

# Street legal

**SPRING RALLY BONUS: FCA REVEALS FASTEST STREET-LEGAL VIPER EVER**



Fiat Chrysler (FCA USA) had brought plenty of noteworthy hardware to the MAMA Spring Rally in Elkhart Lake, Wisconsin—some 16 vehicles in all—including both flavors of Hellcat (Challenger/Charger), both flavors of Scat Pack, the Fiat 500 Abarth, the carbon fiber Alfa Romeo 4C, the current Dodge Viper and more. But it turns out they had something else up their sleeves.

Back at event headquarters after a day at the track, they pulled the wraps off the 2016 Dodge Viper ACR. This highly enhanced club racer was first introduced in 1999 and last produced in 2010, when Viper went briefly dormant. Viper gen five returned as a 2013 model, and at the SEMA show in Las Vegas last November, FCA showed a Viper ACR concept—to predictable acclaim.

The production model includes a wide range of exclusive engineering: unprecedented brake fade resistance from exclusive carbon ceramic matrix two-piece 15-inch rotors and six-piston Brembo front calipers; double-adjustable Bilstein coil-over racing shocks with ten settings and three inches of height adjustment; and huge Kumho tires (295/25/19 front, 355/30/19 rear) for 1.5-second better lap times than prior track-only tires. The cabin is stripped for weight, yet has three-speaker audio. The ACR's hand-built 8.4-liter V10 puts out 645 hp and 600 lb-ft of torque—the highest of any naturally aspirated sports car engine in the world. Cornering grip is 1.5 g, and weight distribution is 50/50.

"One of one" customization is available for ultimate personalization. An Extreme Aero Package joins the option list later, for almost one ton of downforce through a combination of a huge adjustable dual-element carbon fiber rear wing, rear carbon fiber diffuser, unique SRT hood with removable louvers, detachable front splitter extension and additional dive planes. Pricing was not announced. ■

