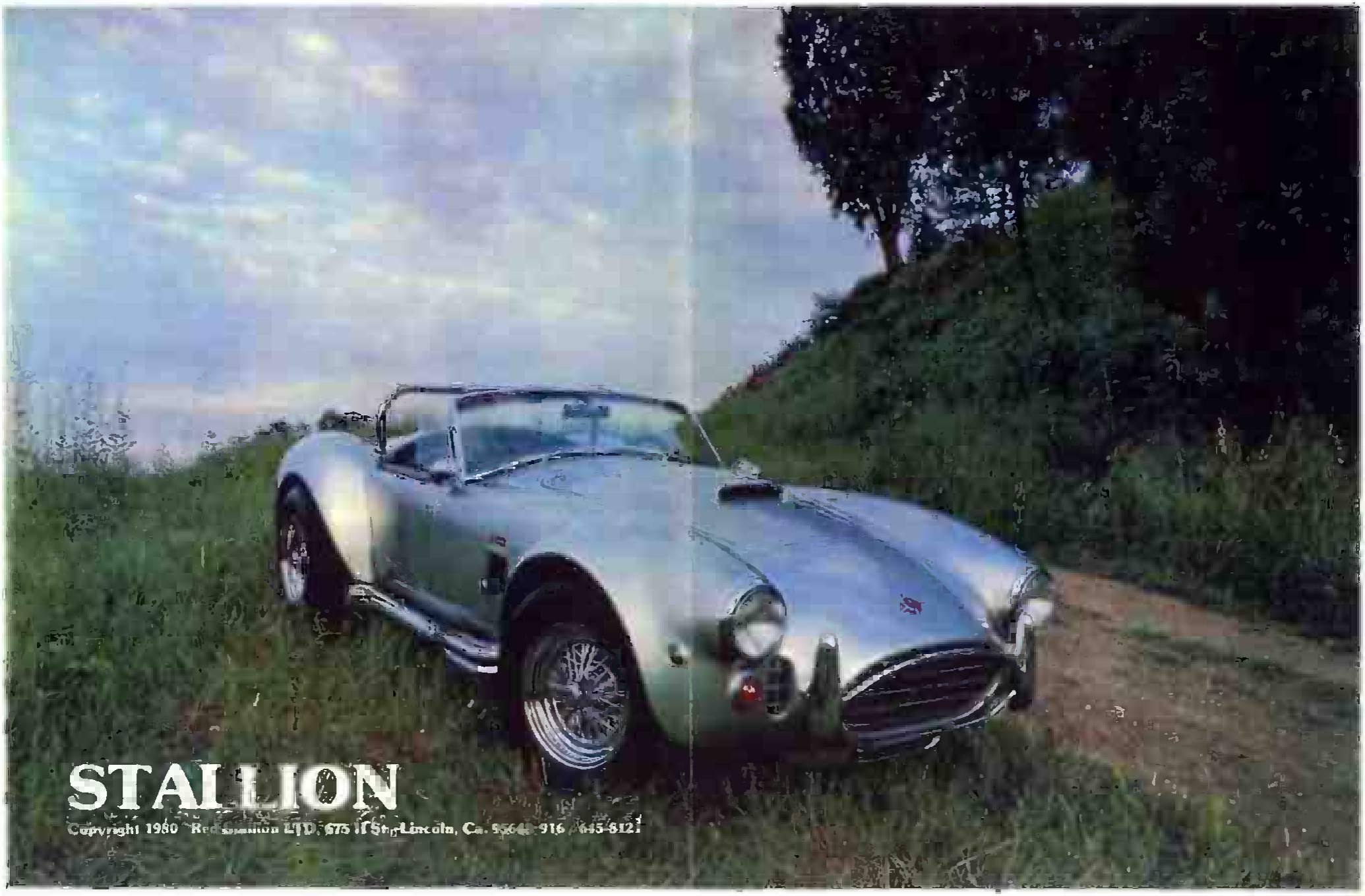
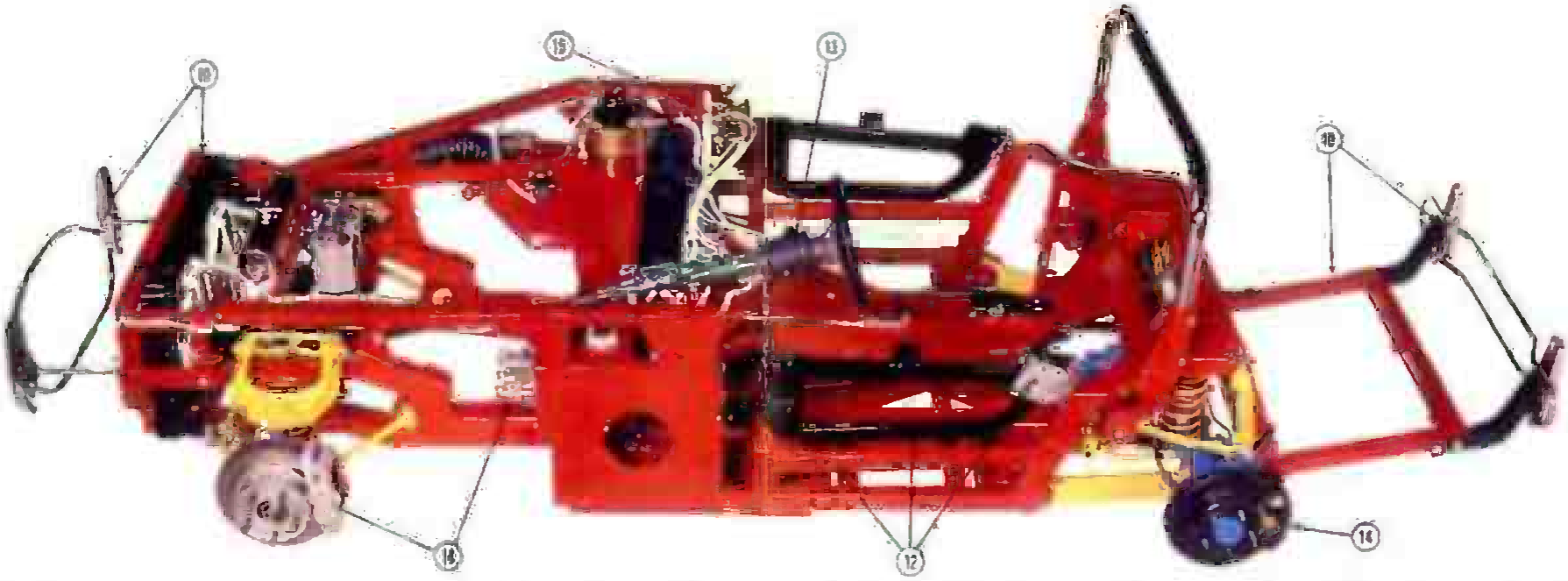


Handcrafted Quality

The high standards of craftsmanship and the attention to detail that characterize the Stallion are nowhere more apparent than the interior. The deeply contoured bucket seats gently support you in a way that makes even a long drive a pleasurable experience, yet they have the lateral support necessary for spirited driving. The rest of the interior is upholstered in the same thickly padded Connolly leather. Convenient pockets behind the seats and on the doors hold maps and other small items. The thickly padded carpets finish off the interior in a manner that is at once plush and functional.

All Weather Comfort

The Stallion captures the essence of classic American roadster. Its shape is graceful, uncomplicated, and aerodynamically sound. But the Stallion is more than good looks; it is meant to be driven and enjoyed. The trunk will carry enough luggage for that weekend trip in the country, and the top and side curtains will let you go even if the weather is not perfect.



8. Propane Storage

Propane tanks replace the fuel cell in those Stallions equipped with the 302 Turbo drivetrain.

9. Wheels & Tires

The light alloy Centerline Racing Wheel and the B.F. Goodrich Radial TA are standard equipment.

10. Safety Engineering

The heavily reinforced cockpit, or passenger cell, sits between two "crumple zones" which will collapse and absorb the energy of a crash.

11. Front Suspension

The front end, like the rear end, traces its origins back to Ford's racing days. A selection of springs, shocks, and anti-sway bars allow the suspension to be tuned to suit the application.

12. Side Crash Protection

Beneath the body, the steel tubing of the chassis and the inner door subframe surrounds the cockpit, protecting the occupants in the event of a collision.

13. Steering

Power assisted rack and pinion steering is standard. The energy absorbing design of the steering wheel and column, and the use of u-joints in the steering shaft minimize the chance of injury in an accident.

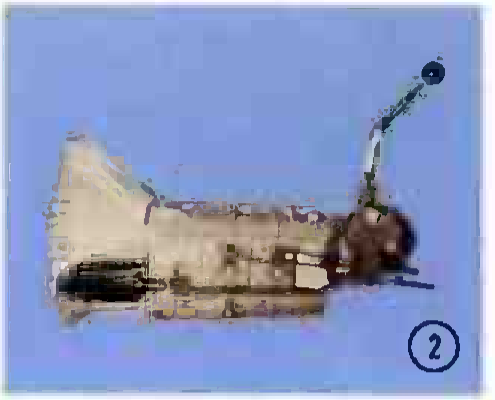
14. Brake System

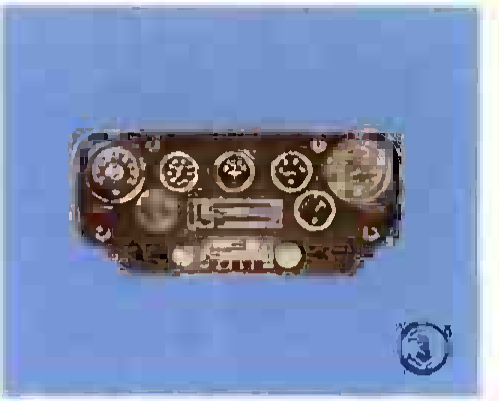
Four wheel disc brakes, with internally ventilated 11" rotors, 4 piston racing calipers and high performance pads are standard. The dual master cylinder pedal assembly permits the driver to call upon the full potential of this system. The racing brake system shown is optional.

15. Electrical System

Designed for a long and trouble free life, the harness incorporates double wrapped heavy gauge wire and heavy duty self-locking connectors. A single panel holds all of the major components.

Chassis Engineering





The foundation of any vehicle is the chassis, which determines the ultimate potential of the car. The Stallion utilizes a tubular steel space frame with a foam and steel monocoque backbone, which is an adaptation of current Can-Am road racing chassis technology.

1. Powerplant

The Stallion has an option* lacking in other sports cars, a 460 cubic inch (7.5 liter) Ford V-8. An engine of proven power and reliability, the 460 traces its origins to the famed 429 Cobra Jet. The Turbo Stallion has a turbocharged 302 cubic inch Ford V-8 set up for operation on propane.

2. Transmission

The specially built Doug Nash 5-Speed behaves like a close ratio 4-speed with a 3.60:1 or 4.11:1 ring and pinion until you shift into 5th, which is like an overdrive at 2.75:1. This provides outstanding acceleration without sacrificing fuel economy at cruise.

3. Instrumentation

The dash panel is equipped with seven heavy-duty Stewart Warner gauges — tachometer, speedometer, oil pressure, oil temperature, fuel level, ammeter, and water temperature. *Special Construction Only

4. Cooling

The large radiator with its twin electric fans provides adequate cooling under all driving conditions. The fans operate only when required, which means faster warmups and more stable operating temperatures.

5. Oil System

The high volume oil pump, 14 quart baffled pan, and the oil cooler are standard, as is the automatic transmission fluid cooler.

6. Rear Suspension

The Stallion incorporates a Ford 4-bar rear axle with a 9 inch drop out center section, which has a reputation for being nearly indestructable. This system has served as the basis for many NASCAR or Grand National race cars.

7. Fuel System

The Stallion is equipped with a steel encased, 25 gallon race-legal fuel cell. Its design and location make it virtually impossible to rupture.

The Essence of Performance

In the world of the limited production automobile, the Stallion stands alone, and with good reason. Currently, most manufacturers are content to rebody or otherwise modify standard production automobiles along "classic" lines. The Stallion was never intended to be a conventional automobile; it was intended from the very beginning to capture the essence of the traditional American sports car. As such it represents a careful blending of classic styling and current road racing technology.

Yet the Stallion it is not a race car, it is a street car, intended to be driven every day. It was designed from the ground up with high performance in mind, as evidenced by the multitude of features normally restricted to competition machinery.

The basic design of the Stallion reflects the background and concern of the engineering group responsible for its development. They focused on three areas — safety, performance, and reliability. Safety, in the automotive world, is considered to be both "active" and "passive." Active safety is the ability of an automobile to avoid an accident, which depends largely upon the vehicle's performance. With a favorable weight distribution, low center of gravity, responsive steering, lively acceleration, powerful braking and excellent handling characteristics, the alert Stallion driver has at his disposal all he needs to properly cope with any given traffic situation. Passive safety has to do with the cars ability to withstand an accident, which is a function of chassis design. In the Stallion, the passenger compartment sits in a steel cage between zones of controlled penetration which absorb and dissipate the force of a collision, thus minimizing injuries should an accident occur.

Performance is a relative term; in the Stallion it refers to the sensation of a sweeping turn taken with balance and assurance, steering that is quick and responsive, acceleration with punch, and the security of powerful brakes. More than that, it is the optimum refinement of machine so that it functions reliably, performs extraordinarily, and works in smooth, perfect union with the driver.

Reliability depends largely upon the design and selection of the components that go into the vehicle. Not only must they be suitable for the application, they must be able to withstand the maximum stress they might be subjected to in the field with a considerable margin for error. In the long run, reliability becomes a question of service and parts; can it be maintained? With all these considerations in mind, the Stallion was designed to incorporate stock Ford components which met the requirements described above. This feature alone eliminates the maintenance problems long associated with exotic sports cars.

The Stallion, above all else, was designed for the joy of driving. It is the closest thing to a classic road racing American sports car you can buy today. It is intended for the open road, and it is equally suited to the super-highway and the back country lane. It offers the enthusiast an alternative that can make a routine trip a memorable drive. A Stallion is not just a means of transportation — it is built in such a way that driving itself becomes an end.