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## TEST DRIVE

# The Evolution of "Uncivilization"

## 2019 Dodge Challenger SRT Hellcat Redeye Widebody

DAN LYONS | text and photos  
Special to the Times Union

**B**orn in 1970, the first Dodge Challenger was a late-to-the-party entry in the pony car segment, whose best known competitors (Mustang and Camaro) had a considerable head start (five years and three years, respectively) in the marketplace.

It lasted four years, before fading into the mist of a largely forgettable era (mid '70s – mid '80s) of automobiles.

It was in the midst of these automotive doldrums that the Challenger name next surfaced, regrettably attached to a badge engineered Mitsubishi Gallant, which sold in the states from 1978-1983. Challenger reappeared in earnest in 2008, as an all new generation of two-door coupes. Since then, the company has systematically expanded the brand to span everything from mega muscle cars to four season pony cars. The 2019

lineup starts with the SXT RWD (MSRP \$27,295) and tops out at the \$69,650 SRT Hellcat Redeye. And the top is where we start this week. Redeye — the newest member of the Challenger clan — takes up for a dearly departed relative.

Last year, Dodge unveiled (unmuzzled is more like it) the Challenger SRT Demon. Demon was a one year only model; a street legal drag car, with production capped

**2019 Dodge Challenger SRT Hellcat Redeye Widebody**  
MSRP: \$69,650 · As Tested: \$89,405

at 3,300 units worldwide. Its stay was brief — just long enough to stick a pitchfork into a fistful of production car records. Among them, highest horsepower V-8 (840 h.p.), fastest ¼ mile (9.65 @ 140 mph) and fastest from 0-60 mph (2.3 seconds).

On its departure, the Dodge performance torch was passed to Hellcat Redeye. The Redeye is Demon, in a slightly more civilized pose. The 6.2L Hellcat High Output Hemi V-8 used by both cars is supercharged here to the tune of 797 horsepower (@6,300 rpm) and 707 lb.-ft. of torque (@4,500 rpm). The functional, dual snorkel hood scoops unique to Redeye call to mind classic era Mopar muscle cars. They offer less air intake than Demon's single, bird-swallowing scoop, but are more resistant



**THE 2019 DODGE CHALLENGER SRT HELLCAT REDEYE** is Dodge's performance vehicle, sporting the same 6.2L Hellcat High Output Hemi V-8 by the limited-production SRT Demon, supercharged to produce 797 horsepower.

to lift. That's something that could theoretically come into play once you pass the Demon's top speed of 168 mph (on drag radial tires) and approach the Redeye's max of 203.

Redeye's power numbers are sufficient to post a 0-60 best of 3.4 seconds, with the quarter mile turned in 10.8 seconds @ 131 mph. That's on the strip, where you can safely get neck deep in all that horsepower, and use the onboard electronics (launch control, line lock) to get the car hooked up.

On the street, in the modest amounts that one can sample all that power, it's still impressive: immediate, zero lag thrust, accompanied by a hearty duet of V-8 rumble and supercharger whine.

If you value your license, Hellcat Redeye's 797 horsepower on the street is mainly about bragging rights.

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