

FROM DODGE!... a preview of things to come



...an idea car for the space age

# DODGE *Flitewing*

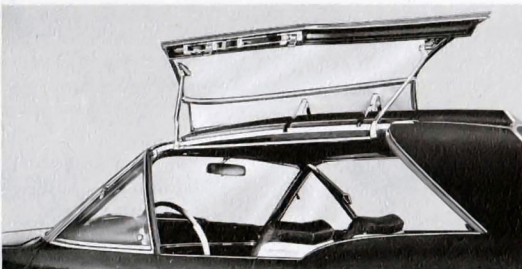


Flitewing! . . . Not a "dream" car, but an IDEA car! Not a "car of tomorrow," but a practical, workable demonstration of features and ideas that reflect Dodge engineers' achievements in space-age technology . . . and that will make your next Dodge more fun to drive. The Dodge Flitewing is not just a stylist's idea for the far-off future. It's here . . . now! It incorporates ideas and features and new

driving conveniences already being designed into future Dodges! Flitewing is Dodge's way of giving you a sneak preview of what's coming for *you* . . . from Dodge! You're struck first by its beautiful styling . . . clean, functional, modern, yet classic in concept. It's low and rakish . . . yet you see that it's a full-size car with plenty of comfortable passenger space. Up front, your eye is caught by the open scoop grille . . . traditionally the mark of the jet age. It's not just "for show" in the Flitewing. This is a high-performance car that is master of any turnpike highway, or city street.

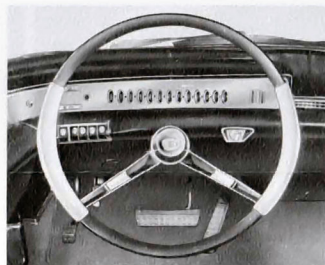
Let your imagination take FLITEWING!





## Like magic, the windows flip up!

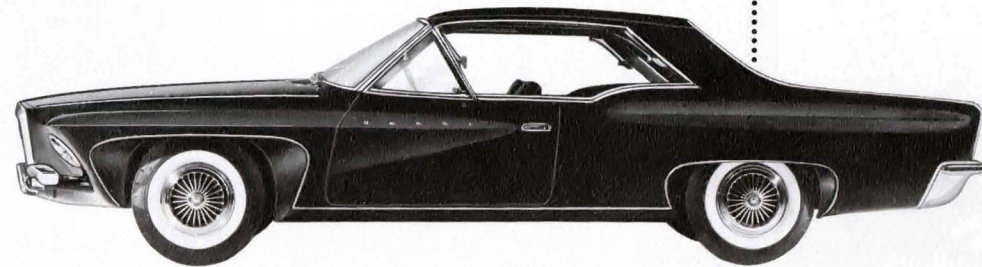
As you approach your Flitewing, you're struck once more by its immense glass areas. One of the features of Dodge's idea car is visibility unmatched by any car on the road. You notice how the windows blend into the roof contour . . . that the traditional center post is gone. You open the door. Like magic the window-roof canopy opens and rises — like the wing of a bird — the quiet, powerful electric motors in the trunk purring softly.



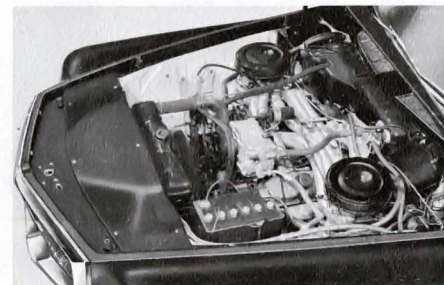
**Before you** is the spare, uncluttered wheel and instrument panel. On the heavily padded dash you see instantly the easy-to-read instruments, the easy-to-reach pushbutton transmission controls. You note with satisfaction the new speedometer . . . not the traditional speed gauge, but a series of elliptical windows — thirteen of them — to tell you your speed at a glance in 10-mile-per-hour increments.



**Flitewing's definite sports-car flavor** invites you to conquer the road. Individual bucket seats in rich leather beckon you. You sink comfortably into the driver's seat, feeling the thrill of commanding this magnificent machine. You glance down at the console at your right hand. There, within safe, easy reach, are radio, heater and air-conditioning controls. In the rear seat, on the full-length console, are a fold-down armrest, ash tray and courtesy light for the comfort of your rear-seat passengers.



**There at your left elbow . . .** you check the control panel set in the door. Light switches . . . turn indicators . . . power antenna control . . . automatic controls for the window-roof doors . . . you bless again the engineers who made Flitewing so convenient, such a joy to drive. You touch the window control. Electric motors whisper again, and the canopy closes itself firmly . . . locks positively. (You know you can't pinch fingers . . . a rubber tape switch in the lower sill reverses the window automatically when touched.)



**You're ready to go.** You turn the key and 330 horses surge into life. You sit for a moment, enjoying the deep-throated purr of Flitewing's Ram-Induction engine. You begin to appreciate the thrill of Flitewing's enormous, yet perfectly controlled power . . . ready for the press of your toe on the accelerator.

Your finger touches the convenient push-button transmission control. You press the "Drive" button . . . step on the gas . . . and you're in a world all your own . . . the world of Flitewing!

**The road is yours!**

Some vital statistics about . . .

## *Flitewing*

### Dimensions

Length . . . . . 215.6 in.  
Width . . . . . 79.9 in.  
Height . . . . . 52.8 in.  
Front tread . . . . . 61.0 in.  
Rear tread . . . . . 59.7 in.  
Wheelbase . . . . . 118 in.

### Engine

Type . . . Ram-Induction V-8  
Bore . . . . . 4.25 in.  
Stroke . . . . . 3.38 in.  
Displacement . . . 383 cu. in.  
Compression Ratio . 10.0 to 1  
Brake Horsepower . 330 (at 4800 r.p.m.)  
Torque . 460 (at 2800 r.p.m.)

Transmission . . . **TorqueFlite**  
(planetary gears with torque converter)

Brakes . . . . **Total-Contact;**  
Power Assist

Tire Size . . . . . 8.50 x 14"

### Steering

Type . . . . Constant Control;  
Integral Power  
Gear Ratio . . . . . 15.6 to 1

DODGE DIVISION • CHRYSLER CORPORATION

