

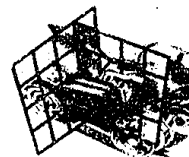
Car chassis have traditionally been built on a "floor pan" design. Can a platform that incorporates a continuous rigid, ladder-type frame improve ride and handling characteristics? Can this help us reach a high level of performance?



You'd expect a race car to be graded on a curve. Well, if race cars inspired us to modify a double-wishbone suspension, can you handle it?

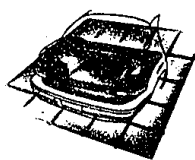


Do you have to choose between the convenience of an automatic transmission and the performance of manual shifting? Or can an available AutoStick® transaxle shift an automatic a little more toward fun?



Take something as simple as an engine mount — a combination of steel and rubber that holds the engine to the frame rail. Can we mount a good argument that a device filled with liquid could minimize engine vibration and help make things quieter?

# These are the questions.



Dodge pioneered the cab-forward design concept — moving the wheels out to the corners and sliding the passenger compartment forward. Can cab-forward roominess create more room even in the trunk?



A Stratus ES has an available 2.5L, 24-valve V-6. Can lightweight aluminum cylinder heads enhance performance?



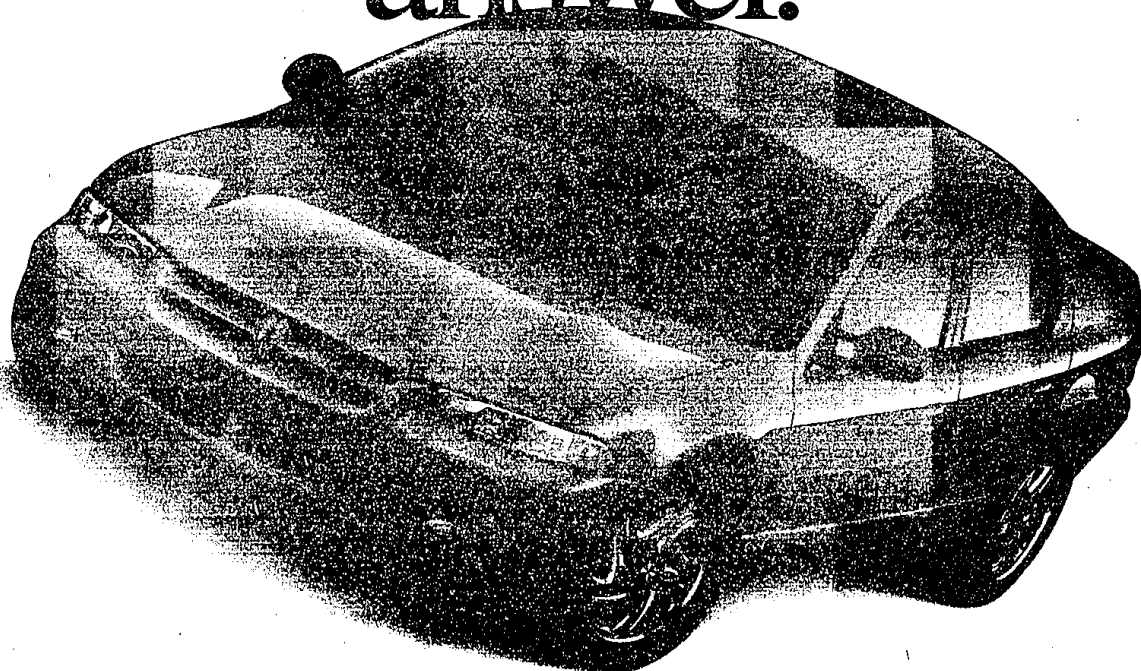
Powder-coat paint technology will give you a paint finish tough enough to help protect a car's shiny overcoat from flying gravel. When it comes to what you'll expect down the road, do we have things pretty well covered?



Dodge Stratus is \$14,375 for starters, \$18,345 impressively equipped! Now, if we told you that "impressively equipped" includes AutoStick transmission, anti-lock brakes and a 2.5L V-6, would you be surprised?

\*MSRP's after \$1,000 cash back exclude tax. Always use seat belts. Remember a backseat is the safest place for children.

# This is the answer.



Stratus  The New Dodge

For more answers, call 1-800-4-A-DODGE. Or visit our Web site at [www.4adodge.com](http://www.4adodge.com)