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2016 Dodge Viper ACR Is Undisputed Track Record King

- Ultimate street-legal race car sets new high-performance benchmark with more track records than any production car in the world
- Sports Car Club of America (SCCA) has certified lap records at 13 road courses, including world-famous Laguna Seca, Road Atlanta and Virginia International Raceway
- With 645 horsepower and more torque than any naturally aspirated engine in a production car, the ACR is purpose built for weekend club racers who want the most extreme, but street-legal, track car available
- Significant aerodynamic and suspension upgrades, new Carbon Ceramic brakes with six-piston calipers from Brembo and high-performance Kumho tires, specifically designed for the new 2016 ACR, set this Viper apart on any road course

November 3, 2015, Auburn Hills, Mich. - The new 2016 Dodge Viper ACR (American Club Racer) has taken the performance car world by storm with its proven on-track prowess since being introduced earlier this year. Still, the Dodge/SRT team wanted validation that the new Viper ACR is indisputably "the ultimate street-legal race car."

Beginning in October 2014, when development was in high gear, the new 2016 Dodge Viper ACR started its resetting of the record books by recording never-seen-before lap times at 13 tracks across the country, including world-famous Laguna Seca, Road Atlanta and Virginia International Raceway.

"The SCCA has certified that the new 2016 Dodge Viper ACR holds more track records than any other production car in the world," said Tim Kuniskis, Head of Passenger Car Brands - Dodge, SRT, Chrysler and FIAT, FCA - North America. "We expected our new Viper ACR to be the fastest street-legal Viper track car ever. Now we know without a doubt that it is."

The impressive run has all been accomplished in the 2016 Dodge Viper ACR with the Extreme Aero package, which delivers 1,700+ pounds of peak downforce at top speed through a massive adjustable dual-element carbon fiber rear wing, rear carbon fiber diffuser, unique SRT hood with removable louvers, detachable extension for the front splitter and additional dive planes.

The following chart shows a summary of lap records set to date – in reverse chronological order:

Track/Configuration	Track Length (miles)	ACR Record Lap (Elapsed time)	Date	Driver
Laguna Seca; Salinas, Calif.	2.24	1:28.65	10/28/15	R. Pobst
Road Atlanta; Braselton, Ga.	2.54	1:26.54	10/11/15	C. Winkler
Waterford Hills; Waterford, Mich.	1.42	1:10.89	9/30/15	C. Winkler
Nelson Ledges; Garrettsville, Ohio	2.00	1:06.21	9/21/15	C. Winkler
Motown Mile; Detroit, Mich.	1.10	51.17	8/28/15	C.

GingerMan Raceway; South Haven, Mich. / Extended Length	2.14	1:31.91	8/27/15	Winkler C.
Pittsburgh International Race Complex; New Alexandria, Pa. / North Track	1.53	58.37	8/18/15	Winkler C.
Grattan Raceway; Belding, Mich.	2.00	1:22.09	5/19/15	Winkler C.
Virginia International Raceway; Alton, Va. / Grand Course	4.20	2:40.02	4/23/15	Winkler C.
Willow Springs Raceway; Rosamond, Calif. / Big Willow	2.50	1:21.24	4/2/15	Winkler C.
MotorSport Ranch; Cresson, Texas	1.70	1:16.98	2/25/15	T. Kendall
Buttonwillow Raceway Park; Buttonwillow, Calif.	2.68	1:47.70	1/21/15	C. Winkler
Inde Motorsports Ranch; Wilcox, Ariz. / Configuration 4	2.20	1:33.75	11/19/14	C. Winkler

Dodge tapped its own SRT vehicle dynamics and development engineer Chris Winkler, aka “The Wolf,” to take the wheel of the ACR and he delivered, setting 11 of the 2016 Viper ACR’s 13 track records. Winkler is an accomplished SCCA champion who has more than 20 years of racing experience. For the past seven years, he has led the dynamic development of the Dodge Viper, putting his extensive talent to work in developing the flagship American-built supercar.

For consistency, at the historic Laguna Seca Raceway in Monterey, Dodge teamed with champion racecar driver Randy Pobst, who owns dozens of Laguna Raceway track records.

The result: Pobst ran the 2016 Dodge Viper ACR at Laguna to a new track record of 1:28:65. That record-setting time is 5.27 seconds faster than the previous-generation ACR’s track record at Laguna and 1.24 seconds faster than his previous Laguna track record in the Porsche 918 Spyder (1:28:65 vs 1:29.89). That’s the equivalent of 11 car lengths after just one lap at Laguna Seca.

Newest Dodge Viper ACR takes road course racing world by storm

Certified for public roads and engineered to wring every last hundredth of a second out of road course lap times, the 2016 Dodge Viper ACR combines the latest in aerodynamic, braking and tire technology – a recipe designed to carry on the ACR’s lap-time-busting reputation that has made it a legend on race tracks around the world.

The SRT engineering team that developed the 2016 Dodge Viper ACR is well-stocked with members who race their own cars, as well as learning from the factory-based racing Viper GTS-R that competed in the American Le Mans Series and IMSA United SportsCar Championship from 2012-2014, capturing the GTLM class driver and team championships in 2014. For the new Viper ACR, the team focused its efforts on three areas: aerodynamics, chassis and tires to maximize grip, producing never-seen-before handling capabilities and unprecedented lap times.

Ultimate aerodynamic performance

The 2016 Dodge Viper ACR sports a standard front splitter, dive planes and a 1,776 mm-wide adjustable, dual element rear wing, which is 54 percent larger (in top surface area) than the TA (Time Attack) 2.0 and helps to provide 1,101 pounds of downforce at 150 miles per hour (mph) and 1,533 pounds of downforce at 177 mph top speed.

The 2016 Viper’s available Extreme Aero Package produces the highest aerodynamic downforce of any production car. During on-track testing, SRT development engineers have experienced unprecedented downforce numbers of 1,200+ pounds at 150 mph and 1,700+ pounds at 177 mph top speed, along with 12 percent more downforce over the base ACR on straightaways and 21 percent more downforce during aggressive cornering.

The Extreme Aero Package includes a huge (1,876-mm wide) adjustable dual-element rear wing – which is 62 percent larger (in top surface area) than TA 2.0 – rear carbon fiber diffuser, unique SRT hood with removable louvers, detachable extension for the front splitter and four dive planes. The Extreme Aero rear wing, specifically designed for

airflow around the Viper's body, stands taller, sits further rearward and features unique end-plates and gurney lip to produce maximum downforce while minimizing straight line drag. The Extreme Aero Package delivers more than three times the downforce of the Viper TA 2.0 Package.

The rear carbon fiber diffuser extends forward of the rear axle. It includes six removable strake extensions, designed to rub against the track surface for increased straight-line stability and optimized downforce. Removable hood louvers over the front tires reduce air pressure in front wheel wells to provide additional downforce. The detachable front splitter extension and dive planes work with the rear aerodynamic treatment to provide outstanding grip and balanced performance on the track.

Ultimate brake performance

Track duty can punish the brakes. The 2016 Dodge Viper ACR features new Brembo® Carbon Ceramic Matrix brakes for optimum braking performance with unprecedented brake fade resistance, and greater handling capability through reduced un-sprung weight. The system uses 390-millimeter (15.4-inch) two-piece front rotors and 360-millimeter (14.2-inch) two-piece rear rotors. Front brakes use six-piston Brembo® calipers while the rear brakes use four-piston calipers.

The new Carbon Ceramic Matrix brakes have the largest brake pad area ever on Viper. The brakes work in conjunction with ABS and ESC specifically tuned for ACR to take into account the extra grip provided by the additional aero and specifically designed Kumho® tires. Detachable front brake ducts provide additional cooling to the brake calipers for optimum track performance.

Tire, chassis combo keeps Viper ACR glued to the road

The 2016 Dodge Viper ACR is fitted with Kumho® Ecsta V720 high-performance tires designed specifically for the car with unique tread pattern and compounds for front and rear. In testing, the new tires produce lap times that are 1.5 seconds faster than off-road-only race tires.

Low-profile front tires measure 295/25/19 and are mounted on wider 11-inch wide wheels and when combined with the 355/30/19 rear tires provide the largest combined tire patch available on any production car. On the sidewall of the new tires is a unique raised ACR logo.

The Viper ACR's ABS and five-mode Electronic Stability Control system (Full-on, Sport, Track, Rain, Full-off modes) are specifically tuned for the car to take into account the extra grip offered by the extreme aerodynamic and tire package.

Aluminum bodied, double-adjustable coil-over Bilstein race shocks are designed specifically for the Viper ACR and work in conjunction with ride height adjustment for optimal control of weight transfer and handling performance. Each shock provides independent 10-way rebound and compression adjustability. The suspension package also provides more than 3 inches of ride height adjustment.

Front springs are rated at 600 lbs./in. and rear springs at 1,300 lbs./in., more than double the suspension stiffness of the Viper TA model. With unique race alignment and 1.4 degrees more negative camber than the entry SRT model, the 2016 Dodge Viper ACR is capable of sustaining more than 1.5 g on high-speed turns due to the combined chassis and aerodynamic improvements.

"This car is not a 1-3 lap track special. You can run the car at the track all day, and the performance doesn't fall off," added Kuniskis.

Awe-inspiring V-10 powertrain

At the heart of the 2016 Viper ACR is the handcrafted, all-aluminum 8.4-liter V-10 overhead-valve engine, rated at 645 horsepower and 600 lb.-ft. of torque – the most torque of any naturally aspirated sports-car engine in the world. Unique exhaust tips have been added to the side-mounted exhaust pipes to provide reduced exhaust pressure. All Vipers are engineered to withstand severe track duty in ambient temperatures of 100 degrees Fahrenheit with a professional driver. Power reaches the pavement through the standard Tremec TR6060 six-speed manual transmission.

ACR-exclusive interior appointments

The instrument panel cluster hood, lower instrument panel and door armrest panels of the race-inspired interior are wrapped in unique Alcantara suede. A new, ACR-exclusive Alcantara wrapped high-grip steering wheel with color racing stripe and unique badging sets the ACR apart from other production models. New high-grip seats also carry the Alcantara inserts, while the unique dash plaque is finished in carbon fiber. Customers can choose between silver or Header Red accent stitching throughout the interior.

'1 of 1' Viper program offers one-of-a-kind street-legal race car

Applying Viper's exclusive '1 of 1' customization program to Viper ACR allows customers to have more than 50 million build combinations to create their one-of-a-kind Snake from the ground up. With 16,000 exterior color options, 48,000 custom stripe colors, 11 wheel options, 16 interior trims and seven aero packages, three brake packages and four suspension options, Viper customers have the ability to choose a truly one-of-a-kind, hand-built American supercar.

Every Dodge Viper is hand-built in Detroit at the [Conner Avenue Assembly Plant](#).

ACR history

The original Dodge Viper ACR was produced for the 1999 model year and was based off of the second generation coupe. This model had suspension and engine enhancements focused on maximizing performance in road racing and autocross environments. Horsepower was bumped from 450 to 460 horsepower via a unique air filter and smooth air intake hoses. Curb weight was reduced by more than 50 pounds by stripping the audio system and removing other non-essential items, such as the fog lamps. The new stiffer, adjustable suspension removed another 14 pounds. This model also had an "ACR" badge and 20-spoke BBS wheels.

The second version of the Viper ACR was based off of the fourth generation coupe and was built during the 2008-2010 model years.

The 2008/2009 Viper ACR maintained the standard Viper's 600 hp and 560 lbs.-ft. of torque, while adding aerodynamic, brake and suspension upgrades to the already potent supercar. One development goal was 1,000 pounds of downforce at 150 mph with optimum aero balance – a target achieved through CFD and wind-tunnel testing. Unique coil-over shocks allowed height changes and were step adjustable for compression and rebound.

Spring and anti-roll-bar rates were increased and the ACR was fitted with forged aluminum wheels and track-ready race tires. The new wheels and tires combined with a new two-piece brake rotor system shaved approximately 40 pounds from a base Viper. An additional 40-pound savings (for a total of 80) was possible when ordering the Hard Core Package, which removed the audio system, trunk carpet and sound insulation. The 2008 Viper ACR proved its ultimate performance formula by setting a new track record at the famous 12.9-mile Nürburgring Nordschleife circuit in Germany with an elapsed time of 7:22.1.

For the 2010 model year, the Viper ACR was upgraded further with a redesigned rear wing gurney and end plates to further optimize aerodynamics and improve rear yaw downforce. In addition, a shorter fifth gear ratio improved high-speed acceleration and produced higher straightaway speeds. This improvement was a direct result of SRT's experience at the Nürburgring Nordschleife where the team found that a revised gear ratio would have resulted in a higher speed capability and potentially a shorter elapsed time. In late September 2011, Dodge returned to the famed circuit and recaptured the production car lap record with a time of 7:12.13.

In late 2009, Dodge announced the non-street-legal Viper ACR-X, targeted at the grassroots racer.

Combining the best performance attributes of the record-setting, street-legal Dodge Viper ACR and the safety equipment of championship-winning Viper Competition Coupe, Dodge produced the non-street-legal racer that made its on-track debut in the summer of 2010 as part of Dodge Viper Cup spec racing series.

The 2010 Dodge Viper ACR-X was also powered by a 8.4-liter V-10, equipped with factory-installed headers, forged pistons and a low-restriction exhaust system that produced 640 horsepower (40 more than production model).

The suspension also was tuned and upgraded specifically for on-track usage, while the weight was lightened by a full 160 pounds (versus the standard production Viper) to take on even the most challenging road course. Additional aerodynamic upgrades improved downforce, while enhancing stability and significantly improving grip in high-speed cornering.

Similar to the Dodge Viper Competition Coupe, the Viper ACR-X contained factory-installed safety equipment, such as a factory-designed roll cage, fuel cell and race seat.

Dodge//SRT

For more than 100 years, the Dodge brand has carried on the spirit of brothers John and Horace Dodge. Their influence continues today as Dodge shifts into high gear with a lineup that delivers unrivaled performance in each of the segments in which the brand competes while moving forward to a future that includes electrified muscle in the form of the next-generation, all-new Dodge Charger.

The next-generation Dodge Charger electrifies a legend, with the Charger retaining its title as the world's quickest and most powerful muscle car led by the all-new, all-electric 2024 Dodge Charger Daytona Scat Pack. The all-new Dodge Charger will also offer performance choices via multi-energy powertrain options including the 550-horsepower Dodge Charger SIXPACK H.O., powered by the 3.0L Twin Turbo Hurricane High Output engine.

Dodge also keeps its foot on the gas as a pure performance brand with the 710-horsepower Dodge Durango SRT Hellcat, the most powerful SUV ever, and best-in-class standard performance in the compact utility vehicle segment with the Dodge Hornet.

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