

There are no words

BY JOE SAGE

There are lots of words to describe the Dodge Charger SRT Hellcat Redeye Widebody. As its model name grows to six words, each one adds something to the formula, expanding upon what precedes it. Its numbers explain plenty, too.

The Dodge Charger lineup has always impressed us for the tremendous variety it offers, how masterfully they start at just \$29,995, offer so many models, with pricing tightly and carefully stairstepped, yet each maintaining value and relative affordability for what's received. Each model successively offers something all its own, and each carries the full Charger persona. A Scat Pack at \$41,095 with a 485-hp 392 HEMI® V8 (the most horsepower per dollar of any sedan) is going to prove itself to be at an irresistible balance point for a lot of people, while every other combination is at a perfect balance point for someone else.

Through that lineup, among other variables, are six different engines and five different transmissions. As you move up through SRT, then Hellcat, then Redeye (with Widebody now standard on both Hellcats), you arrive at the most stratospheric

model, with the highest-performance V8 (unique to hellcat Redeye) and most powerful transmission (shared with the 717-hp non-Redeye Hellcat).

Specifications at right give you a good idea of the exponentially high level of every detail as the car enters the Redeye zone. Take a look at the intercooler specs as a good example: you're not only buying the top dog model here, you're buying one tailor made for an owner who knows the capability they are putting in their hands and why.

The Hellcat Redeye has power and presence you will enjoy every day in every situation, while also possessing special tricks you can use at the track or drag strip (many as introduced in the earlier Dodge Demon), including Launch Assist, Launch Control and Line Lock, all accessible through SRT Performance Pages in the screen interface.

Our week with the Redeye was more along the lines of everyday driving, though we've used the full range of Launch Control and other SRT Performance Pages features on the dragstrip at the Stellantis (formerly FCA) proving grounds outside Chelsea, Michigan, where the combination of accuracy

and thrills proved itself magnificently. Sooner or later, even the tamest owner (all things being relative) will want to find an opportunity for this.

With its extra wide performance tires, the Hellcat Redeye has largest turning circle in the Charger family—39.0 feet, compared to 37.7 for most models or 38.7 for AWD models. We love tight turning circles, but frankly didn't even notice this factor, as its electric power steering keeps things tight, light and easy at low speed or while parking, while—again through SRT Performance Pages—offering a wide range of feel and function for any situation and/or personal preference.

We seek out sport mode quickly in most vehicles, to juice up their standard performance. But in the Hellcat Redeye, you can drive forever without giving it a thought—there are no deficiencies to compensate for. Nonetheless, it does have sport and track modes, working with SRT-tuned Bilstein adaptive damping suspension (ADS) to vary handling and ride firmness to your taste and situation.

We love the rumble and roar of a fine naturally aspirated V8, and this offers an authentic and satisfying flavor of exactly that, while either Hellcat's supercharged whine adds a strong and well balanced undercurrent to the acoustics during accel-

eration and cornering that just suits it to a T.

We generally don't log fuel mileage, as we like to drive when, where and as the spirit moves us, with no attempts at hypermiling unless we're in a vehicle specifically aimed at that purpose (and this is not that). We drove the Charger Redeye a lot—out to the Beeline Highway and back, a glorious rip-roaring run up I-17 well into Northern Arizona, and of course all over town. Anecdotally, we covered a lot of miles. And anecdotally, the fuel tank dropped far less than we might have expected—in line with Dodge's increasingly wide array of fuel-sipping intelligent powertrain features.

If you're a law enforcement officer, you have to be ready to stay behind the wheel all day and all night, never get tired of being there, always ready for anything and everything. Dodge Charger is a high-profile expression of the police cruiser. The SRT Hellcat Redeye Widebody is, in turn, the highest performance expression of the Charger, yet its generous full-size cabin still lets you drive it all day and all night, alert and ready for anything.

Are you still thinking, but a \$90,000 Charger? If they didn't build this super performer for you at the factory (with perfectly coordinated engineering), you could try to build such a beast yourself. You could probably spend a quarter mil' trying (and your engineering may vary). As with the under-30 base Charger, the Hellcat Redeye is a bargain. ■



PRICE AS DRIVEN

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| BASE PRICE / SRT HELLCAT | \$69,995 |
| CUSTOMER PREFERRED PKG 2BZ: "Redeye" instrument panel badge, 220-mph primary speedometer, satin black "Dodge" tail lamp badge, "Redeye" decklid badge, satin black "Charger" decklid badge, "Redeye" fender badges, "Redeye" grille badge, SRT Power Chiller | 8600 |
| SUBTOTAL / SRT HELLCAT REDEYE | \$78,595 |
| CARBON/SUEDE INTERIOR PKG: suede headliner, real carbon fiber interior accents | 1595 |
| NAVIGATION & TRAVEL GROUP: GPS nav, SiriusXM Travel Link (w 5-yr subscrip), SiriusXM Travel Plus (w 5-yr subscrip), Uconnect® 4C Nav w 8.4" display, 5-yr SiriusXM Traffic service, 5-yr SiriusXM Travel Link service | 995 |
| HARMAN KARDON AUDIO: 19 Harmon Kardon GreenEdge speakers, GreenEdge amp, surround sound | 1995 |
| POWER SUNROOF | 1995 |
| WHEELS / TIRES20x11.0 carbon black aluminum wheels w optional 305/35ZR20 front & rear 3-season tires | 695 |
| ORANGE BRAKE CALIPERS | 595 |
| GAS GUZZLER TAX | 2100 |
| DESTINATION CHARGE | 1495 |
| TOTAL | \$90,060 |

SPECIFICATIONS

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| ASSEMBLY | Brampton, Ontario, Canada |
| ENGINE6.2L HEMI® Hellcat High Output V8 deep-skirt cast iron block w cross-bolt main bearing caps, alum alloy heads w hemispherical combustion chambers, 16v pushrod OHV, sodium-filled exhausts, hollow stem intakes, 16 hydraulic roller lifters, sequential multiport electronic returnless fuel injection | |
| INDUCTION SYSTEM | performance hood w functional air induction, mail slot grille opening & air box opening near wheel liner, combined airflow 1130 cu.ft per minute (CFM) |
| INTERCOOLER | separate low-temp cooling system w dual water-to-air intercoolers & high-flow variable-speed water pump; selectable SRT Power Chiller™ liquid-to-air intercooler chiller system to redirect AC refrigerant to chill intercooler coolant; selectable Race Cooldown feature directing radiator fan & intercooler water pump to intercooler coolant |
| HP / TORQUE | 797 hp / 707 lb-ft |
| COMPRESSION RATIO | 9.5:1 |
| TRANS | Torqueflite 8HP90 8-spd auto w adaptive electronic control, w full manual control via gear selector or paddle shifters, w three SRT-unique modes: Street, Sport & Track w performance shifting & gear-holding feature |
| DRIVETRAIN | RWD |
| FINAL DRIVE | 2.62 asymmetric limited-slip performance tuned |
| SUSPENSION | Widebody Competition Suspension, SRT-tuned adaptive damping suspension (ADS); F: indep short- & long-arm (SLA) w high upper A arm, lateral & diagonal links, coils over gas monotube shocks, Bilstein ADS, 34mm hollow stblzr bar; R: five-link indep w coils, link-type 22mm hollow stblzr bar, gas monotube shocks, gas Bilstein ADS shocks |
| STEERING | elec power, multi-mode assist |
| BRAKES | SRT/Brembo Ultra High Performance package: F: 15.7 x 1.34 two-piece alum hat, directional vane vented/slotted, 1.42 Brembo 6-piston fixed monoblock alum; R: 13.8 x 1.10 vented, 1.26 Brembo 4-piston fixed w alum housing |
| WHEELS | 20x11 lightweight carbon black (other finishes avail, same size) |
| TIRES | 305/35ZR20 Pirelli P Zero all-season standard, 3-season available |
| LENGTH / WHEELBASE | 201.0 / 120.0 in |
| TURNING CIRCLE | 39.0 ft |
| GROUND CLEARANCE | 4.5 in |
| HEADROOM (F/R) | w snrf 36.0 / 36.6 in |
| LEGROOM (F/R) | 41.8 / 40.1 in |
| CARGO CAPACITY | 16.5 cu.ft |
| WEIGHT / DISTRIB | 4610 lb (57/43) |
| FUEL | .91 octane premium req'd |
| FUEL CAPACITY | 18.5 gal |
| MPG | 12/21/15 (city/hwy/comb) |

