

THE GOLDEN AGE OF MUSCLE

by Joe Sage

Dodge//SRT now offers not one, not two, but three 700-plus-horsepower muscle machines

Dodge this summer scored the coveted number one spot in the high-profile JD Power Initial Quality Study, a notable accolade in its own right, all the more remarkable as this is the first time any US brand has taken the top trophy. This has been attributed by many to the brand's having kept its current models for longer-than-average cycles. Rather than implementing change for change's sake or for whims of fashion, Dodge has taken the tried and true, expanding and fine-tuning as they go, always with an eye on their most valuable compass point: performance. Here are three new cases in point.

In non-quarantine times, these may have been three separate reveals, each with its own road time and track sessions. Or they may have been all at the same time, anyway. But as things have been, FCA North America passenger car chief Tim Kuniskis brought them successively on stage in a single online session, each with a stunning historic-development-introduction presentation along the lines of media sessions at the top international motor shows (themselves also cancelled this year). With the event held close to the 4th of July, Kuniskis also promised "freedom, brotherhood and the pursuit of power," bringing

home another major Dodge compass point: these are not just performance vehicles, but all-American performance vehicles.

2021 Dodge Durango SRT Hellcat

From its basis as a family-friendly three-row SUV, Durango has pushed into performance territory over the past few years with models that picked up cues from the performance coupes and sedans, Challenger and Charger.

First was the 5.7L HEMI V8 Durango R/T, at 360 hp, a 22 percent bump over Pentastar V6 models, along with a hood scoop, black grille and other features that let any soccer parent show up proud and noticeably more potent.

That gave Durango quite an expanded personality range, but next came an SRT, with 475-hp 6.4L HEMI V8 and similarly aggressive bodywork. Not all just about personality, the R/T and SRT also both added successively more tow capacity.

Once the two-row Jeep Grand Cherokee followed up its own SRT with a 707-hp 6.2L supercharged HEMI V8 Trackhawk, however, the itch became unbearable among Durango customers and engineers, both. Here is the scratch for that itch.

You'll note that each super-high-end HEMI

V8 is carefully tuned to the vehicle it's in, so horsepower varies a bit along with other performance attributes. In the new Durango SRT Hellcat, the supercharged 6.2L HEMI Hellcat V8 engine puts out 710 hp, while also maintaining the SRT's category-topping 8700-lb tow capacity. Other key specs and performance results to date are shown at right.

The 2021 Dodge Durango SRT Hellcat is a one-year-only build, so grab yours quick.

2020 Dodge Challenger SRT Super Stock

Challenger has long been the go-to model for maximum Dodge//SRT performance, building atop its longstanding R/T and SRT models. It's here the SRT Hellcat name was born, followed by the limited-run, stock-dragstrip-ready SRT Demon, then carrying Demon's bulging racing-slick skin over to a power-bumped SRT Hellcat Redeye Widebody. With horsepower now sitting as high as 797, who didn't miss the tire-shredding 840 hp of the Demon? The thing is, on a practical level (which can apply even in these machines!), fewer people miss the actual tire-shredding—although you could build your Demon with street-friendly tires, its dragstrip force could take its toll. The solution? SRT Super Stock.

Also billed as a strip-capable drag-racing machine, the new Challenger SRT Super Stock (a 2020 model, unlike the other two here) tops the 800 mark, using the supercharged 6.2L HEMI high-output of the Hellcat Redeye, but recalibrated to hit 807 hp—delivering status as the world's quickest and most powerful muscle car. Again, key stats at right.

2021 Dodge Charger SRT Hellcat Redeye

Fully recognizing that many people choose the Charger over Challenger not because they crave a sedan as more sedate, but simply because it has four doors, Dodge has been on a movement in which those gaining everything by having a family do not have to give up anything in performance. Thus Charger has increasingly followed Challenger with higher-performing Hellcat and Widebody builds, atop its own longstanding R/T and SRT models. And thus it's only natural that next up is an SRT Hellcat Redeye.

Billed as "Demon-possessed," the 2021 Dodge Charger SRT Hellcat Redeye's HEMI comes in at the same 797 hp as its Challenger sibling, making it the world's most powerful and fastest mass-produced sedan.

Order and arrival dates

2020 Dodge Challenger SRT Super Stock orders opened this summer, with deliveries to begin later this year. 2021 Durango SRT Hellcat and Charger SRT Hellcat Redeye orders open this fall, with both models arriving at dealerships in early 2021. ■



2021 DODGE DURANGO SRT HELLCAT

- Supercharged 6.2L HEMI® Hellcat V8
- 710 horsepower, 645 lb-ft of torque
- Quick-shifting TorqueFlite 8HP95 8-speed automatic
- Zero-to-60 in 3.5 seconds
- NHRA-certified quarter-mile in 11.5 seconds, 180 mph top speed
- One-year build only, 2021 model year



2020 DODGE CHALLENGER SRT SUPER STOCK

- The spirit of the SRT Demon in the world's quickest and most powerful muscle car
- Same supercharged 6.2L HEMI® high-output V8 as Challenger SRT Hellcat Redeye
- 807 horsepower, 707 lb-ft of torque
- TorqueFlite 8HP90 8-speed automatic
- Zero-to-60 in 3.25 seconds
- Quarter-mile in 10.5 seconds at 131 mph, 168 mph top speed (tire-limited)



2021 DODGE CHARGER SRT HELLCAT REDEYE

- Largest factory supercharger of any production car—2.7 vs 2.4L in standard Hellcat
- Supercharged 6.2L HEMI® high-output V8 as in Challenger SRT Hellcat Redeye
- 797 horsepower, 707 lb-ft of torque
- TorqueFlite 8HP90 8-speed auto w upgraded torque converter, +18% from Hellcat
- World's fastest mass-produced sedan—zero-to-60 in mid-3s
- Quarter-mile in 10.6 seconds at 129 mph, 203 mph top speed

