

Redeye: Hellcat ups its game

The best elements of SRT Hellcat, Demon and Widebody now all in one convenient package

By Nicole Wakelin

Dodge is known for building muscle cars like the Challenger. This beast is the kind of car you often hear before you see, and when you do see it you can't look away. Dodge could simply give the Challenger a minor upgrade or two each year and call it done. Instead, Dodge is on a mission to deliver fresh new versions of the Challenger with increasingly ridiculous amounts of power to appease the muscle car gods and us mortals alike.

The Challenger SRT Hellcat with its 707-horsepower engine was a huge hit. Dodge followed up with the limited-run Challenger SRT Demon which boasts 840 horsepower and posts a blistering 9.65-second quarter-mile. It also earned a Guinness World Record certification as the first production

car to lift the wheels at launch. For those who lusted after the Demon, but didn't really need all that, Dodge introduced the Challenger SRT Widebody last year, with the flared body of the Demon, but the regular drivetrain of the Hellcat. While the Hellcat is still in production, the Demon is sold out. Now there's the 2019 Dodge Challenger SRT Hellcat Redeye Widebody, which combines the best of both those cars into one impressive machine.

Dodge likes to say the Redeye is a Hellcat possessed by the Demon. They took what is basically the Demon's 6.2-liter V8 Hemi engine and adjusted the calibration, so it now delivers 797 horsepower with 707 lb-ft of torque. Yes, those numbers are lower than the Demon's, so this technically sounds like a step back, but it's nothing of the sort.

The Hellcat Redeye has a 0-60 time of 3.4 seconds with a quarter-mile time of 10.8 seconds at 131 mph. Its top speed is 203 mph. It's in no way slow, and you feel every bit of that power whether you take it to the track or enjoy it out on the open road. We got behind the wheel for plenty of both.

Building a car like the Redeye isn't simply about power. Yes, that's a huge part of the car's focus, but this isn't a track-only vehicle. Dodge knows

you can't live at the track, though you might want to, so they built the Redeye to be equally as good as a daily driver.

This means it handles the rough, uneven pavement of city streets and country roads without shaking your fillings right out of your teeth. It's an incredible amount of fun to drive, and when you have an open stretch of road or a highway on-ramp, all bets are off. Press the gas pedal and you're rewarded with power you can see, feel and hear as the Hellcat Redeye lets loose. It's a truly visceral experience driving the Redeye.

The biggest challenge out on the street is keeping all that power in check. However much you're used to pressing on the gas, it's too much in the Redeye. The power delivery is so quick and so strong you'll find yourself pulling away from stoplights more aggressively than intended. It takes some getting used to when you're at the wheel of a 797-horsepower muscle car.

Although you may spend most of your time driving on public roads, if you really want to know what the Redeye is capable of, then you must get yourself to a track. Only where there are long straightaways, swooping curves, and no pesky speed lim-

its can you truly understand this car.

It only takes a few laps to appreciate what Dodge has done. The Redeye eats up the track with more power than any person rightly needs, but don't worry. It's controlled and planted and won't get away from you. Instead, it encourages you to push a little harder through every turn.

It's best to take it easy at first—did we mention this is a powerful car? If you go out there thinking you own the track, this beast could quickly teach you otherwise. A little restraint as you learn how the Hellcat Redeye handles will make the whole thing more fun. And of course, you have control over vehicle settings, so you can make this Hellcat as wild or tame as you choose.

Dodge continues to build the Challenger brand by adding new choices like the Hellcat Redeye and improving its existing lineup. This year's Hellcat gets a boost to 717 horsepower with 656 lb-ft of torque and a new dual-snorkel hood that pays homage to the muscle cars of the 1970s. There's also the Challenger R/T Scat Pack Widebody, which gets the same fender flares as the Hellcat Widebody.

But, the Hellcat Redeye is the star of the Challenger show. If you're looking to get behind the wheel of the ultimate muscle car of the moment, the Redeye awaits. ■

CHALLENGER SRT REDEYE WIDEBODY

ENGINE	Supercharged 6.2L HEMI Hellcat high output V8
DRIVETRAIN	RWD
HP/TORQUE	797 hp / 707 lb-ft
TRANSMISSION	Torqueflite 8HP90 8-spd auto (only)
0-TO-60 / 1/4-MILE	3.4 sec / 10.8 sec at 131 mph
STEERING	elec power, multi-mode assist
SUSPENSION	F: indep SLA w high upper A arm, coils over gas-chg ADS Bilstein shocks, 34mm solid stblzr bar, lateral & diagonal lower links. R: five-link indep w coils, link-type 22mm solid stblzr bar, lateral & diagonal lower links.
ADAPTIVE DAMPING SUSPENSION	SRT-tuned Street, Sport and Track Modes
BRAKES	Brembo high-performance package: F: 15.4x1.34 2-piece alum hat, vented/slotted, six-piston fixed monoblock aluminum. R: 13.8x1.10 vented/slotted, four-piston, alum hous.
WHEELS / TIRES	20x11 / 305/35ZR20
LENGTH / WHEELBASE	197.5 in / 116.2 in
TURNING CIRCLE	38.7 ft
WEIGHT	4443 lb w/o rear seat, 4492 with
WEIGHT DISTRIBUTION	57/43
FUEL / FUEL CAPACITY	91 prem / 18.5 gal
MPG	13/22/16 (city/hwy/comb)

BASE PRICE\$69,650

2019 CHALLENGER SRT HELLCAT

ENGINE	Supercharged 6.2L HEMI Hellcat V8
HP/TORQUE	717 hp / 656 lb-ft
BASE PRICE	\$58,650
HELLCAT WIDEBODY (est)*	\$64,650

2019 CHALLENGER R/T SCAT PACK

ENGINE	392 (6.4L) HEMI V8
HP/TORQUE	485 hp / 475 lb-ft
BASE PRICE	\$38,995
R/T SCAT PACK WIDEBODY (est)*	\$44,995

NOTE: Hellcat, Hellcat Widebody and Hellcat Redeye Widebody are subject to \$1700 gas guzzler tax (GGT). R/T Scat Pack w manual trans is subject to \$1000 GGT.

* 2019 Hellcat and R/T Scat Pack Widebody estimates are based on 2018 Hellcat Widebody price difference.

