

# Dodge Viper GTS R/T



2000 American Le Mans Series

Dodge Viper  Different



HUGUES de CHAUNAC

OLIVIER BERETTA

DAVID DONOHUE

KARL WENDLINGER

TOMMY ARCHER

## 2000 American Le Mans Series Schedule

DATE	LOCATION
March 18	Sebring Int'l Raceway Sebring, Fla. (12 hrs.)
April 1	Lowes Motor Speedway Charlotte, N.C.
May 13	Silverstone England (500 km)
July 9	Nurburgring Nurburg, Germany (1000 km)
July 23	Sears Point Raceway Sonoma, Calif.
August 6	Mosport Park Bowmanville, Canada
Sept. 2	Texas Motor Speedway Dallas-Fort Worth, Tex.
Sept. 10	Portland Int'l Raceway Portland, Ore.
Sept. 30	Petit Le Mans Road Atlanta Braselton, Ga. (1000 miles or 10 hrs.)
Oct. 15	Laguna Seca Raceway Monterey, Calif.
Oct. 29	Las Vegas Motor Speedway Las Vegas, Nev.
Dec. 31	Adelaide, Australia (1000 km)

Race schedule is subject to change.

# Dodge Vipers Drive Toward 2000 ALMS Championships!

Following a wild undefeated first season in the American Le Mans Series (ALMS) that brought the Driver's Championship to Olivier Beretta, repeat success at the 24 Hours of Le Mans and a staggering first and third place finish both in class and overall in the arduous Rolex 24 Hours of Daytona, the Dodge Viper is among the most successful production-based American sports cars ever.

Never before has a production-based American sports car enjoyed a season so filled with accomplishment, especially internationally. Not only did the Viper become the first American sports car to capture the overall FIA GT title, it also won its second-straight 24 Hours of Le Mans title (a feat no other production-based American sports car has ever accomplished). In the two prior FIA seasons, in fact, the Viper also won the FIA GT2 Driver's and Manufacturer's Championships.

"Dodge couldn't be prouder of these accomplishments," said Lou Patane, vice president, motorsports operations and Mopar Performance Parts, DaimlerChrysler Corporation. "We are thoroughly excited to have developed the dominant production-based race car in what history will remember as a golden era of sports car racing. We continue to build a unique heritage for the Dodge Viper, as one of the all-time great race cars and, arguably, America's best ever."

The new ALMS season has twice the number of events this year and Dodge's Viper Team ORECA will contest the full schedule, including the international races. The 2000 schedule will see events in England and Germany, plus the season-ender on New Year's Eve in Adelaide, Australia. Every ALMS race will be televised in North America on Speedvision, Fox Sports Net or NBC, and internationally on the EuroSport network.

Returning drivers include the 1999 ALMS Driver's Champion Olivier Beretta, '99 Drivers Champion Runner-up Karl Wendlinger and Americans Tommy Archer and David Donohue. A third Team car, for longer races, may be added with additional drivers to be named later. Viper Team ORECA continues to be directed by one of the most successful team managers in motorsports history, Hugues de Chaunac.

Follow Dodge's Viper Team ORECA around the globe as it campaigns to bring home the championships in 2000!

Dodge Viper  Different.

 Mopar  
PERFORMANCE PARTS

## 2000 VIPER GTS R/T SPECIFICATIONS

### VEHICLE LAYOUT

Type .....Two-place Grand Touring competition coupe\*  
Drivetrain .....Longitudinal front engine, rear wheel drive  
Construction .....Carbon fiber body, Lexan windows, steel spaceframe

\*Not street legal

### AERODYNAMICS

Components .....High downforce rear wing, revised nose undertray, flat chassis  
Coefficient of drag .....Varies from 0.49 to 0.57 Cd, depending on downforce configuration

### EXTERIOR DIMENSIONS

Length .....179 in/4548 mm  
Width .....71.6 in/1933 mm  
Height .....45.1 in/1146 mm  
Wheelbase .....96.2 in/2444 mm  
Front track .....63.3 in/1608 mm  
Rear track .....62.4 in/1586 mm

### WEIGHTS

Dry weight .....2640 lb. (1150 kg)  
Weight distribution .....47/53% front/rear

### STANDARD ENGINE

Type .....90° V10  
Construction .....356T6 aluminum alloy block with cast iron liners; aluminum CNC-ported cylinder heads  
Capacity .....488 cubic inch/8.0 liter  
Bore and stroke .....4.00 x 3.88 in. (101.6 x 98.6 mm)  
Bore/stroke ratio .....1.03:1  
Valve gear .....2 pushrod actuated overhead valves per cylinder; roller tappets/adjustable rocker arms  
Valve specs .....2.02-inch intake; 1.60-inch exhaust, stainless steel  
Camshaft specs .....Roller tappet, 0.650 valve lift  
Crankshaft .....Forged steel induction hardened  
Cylinder block .....Six main bearings; 4-bolt caps  
Connecting rods .....Carillo connecting rods  
Pistons .....Forged aluminum  
Compression ratio .....12.0:1  
Fuel injection system .....MOTEC Engine Control Unit, Bosch high-flow injectors; intake restrictor as required by the FIA  
Spark plugs .....Bosch Motorsports  
Lubrication system .....Dry sump with belt-driven Caldwell four-stage pump; 12 qt. remote tank  
Exhaust system .....321 stainless steel tubular headers, side exit  
Engine weight (dry) .....550 lbs.  
Maximum safe rpm .....7000+

### TRANSMISSION

Type .....Tremec T56R  
Synchronized 6-speed manual

### CLUTCH

Type .....Tilton triple-disc, carbon-fiber  
Disc diameter .....7.25 in.  
Housing .....Tilton magnesium

### PROPELLER SHAFT

Type .....Production Viper aluminum shaft, shortened to 97.1mm  
U-joints .....Spicer 1350

### REAR AXLE ASSEMBLY

Type .....Dana 60  
Housing .....Aluminum  
Differential .....Ricardo 9.75 in limited-slip with flanged yokes  
Axles .....Solid halfshafts with GKN plunging-type CV joints

### SUSPENSION (F/R)

Wishbones .....Production cast aluminum A206T5 alloy, unequal length  
Bushings .....Spherical metallic  
Shock absorbers .....Dynamic aluminum coilover with compression and rebound adjustment  
Sway bars .....57 mm diameter (front); adjustable rear  
Knuckles .....Modified GTS to accommodate larger bearings and Brembo brakes  
Hubs .....Riley & Scott 4130 alloy centerlock with double taper roller bearings

### WHEELS

Type .....BBS centerlock, one-piece magnesium  
Size (in, l/r) .....12 x 18/13 x 18

### TIRES

Type .....Michelin Pilot SX radial sticks  
Size .....29/65-18 front; 30/71-18 rear

### STEERING

Type .....TRW power-assist rack and pinion  
Column .....Production Viper with quick-disconnect racing tilt wheel

### BRAKES

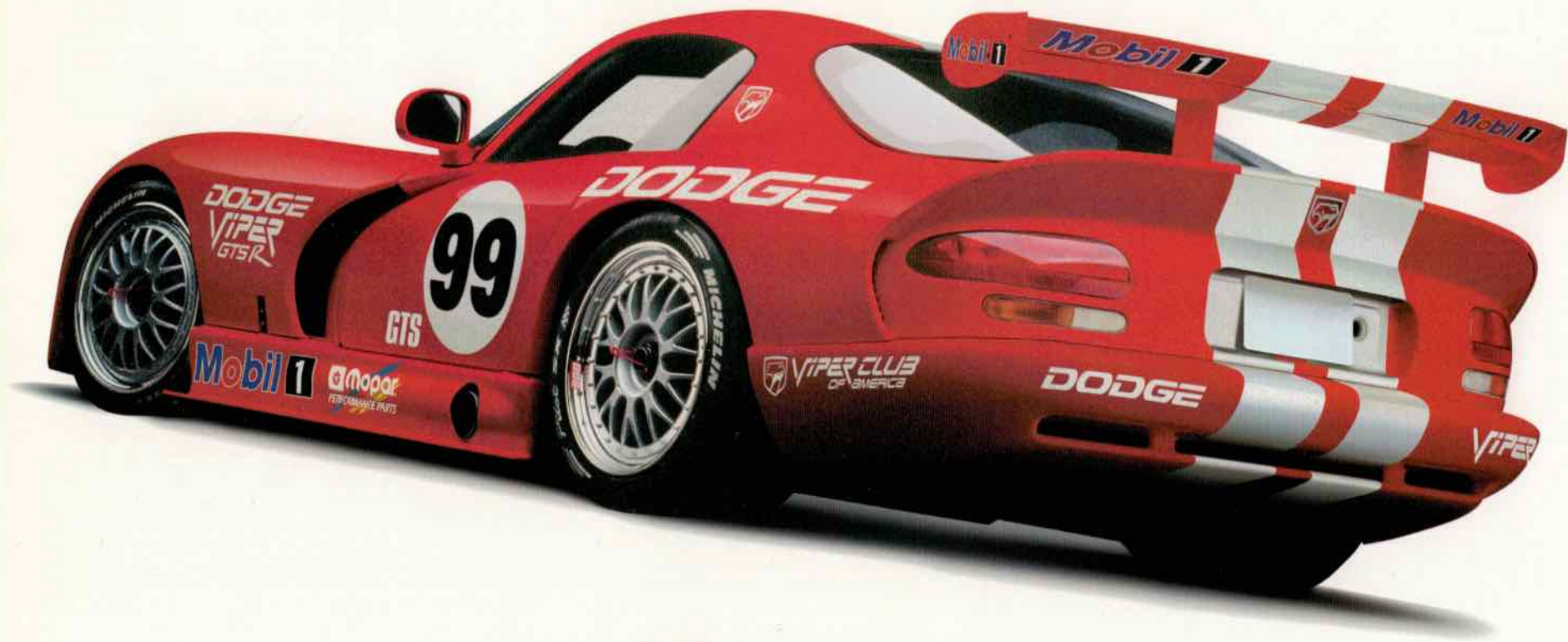
Front calipers .....Brembo 6-piston/2-pad monoblock Champ-car type  
Rotors .....15 in (381 mm) diameter, vented Carbone slotted carbon  
Pads .....Performance Friction carbon-metallic  
Rear calipers .....Brembo 4-piston/2-pad monoblock  
Rotors .....14 in (356 mm) diameter, vented Carbone slotted carbon  
Pads .....Performance Friction carbon-metallic  
Master cylinders .....Twin Tilton racing with bias adjustment  
Control system .....Manual

### FUEL SYSTEM

Type .....Safety fuel cell with dry-break filler  
Capacity, gal/l .....26.4/100

# Viper GTS-R

A M E R I C A N L E M A N S S E R I E S



Viper  The New Dodge



OLIVIER BERETTA

DAVID DONOHUE

KARL WENDLINGER

TOMMY ARCHER

HUGUES de CHAUNAC

## AMERICAN LE MANS SERIES SCHEDULE

DATE	LOCATION
March 20	12 Hrs of Sebring Sebring Int'l Raceway Sebring, FL
April 18	Road Atlanta Braselton, GA
June 27*	Mosport Park Bowmanville, Ontario, Canada
July 25	Sears Point Raceway Sonoma, CA
Aug. 1	Portland Int'l Raceway Portland, OR
Sept. 18	Petit Le Mans Road Atlanta Braselton, GA
Oct. 10	Laguna Seca Raceway Monterey, CA
Nov. 7	San Diego Grand Prix Streets of San Diego San Diego, CA

\*Look for the U.S.-based Viper Team ORECA to debut at Mosport Park, June 27, and continue its campaign for the ALMS championship for the remainder of the season.

# Dodge Viper to Contend American Le Mans Series!

Dodge will continue its commitment to racing excellence by entering a Dodge factory supported team in the exciting American Le Mans Series (ALMS).

The new team will be a subset of the existing and wildly successful Viper Team ORECA, which is based in the south of France. The ORECA team, headed by Hugues de Chaunac, won the FIA GT2 Driver's and Manufacturer's Championships in 1997 and 1998—and then finished the '98 24 Hours of Le Mans endurance race in first and second place.

Dodge's domestic team will be just as strong with two new Dodge Viper GTS-R race cars, a new U.S.-based ORECA race shop, and a U.S.-based team manager and crew. These management positions are still to be announced, but Dodge is building upon previous success by using familiar drivers.

The driving chores will be executed by Tommy Archer, Olivier Beretta, David Donohue, and Karl Wendlinger. Hugues de Chaunac will be the general manager. Dodge's sole goal is a straightforward one: Win the ALMS title in its first year!

The task is all the more challenging because the Dodge Viper team will compete in only six of the eight races on the 1999 ALMS schedule. The first outing will take place June 27 at Mosport Park in Ontario, Canada and the second at Sears Point in Sonoma, Calif., July 25, followed by the Portland International Raceway event Aug. 1, the Petit Le Mans at Road Atlanta Sept. 18, the Oct. 10 race at Laguna Seca Raceway in Monterey, Calif., and the San Diego Grand Prix in the streets of the city Nov. 7.

"This is extremely exciting for Dodge, for race fans, and certainly for Viper owners all over the world," said Jim Julow, Vice President-Dodge Car and Truck operations. "We definitely are not going into this just to 'show the flag.' We're in this to win the ALMS Championship for our Viper owners."

Five of the six ALMS races in which the Vipers will compete will be televised live on NBC or the cable network CNBC. The Atlanta race will be telecast on tape-delay basis on Sept. 19. See your local listings for specific broadcast times and channels. The Viper Club of America will be on hand at each of the six races. For information on how to join the VCA, please call toll-free 1-800-998-1110.

## 1999 VIPER GTS-R SPECIFICATIONS

<b>VEHICLE LAYOUT</b>	
Type	Two-place Grand Touring competition coupe*
Drivetrain	Longitudinal front engine, rear wheel drive
Construction	Carbon fiber body, Lexan windows, steel spaceframe
*Not street legal	
<b>AERODYNAMICS</b>	
Components	High downforce rear wing, revised nose undertray, flat chassis
Coefficient of drag	Varies from 0.49 to 0.57 Cd, depending on downforce configuration
<b>EXTERIOR DIMENSIONS</b>	
Length	179 in/4548 mm
Width	75.7 in/1923 mm
Height	45.1 in/1146 mm
Wheelbase	96.2 in/2444 mm
Front track	63.3 in/1608 mm
Rear track	62.4 in/1586 mm
<b>WEIGHTS</b>	
Dry weight	2640 lb. (1150 kg)
Weight distribution	47/53% front/rear
<b>STANDARD ENGINE</b>	
Type	90° V10
Construction	356T6 aluminum alloy block with cast iron liners; aluminum CNC-ported cylinder heads
Capacity	488 cubic inch/8.0 liter
Bore and stroke	4.00 x 3.88 in. (101.6 x 98.6 mm)
Bore/stroke ratio	1.03:1
Valve gear	2 pushrod actuated overhead valves per cylinder; roller tappets/adjustable rocker arms
Valve specs	2.02-inch intake; 1.60-inch exhaust, stainless steel
Camshaft specs	Roller tappet, 0.650 valve lift
Crankshaft	Forged steel induction hardened
Cylinder Block	Six main bearings; 4-bolt caps
Connecting rods	Carillo connecting rods
Pistons	Forged aluminum
Compression ratio	12.0:1
Fuel injection system	Speed density with MOTEC Engine Control Unit, Bosch high-flow injectors; intake restrictor as required by the FIA
Spark Plugs	Bosch Motorsports
Lubrication system	Dry sump with belt-driven Caldwell four-stage pump; 12 qt. remote tank
Exhaust system	321 stainless steel tubular headers, side exit
Engine weight (dry)	550 lbs.
Maximum safe rpm	7000+
<b>TRANSMISSION</b>	
Type	BorgWarner T56R; Synchronized 6-speed manual
<b>CLUTCH</b>	
Type	Tilton triple-disc, carbon-fiber
Disc diameter	7.25 in.
Housing	Tilton magnesium
<b>PROPELLER SHAFT</b>	
Type	Production Viper aluminum shaft, shortened to 97.1mm
U-joints	Spicer 1350
<b>REAR AXLE ASSEMBLY</b>	
Type	Dana 60
Housing	Aluminum
Differential	9.75 in limited-slip with flanged yokes
Axles	Solid halfshafts with GKN plunging-type CV joints
<b>SUSPENSION (F/R)</b>	
Wishbones	Production cast aluminum A206T5 alloy, unequal length
Bushings	Spherical metallic
Shock absorbers	Dynamic aluminum coilover with compression and rebound adjustment
Sway bars	.57 mm diameter (front); adjustable rear
Knuckles	Modified GTS to accommodate larger bearings and Brembo brakes
Hubs	Riley & Scott 4130 alloy centerlock with double taper roller bearings
<b>WHEELS</b>	
Type	0.Z. centerlock, one piece magnesium
Size (in.) f/r	.12 x 18/13 x 18
<b>TIRES</b>	
Type	Michelin Pilot SX radial slicks
Size	.29/65-18 front; 30/71-18 rear
<b>STEERING</b>	
Type	TRW power-assist rack and pinion
Column	Production Viper with quick-disconnect racing tilt wheel
<b>BRAKES</b>	
Front calipers	Brembo 6-piston/2-pad monoblock Champ-car type
Rotors	.15 in (381 mm) diameter, vented Brembo slotted cast-iron
Pads	Performance Friction carbon-metallic
Rear calipers	Brembo 4 piston/2 pad monoblock
Rotors	.14 in (356 mm) diameter, vented Brembo slotted cast-iron
Pads	Performance Friction carbon-metallic
Master cylinders	Twin Tilton racing with bias adjustment
Control system	Manual
<b>FUEL SYSTEM</b>	
Type	Safety fuel cell with dry-break filler
Capacity, gal/L	28.4/100

Viper  The New Dodge

 VIPER CLUB  
OF AMERICA