

DODGE VIPER

DODGE

PERFORMANCE

PACES

THE

SEVENTY-FIFTH

INDIANAPOLIS

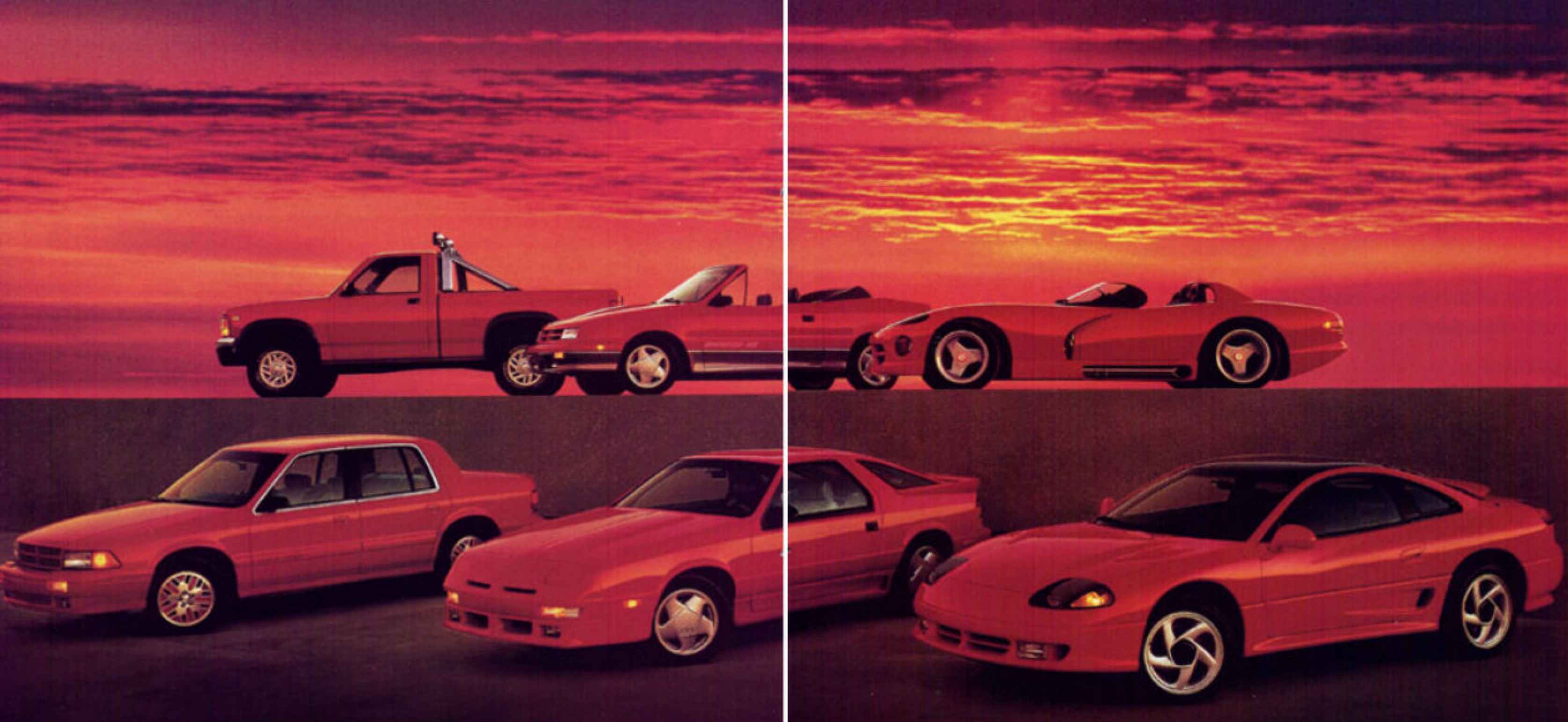
500

1991 INDY 500 PACE CAR



Advantage: Dodge.





DODGE PERFORMANCE SETS THE PACE

Dodge leads the way—at the 1991 Indianapolis 500 and on the roads of America—with a lineup of cars and trucks that cover the entire performance spectrum.

The spectacular Viper, to reach showrooms early next year, sets the pace for Dodge's performance cars with show-stopping looks and pulse-quickening performance. It will join the potent

Dodge Stealth R/T Twin Turbo, which has 300 horsepower, all-wheel drive and all-wheel steering. Stealth is the most advanced production sports car on the road. And there's more:

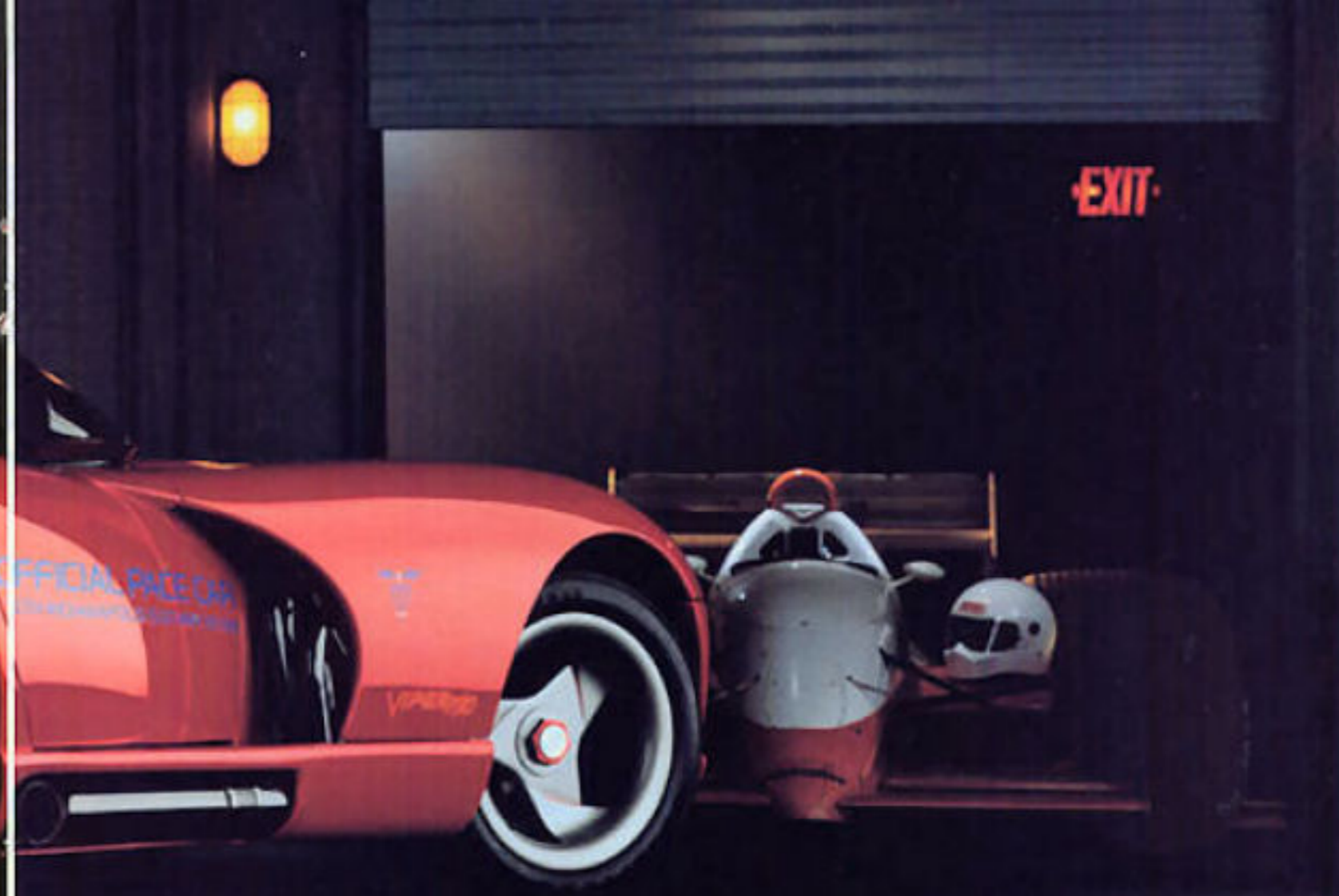
- The Dodge Spirit R/T sports sedan. One of the fastest 4-door sedans in America—import or domestic—sporting the 16-valve Lotus head and intercooled turbo-charger system turning out 224 horsepower!

- The special edition Daytona IROC coupe. All-around performance and race-inspired style with the power of an overhead camshaft, multipoint fuel-injected 3.0-liter V-6 or turbocharged four-cylinder in 141 or 152 hp levels.
- The Shadow ES Convertible. A hard-to-beat combination of style, performance and handling that carries a sticker price less than a

base Mustang convertible. Optional performance equipment includes a 150 hp, 2.5-liter turbo-charged engine.

- The Dakota is the only mid-size pickup. Its 5.2-liter, fuel-injected, 170 hp optional V-8 engine helped the Dakota earn "4x4 of the Year" honors from Petersen's 4-Wheel magazine.

DODGE VIPER—OFFICIAL PACE CAR



DODGE VIPER—LEADING THE FIELD

When the 33-car field of the 1991 Indianapolis 500 leaves the grid, it will be following the most acclaimed sports car in recent

years—the stunning Dodge Viper. This is the third time that a Dodge has been honored as the Official Pace Car for America's biggest single-day sporting event. It's only fitting that the car that paces the 75th running of the

500 was conceived, designed, engineered and built in the United States.

The Viper is scheduled for introduction in January, 1992; the car that will pace the 500 is a development prototype. Carroll Shelby, the legendary race driver, car designer and member of the executive team that developed the Viper, will drive. Ol' Shel will be right at home at "the brickyard."

FROM SHOW TO GO

A low, sleek and stunning roadster, the Viper was the hit of the 1989 Detroit Auto Show. A one-of-a-kind dream car rooted in traditional sports car thinking, the Viper received such an overwhelmingly enthusiastic reception that Chrysler Chairman, Lee Iacocca, decided to put it into production.

Following an extensive development and testing program, the Viper will be manufactured at a Chrysler facility in Detroit. The low-volume sports car will be virtually hand-built by specially trained craftsmen of the United Auto Workers Union.

CLASSIC AND SOPHISTICATED

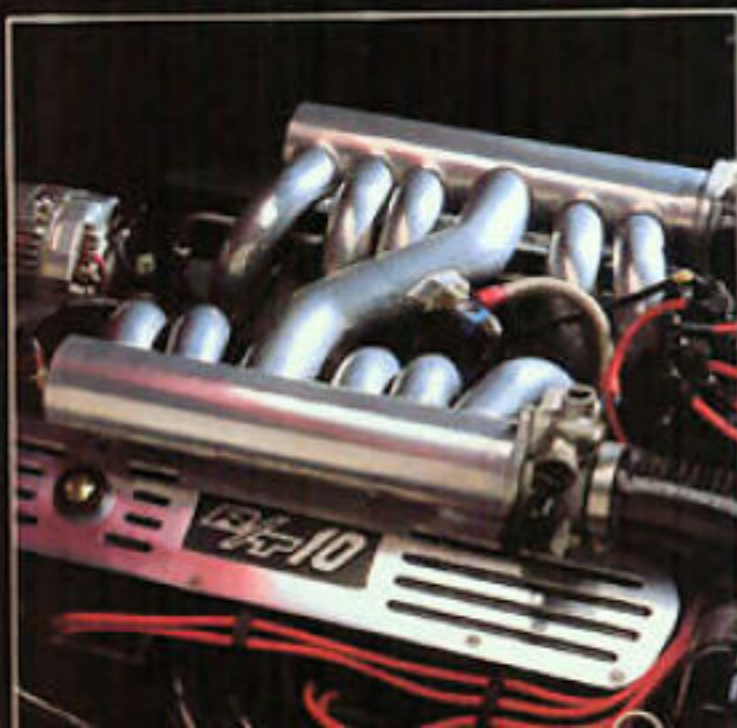
The Viper is the essence of a true sports car with performance based on an elementary equation: high horsepower and low weight. These were achieved by combining simplicity and sophistication.

Simplicity comes from sticking to classic sports car basics like a tubular steel chassis, double A-arm 4-wheel independent suspension, massive 4-wheel disc brakes and a light plastic body.

Sophistication arrives in the form of the Viper's distinct V-10 power plant, a rare engine configuration. The all-aluminum V-10 displaces a huge eight liters (488 cubic inches) and puts out 400 horsepower and 450 lbs-ft of

torque. Distributorless ignition, sequential port fuel-injection and a high-tech electronic engine management system keep all that power under control until the driver says go—then watch out.

Viper's all-aluminum 488-cubic-inch V-10 generates an amazing 400 horsepower and 450 lbs-ft of torque.



Classic sports car basics: analog instruments, snug bucket seats and the wind in your hair.

DODGE STEALTH R/T TWIN TURBO



STEALTH SUPREMACY

After the Dodge Viper takes the Indy starting field to the green flag, a Dodge Stealth R/T Twin Turbo will take over. Idling at the end of pit road, waiting when a yellow flag signals a caution period, the Stealth will accelerate onto the track, pick up the leader and set a safe, steady pace until it's time for the race to resume under the green.

As the Official Car for the 1991 Indianapolis 500, the Stealth is capable of achieving pace lap speeds, a task that past pace cars were often heavily modified to perform. The Stealth has the performance and reliability to carry out the mission virtually unmodified. Except for lights, safety and communications equipment required by the Speedway, the Stealth R/T Turbo Official Car is identical to its street-driven counterparts.



WORLD-CLASS TECHNOLOGY

Beneath its aerodynamically styled skin, the Stealth R/T Twin Turbo is the most advanced production sports car on the road. A rundown of its 3.0-liter V-6 engine reads like a racer's wish list: aluminum cylinder heads with four-valve combustion chambers and dual-overhead camshafts, twin turbochargers with intercoolers, electronic engine management system, sequential fuel injection, and distributorless ignition. There's more, but the bottom line tells the story—300 horsepower.

Full-time all-wheel drive translates all that power into instant forward motion through a sophisticated driveline that links a Getrag transmission to a center differential assembly and two vis-

cus couplings that split the torque between the front and rear (245/45ZR-17 Goodyear Gatorbacks) tires to match road conditions.

The suspension is equally advanced. In "tour" mode, its computer automatically sets the dampers to the most appropriate of three rates. If the driver wants to keep the car in its ultimate handling configuration, he can select the "sports" setting.

Steering is power-assisted rack and pinion, but above 30 mph a hydraulic system actuates in-phase rear-wheel steering to further improve handling. Braking is by means of four large vented discs with aluminum four-piston calipers in front and single-piston calipers at the rear. An advanced ABS system prevents wheel lock-up by modulating braking pressure.

DODGE STEALTH R/T TURBO. IT TOOK ON THE WORLD, AND WON!

	TOTAL POINTS	0-30 (sec.)	0-60 (sec.)	1/4 MILE (sec.)	CORNERING (G's)	SLAIGHT (sec.)
Dodge Stealth R/T Turbo	31	8 (3.64)	8 (4.89)	7 (13.67)	4 (1.918)	4 (6.02)
Porsche 911 Carrera 4	30	7 (3.82)	7 (5.01)	8 (13.61)	1 (1.893)	7 (5.98)
Lexus Esprit Turbo SE	27	6 (4.06)	6 (5.11)	6 (13.79)	3 (1.908)	6 (5.99)
Nissan 300ZX Turbo	25	4 (4.43)	4 (5.73)	4 (14.32)	5 (1.929)	8 (5.88)
Chevrolet Corvette 198	23	5 (4.38)	3 (5.83)	2 (14.41)	8 (1.00)	5 (6.00)
Ferrari Testarossa	22	3 (4.51)	5 (5.70)	5 (14.09)	7 (1.953)	2 (6.24)
Porsche 928 G1	16	2 (4.64)	2 (5.89)	3 (14.40)	6 (1.950)	3 (6.13)
Mercedes-Benz 500 SL	6	1 (5.14)	1 (6.65)	1 (14.97)	2 (1.903)	1 (6.34)

SCORING SYSTEM: First place = 8 points. All competitive models tested were 1990 models. The Stealth R/T Turbo tested was a 1991 production model. USAC-certified tests, July 1990.



ANGEROUS
CURVE



..... DODGE **STEALTH ES**



..... DODGE **SPIRIT R/T**

High performance is genetic in the Stealth family. The basics that make the R/T Turbo a world-beater—its balanced chassis, aerodynamic shape and four-wheel independent suspension—are shared with the Stealth ES.

Like the R/T Turbo, the ES packs a ton of V-6 punch—222 horsepower to be precise—generated by a 3.0-liter, dual overhead cam, 24-valve engine with variable induction control and dual exhaust outlets. It drives the front wheels through either a stand-

ard five-speed manual or optional four-speed automatic.

With its high-cornering-force suspension, power rack and pinion steering, 55-series V-rated performance tires and four-wheel power disc brakes, the Stealth ES gives its driver the tools to master the road with ease and precision.

Inside there's the comfort of adjustable sport bucket seats, the convenience of a full center console and the security of a driver-side airbag. Those are only a few of the standard features that make the high-value Stealth ES one of the most comprehensively equipped sports cars on the road.

SPECIFICATIONS

DODGE STEALTH ES

Engine	3.0-liter DOHC V-6 24-valve
Horsepower (SAE net @ rpm)	222 @ 6000
Torque (SAE net @-ft @ rpm)	251 @ 4500
Drive system type	Front engine, front drive
Transmission	5-speed manual/4-speed auto (opt.)
Front/rear suspension	Gas-charged MacPherson struts, coil springs, stabilizer bars/widebody, dual-link trailing arm, coil springs, stabilizer bar
Steering type	Power rack and pinion
Braking system	4-wheel power disc
Wheelbase (in./in.)	107.0/41.7
Length (in./in.)	184.0/72.8
Width (in./in.)	70.4/27.7
Height (in./in.)	55.1/21.7
Track front/rear (in./in.)	58.2/57.2
Curb weight (kg/lb.)	1475/3250
EPA fuel economy (EST) MPG (city/highway)	22/32



With 222 horsepower and a fully independent suspension, the Stealth ES has the muscle and finesse of a true sports car.

1991 DODGE PERFORMANCE LINEUP

Serious because it has those practical things real life requires: four doors, room for five passengers, a spacious trunk, reasonable price and other sensible features. Fun because it's packed with cutting-edge technology that elevates it above all those day-to-day necessities to a higher plane of driving pleasure.

Its dual overhead cam, 16-valve, 2.2-liter, turbocharged and intercooled four-cylinder engine has the highest specific output—more than 100 horsepower per liter—of any

Chrysler production engine in history. That adds up to 224 horsepower worth of muscle, which makes the Spirit R/T one of the fastest four-door sedans in America—import or domestic.

In keeping with its crisp, no-non-

sense European sports sedan looks, the Spirit R/T has a suspension system specially tuned for responsive handling and full-control driving.

The Spirit R/T is a modern manifestation of the Dodge performance tradition.

SPECIFICATIONS

DODGE SPIRIT R/T

Engine	inline 4 DOHC, 16 valves per cylinder, turbocharged and intercooled
Horsepower (SAE net @ rpm)	224 @ 6000
Torque (SAE net @-ft @ rpm)	211 @ 2800
Drive system type	Front engine, front drive
Transmission	5-speed manual
Front/rear suspension	no strut, coil springs, trailing flex arm, track bar, coil springs
Steering type	Power assisted rack and pinion
Braking system	4-wheel power disc
Wheelbase (in./in.)	102.5/40.3
Length (in./in.)	181.5/71.5
Width (in./in.)	70.5/27.8
Height (in./in.)	55.5/21.8
Track front/rear (in./in.)	57.2/57.2
Curb weight (kg/lb.)	1562/3442
EPA fuel economy (EST) MPG (city/highway)	19/27



The Spirit R/T's DOHC, 16-valve, turbocharged and intercooled engine has the highest specific output of any Chrysler production engine in history.

DODGE DAYTONA IROC



DODGE SHADOW ES CONVERTIBLE



There are two Daytona IROCs, and both are built for all-out performance—one runs on the track, and one runs on the street. The track model is specially prepared to be driven by the world's best drivers in the International Race of Champions. The street model is specially prepared to be driven—period.

The 1991 Daytona IROC has the look of its track counterpart: a deck spoiler; low-profile, full-wrap air dam; body-side sill ground effects panels; 16-inch cast-aluminum "Pumper" road wheels and special side and rear IROC identification.

Moreover, it has well-balanced, all-around performance. Power is

provided by an overhead camshaft, multipoint fuel-injected V-6. A slick-shifting five-speed manual overdrive transaxle anchors the driveline, and speed-rated unidirectional tires put the power on the ground.

The performance suspension makes the Daytona IROC a true handling machine. Power-assisted rack and pinion steering puts maximum control at hand, and four-wheel

power-assisted disc brakes provide impressive stopping power.

There is one major difference between the two Daytona IROCs, however. The street model is a lot more comfortable, with such standard amenities as a center console, AM/FM stereo and a leather-wrapped wheel. It also has a standard driver-side airbag.



The Daytona Interior features a cockpit look and feel with full instrumentation and a leather-wrapped steering wheel.

SPECIFICATIONS

DODGE DAYTONA IROC

Engine	2.5-liter IROC V-6
Horsepower (SAE net @ rpm)	141 @ 3000
Torque (SAE net @ ft. @ rpm)	171 @ 2000
Drive system type	Front engine, front drive
Transmission	5-speed manual
Front/rear suspension	co-sprung, coil springs/ trailing flex arm, track bar, coil springs
Steering type	Power rack and pinion
Braking system	4-wheel power disc
Wheelbase (mm/in.)	2420/95.3
Length (mm/in.)	4354/171.4
Width (mm/in.)	1760/69.3
Height (mm/in.)	1295/50.9
Track front/rear (mm/in.)	1461/57.5/1514/59.6
Curb weight (kg/lb)	1251/2759
EPA fuel economy (city/highway)	21/27

1991 DODGE PERFORMANCE LINEUP

The Shadow ES Convertible is in the grand tradition of legendary Dodge performance cars offering a hard-to-beat combination of style, performance and low price. It has a fresh look that promises fun and excitement and a driveline and running gear that deliver on the promise.

With its slope-nose hood, alloy wheels, monochrome grille and kicked-up tail, the Shadow ES catches the eye. With its available 150 hp, 2.5-liter turbo engine, it catches your breath.

The Shadow ES Convertible further complements its style and perfor-

mance with sporty handling. Its suspension is specially tuned to match the grip of its all-season 15-inch performance tires, and its power-assisted rack and pinion steering provides precise driver control.

Also, there's standard equipment

such as power windows, power steering and brakes and an AM/FM stereo. There's also a standard driver's airbag. All this is sticker-priced less than a base Mustang convertible. Who said you can't get affordable performance?



To match the power of its available 150 horsepower, 2.5-liter turbo engine, the Shadow ES adds the sporty handling of a specially tuned suspension.

SPECIFICATIONS

DODGE SHADOW ES

Engine	2.5-liter IROC V-6 (optional turbo)
Horsepower (SAE net @ rpm)	110 @ 3000
Torque (SAE net @ ft. @ rpm)	130 @ 2000
Drive system type	Front engine, front drive
Transmission	5-speed manual
Front/rear suspension	co-sprung, coil springs/ trailing flex arm, track bar, coil springs
Steering type	Power rack and pinion
Braking system	Power disc/drum
Wheelbase (mm/in.)	2469/97.2
Length (mm/in.)	4361/171.7
Width (mm/in.)	1770/69.7
Height (mm/in.)	1375/54.1
Track front/rear (mm/in.)	1462/57.5/1512/59.2
Curb weight (kg/lb)	1324/2919
EPA fuel economy (city/highway)	20/26



DODGE DAKOTA OFFICIAL TRUCK

The Dodge Dakota, the Official Truck of the Indy 500, is the only mid-size pickup, putting it in a class by itself.

Except for this special paint treatment, these trucks are showroom stock, powered by a 5.2-liter, fuel-injected V-8. This optional engine turns out 170 hp and 260 lbs-ft of torque, more than enough to handle whatever Indy can dish out.

These Dakotas' spacious cargo boxes—longer, wider and deeper than the comparable Chevy S-10's and Ford Ranger's—are specially equipped for fire fighting, debris

clean-up and towing. Just about every Dakota model—Short Bed, Long Bed, Club Cab, 4x4 and 4x2—will see service at the Speedway.

A total of 40 Dakotas will be spotted around the two-and-a-half-mile Indianapolis oval during the race, prepared to respond to any incident on the track.

The Dodge Dakota V-8 is the truck of choice at the Indianapolis Motor Speedway for the same reason it was named "4x4 of the Year" by Peter's 4-Wheel magazine—it's the best all-around truck they can select for the job.

Advantage: Dodge.

