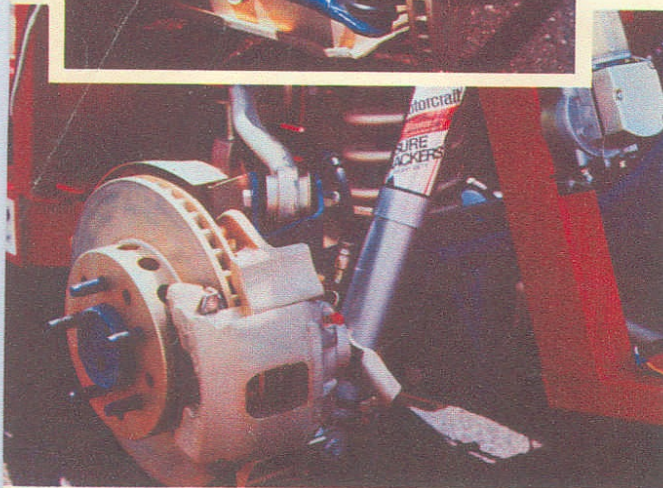
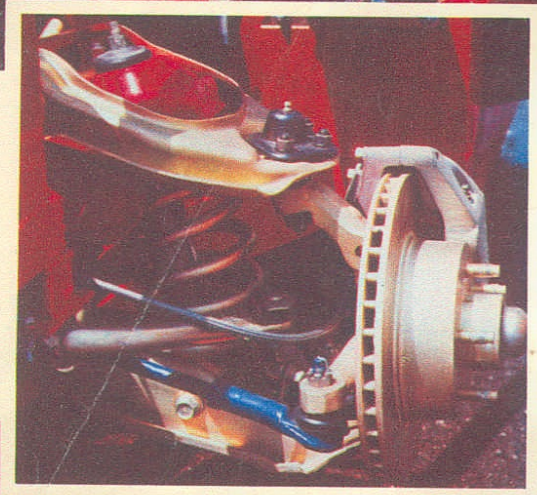
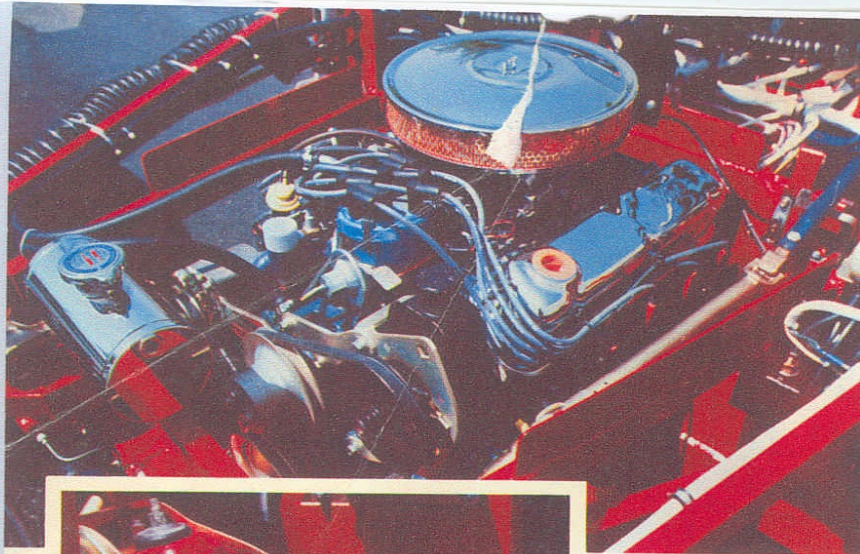


# STALLION

*For the Sheer Joy of Driving*



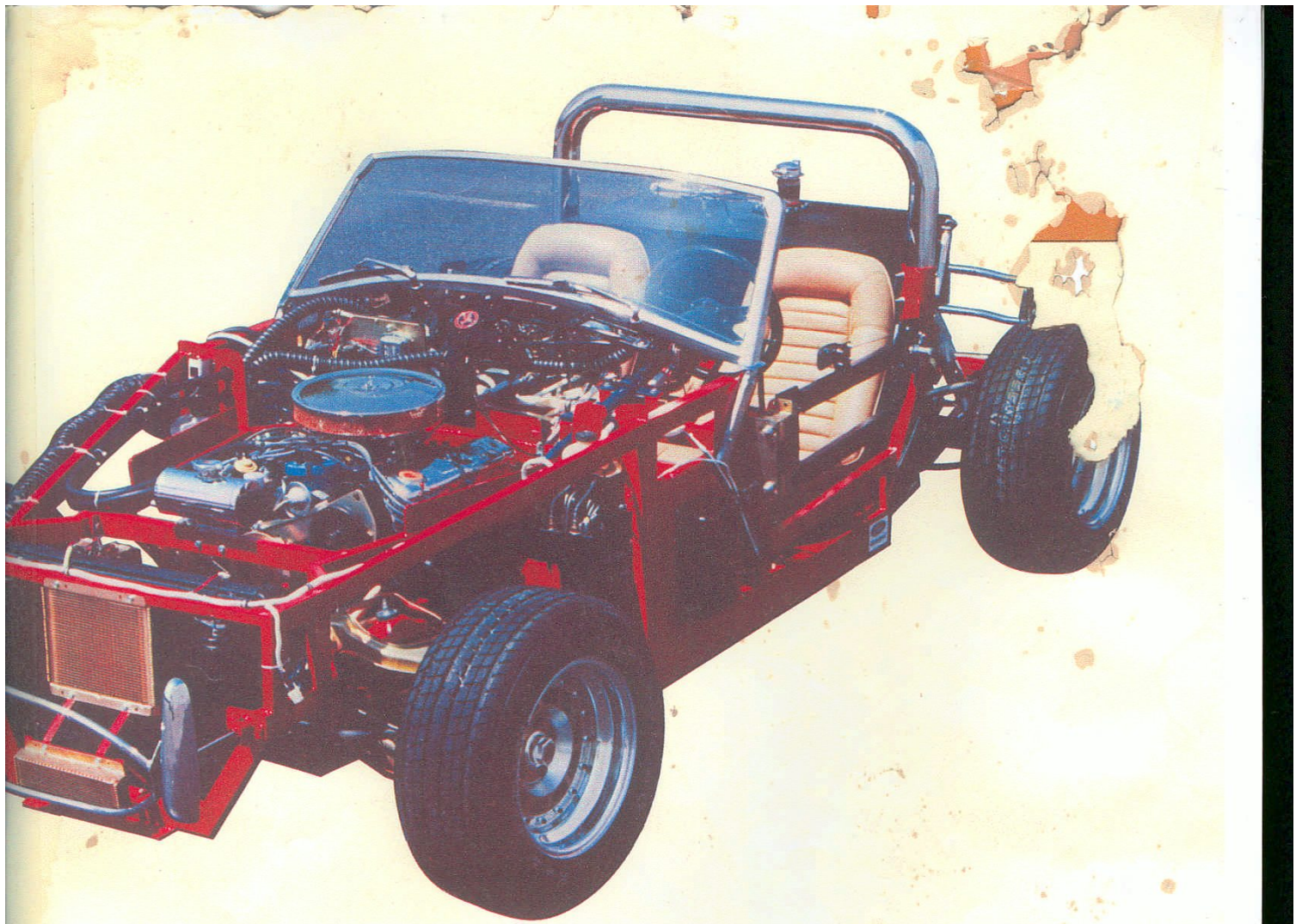
## Engine

# engineering

The heart of any motor vehicle is its chassis. This is the basic foundation for the safety, reliability and performance of all fine motor cars and determines their ultimate potential. It is here, in the chassis and attendant mechanical elements, that the engineering group from Special Editions has shown its experience and concern in the development of the STALLION.

Safety, in the automotive world, is considered to be both "active" and "passive." Active safety is the ability of the driver to avoid an accident. Passive safety has to do with the car's ability to withstand an accident. In both cases, the STALLION has been designed and engineered with safety in mind . . . first and foremost.

The STALLION has a favorable weight distribution, low center of gravity, responsive steering, lively acceleration, powerful braking and excellent handling characteristics. All of these features, and more, give the driver the ability to avoid potentially dangerous situations.



## ered for Safety, Reliability and Performance

In the event of an accident, the passive safety features come into play. The passenger compartment, for example, sits in a steel cage between zones of controlled penetration which have been designed to absorb and dissipate the energy of a collision.

The STALLION is reliable because its components have been designed to withstand maximum stress with a considerable safety margin. But in the long run, reliability becomes a question of parts and service; can it be maintained? The STALLION was designed to incorporate stock, off-the-shelf Ford components, eliminating the maintenance problems long associated with other exotic sports cars.

The STALLION has a tubular steel space frame with a steel and foam monocoque backbone, an adaptation from current Can-Am racing chassis technology. The front and rear suspensions trace their origins to Ford's intensive racing program. A selection of springs, shock absorbers,

and anti-sway bars allow the suspension system to be tuned to suit the intended use.

Twin, thermostatically controlled fans and an extra large radiator provide more than adequate cooling under driving conditions and allow for faster warm-ups and more stable operating temperatures. A high volume oil pump, quart baffled oil pan and a cooler for the automatic transmission fluid are all standard.

The STALLION is equipped with a steel encased, gallon fuel cell. Its design and location make it virtually impossible to rupture.

A competition type braking system, using two balanced master cylinders, permits the driver of the STALLION to rely upon the full stopping potential of the four-wheel ventilated disc-brakes. Power assisted rack-and-pinion steering, plus the use of multiple U-joints in the steering shaft and the energy absorbing design of the wheel and column, enhance the safety and performance of the vehicle.

# The Ultimate in Driving Pleasure!

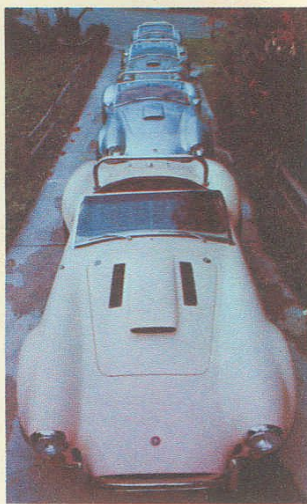


Fine, handcrafted motorcars from the established houses of master coachcraftsmen have always enjoyed a unique status as appreciating collector's automobiles. Bently, Rolls Royce, Aston Martin, Lamborghini, Ferrari, Porsche, and others have established a tradition of exclusivity, quality and performance. The STALLION, as a limited production sports car, has already established that same status, doubling in value in the past few years. Federal controls and loss of the high performance V-8 will probably make the STALLION the last roadster of its type, insuring its reputation as a collector's automobile. Only two hundred and fifty STALLIONS will be manufactured for worldwide distribution guaranteeing its exclusivity and appreciating demand.

## The STALLION

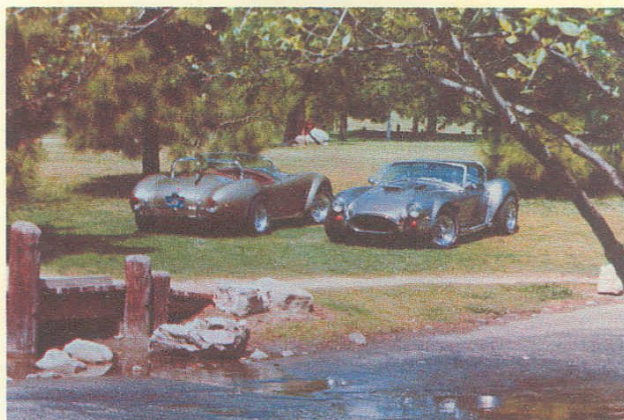
Reminiscent of the fine Motor Cars of the 1920s and '30s, the STALLION is handcrafted throughout, showing elegance and quality in detail that only master coachbuilders give to the finest automobiles. The care and attention to detail found in the STALLION comes only from hands of skilled and dedicated craftsmen who take pride in their work.

To fully appreciate this motor car, the driver must almost become part of the machine. The integration of man and machine takes place in the cockpit of the STALLION. Driver comfort is as important to the designer in achieving this goal as is the location of the seven Stewart-Warner instruments and other essential controls.



Seated in the deeply contoured bucket seats on a cushion of Connolly leather, the cockpit wraps itself around you with the feeling of understated elegance; plush but with a business-like sense of purpose.

The STALLION captures the essence of the classic American Roadster and the elegance of the European Motorcar. Its shape is graceful, uncomplicated, and aerodynamically sound. It is a good looking car, one that will turn heads. But it is more... The STALLION is meant to be driven.



For increased all-weather comfort, the STALLION is now available with air-conditioning in a removable hard-top model with removable sliding side windows as well as in the traditional convertible soft top. The well-proportioned trunk will carry a surprising amount of luggage for any trip in any weather.

The STALLION is for pleasure... its safety features, engineering, quality, attention to detail and comfort add up to pleasure. This is a machine built for the sheer Joy of Driving! Don't you deserve a STALLION?



interior  
quality

# STALLION

*For the Sheer Joy of Driving*

## Specifications

The specifications presented here relate to a typical STALLION. Since each car is built to order, they all differ from one another in many details, although all STALLIONS share the same fundamental foundation.

### Top and Windows

Convertible soft top (as shown) or removable hard top (required with air conditioning), with removable sliding side windows.

### Body and Chassis

Fiber reinforced isothallic polyester resin; tubular steel space frame with a monocoque backbone.

### Suspension

Independent A-arms, coil springs, tubular shocks, anti-sway bar front; NASCAR type 4-bar rear axle with coil springs, tubular shocks and an anti-sway bar.

### Drivetrain

460 CID (7.0 liter) V-8\* with an automatic transmission.

### Weight

2790 lbs. (1250 kg),  
50/50 front/rear

### Width

66" (1675mm) front,  
74" (1878mm) rear

### Track

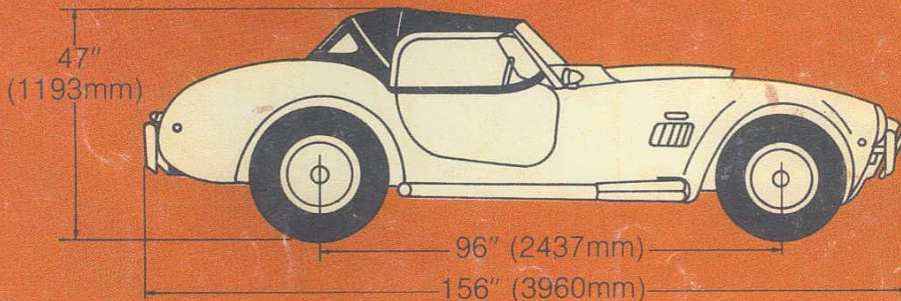
60" (1523mm) front,  
65" (1650mm) rear



### Brakes

11" ventilated rotors, front & rear; four-piston calipers front; single piston floating calipers rear.

\*special construction only



## *Special Editions*

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