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## Super snake mustang vs demon

Right now, Dodge Demons aren't a rare sight anymore, with more and more of these uber-Challengers hitting bands of dragsters across the country (Dodge is only building 3300 units, with 300 going outside the U.S., remember?). And the latest drag fight involving the Demon sees the Mopar machine duking with a Shelby Super Snake. The Dodge we have here comes in factory stock form, although packing the goodies of the Demon case, which means it comes with lean front tires and racing shield that allows the 6.2-liter V8 soufflé to go from 808 to 840 hp. However, the same cannot be said of the Massed Mustang Shelby GT500, the Super Snake. So while this car started life as a gifted Ford with a 5.4-liter blown V8 and left the shelby facility in the shape of 605 or 725 hp, the owner had also done other things for it. According to the details provided in the images documenting the race, the Shelby was gifted with a built engine, spare heads, a more charred compressor and a nifty configuration. And it seems that the man behind the wheel of the Blue Oval toy was pretty confident, as he challenged the owner of the Demon (no pun intended) to a \$500 race. Come to think of it, this is the first Dodge Demon drag race on the table we've ever shown you. Before you reach the play button, if you happen to be in a hurry, you can jump to the 8:35 point of the clip for the battle itself. If, however, you are curious about how the drag strip game can get dirty at times, also be sure to check out the rest of the clip. Oh, and as a bonus, you'll also see the SRT halo car duking with a modded sixth-generation Chevrolet Camaro ZL1. Starting with the March 2020 issue of Car and Driver.In previous incarnations of this review, the procedure for writing a title for a comparison test similar to this one would have been to add up the maximum power of all participants, add an exclamation mark or two or three, and be part of it. But in these brighter times, just type 2207-hp Smackdown! just doesn't cut it. Last month, we estimated Car and Driver's carbon footprint. If you haven't caught this piece, know that it is great sasquatch. So instead, we start this 2207 hp comparo by noting that the 797-hp Dodge Challenger SRT Hellcat Redeye Widebody is saddled with the lowest gas consumption tax of the three cars, at \$1700. The feds have decided that buyers of the automatically equipped Chevrolet Camaro ZL1 1LE must pay \$2,100 because of its thirst. Choose the new Ford Mustang Shelby GT500 and you'll need pony \$2600. In our driving, the trio had an average of less than 14 mpg. And this is not included the fuel tanks of these vehicles mainlined during performance tests and the hot whip at a racetrack. Thank God. See Greg PajoCar and Driver's photos In the competition of semi-ridiculous stickers, we prefer the Black hood applied to the white stripes of the Ford and the strange fake carbon-fiber carbon of the Dodge. These cars live in an alternate universe where range and hybrid engines this and this just don't exist. Hell, two at \$92,785, are all items of comfort and convenience. The last two generations of the Camaro have also had a bit of retro at their heart, but with this one, Chevy has turned his classic pony car into a modern sports car. For this test, we chose to include the 650 hp ZL1 model and spec'd the \$7500 runway-focused 1LE package, which adds a road racing style wing and front dive aircraft to the increasingly futuristic Camaro. We also specified the 10-speed (\$1595) transmission to better match automatic competitors only. See Greg PajoCar and Driver photos The star of this particular show, the new Mustang Shelby GT500, is Ford's offering to dominate the class. Its 760 hp 5.2-litre DOHC supercharged V-8, which is bolted exclusively to a seven-speed dual-clutch automatic tremec, has certainly raised some eyebrows in this rarefied segment. But we've seen great gt500s powers before. What we haven't seen is a balance between power and maneuverability. Ford promises it's different this time. To support this claim, the company equipped our test car with the \$18,500 Carbon Fiber Track pack. It includes carbon fiber wheels and a large manually adjustable wing with a special trim. With these three power plants, we were destined to burn fuel, okay, a lot of fuel. But we decided to the best part of our carbon production by taking these cars to the great outdoors and mountain roads near California's Death Valley National Park and making the most of them in the only place where you can do such a thing: the racetrack. Because 2207 horses! 3rd place:2019 Dodge Challenger Hellcat Redeye See photos Greg PajoCar and Driver Driver Retro muscle-car does well, a usable rear seat and trunk, comfortable driving, WHINE. Lows: Terrible seats, wobbly body, dead direction, more power than it is ready to deal with, WHINE. Verdict: Plays to his own drummer, loudly. The Dodge Challenger SRT Hellcat Redeye Widebody tested here was equipped with a trunk-mounted subwoofer, while the GT500 came with carbon fiber wheels and no rear seats. If there is a clearer indication of how the Challenger differs from other fighters, our mighty minds cannot conceive of it. Of course, the thumper is optional (part of a \$1595 audio package), but we can't imagine the Challenger without it. At least not after technical editor David Beard found a radio station playing suitably bass-heavy jams. At a sufficient volume, the entire rear end falls into vibratory ecstasy. We skipped the trunklid to find cheeto crumbs bouncing at the bass and jerky beef floating on the ground. It was in there. Which reminds us: Sorry for the mess in the trunk, Dodge. See photos Greg PajoCar and Driver The Challenger is a linebacker in a running back game. But it doesn't matter; we like to watch the big ones run. If you listen carefully, you can probably hear the blower whining from there. Everything about the Challenger SRT Hellcat Redeye Widebody is big and bodacious. It takes five words to name him. Its steering wheel appears to come directly from a clipper ship. Open its huge two nostrilled hood and it looks like there's a large Zero Halliburton aluminum suitcase mounted at the top of the engine. It's the 2.7-litre compressor. But you don't have to lift the hood to know it's there. It's always whining, loudly. At 4529 pounds, the car is 643 pounds heavier than the Camaro ZL1 1LE. Thanks in part to its cast-iron engine block, it carries 57.0 per cent of its weight on the front wheels. And for fear of forgetting, with 797 horsepower, the Challenger is the most powerful vehicle here by a certain margin. But everything about this car is not huge. The grip of its 305/35ZR-20 tires is the lowest, whether in a straight line or in a corner. The Ford and Chevy carry racing tires that offer better launch traction and much more bite in corners. As a result, the Dodge ended up being the fastest in the group. See greg PajoCar's photos and Driver Contributor Scott Oldham, a fan of vintage muscle-car and our lead hellcat cheerleader, noted that he could place the broad-of-beam Redeye Widebody exactly where he wanted on the road. Precisely on the edge of the yellow line, he says. That may be true. Oldham, but when the left tires are on the edge of the yellow line, the tires on the right side are roughly on the white line. On narrow roads, it is not so much a matter of placing the car, but of untowering it between oncoming traffic and railings. The point is, the Challenger shouldn't be much of a challenger in this From acceleration to braking en route, the Redeye did raise the rear. Still, it has charm, and charm goes a long way. Once you get used to the nautical body movements and wave direction, this car is fun old-school. Even on Willow Springs International Raceway, where our expectations of the Dodge were low, it turned out to be a hoot. The Widebody's wide front rubber means that the Challenger actually runs quite well and shows a balanced handling. See Greg PajoCar photos and driver and the Redeye rules the highway. It settles well into a cruise, and its ride is downright comfortable compared to those of the track rats that make up the balance of this test. The highway serves as the ultimate Arena for the Challenger. In an impromptu dredging race starting at 50 mph, it is almost unbeatable. Ask Oldham. And with the Challenger SRT Redeye Widebody, Dodge has tapped into the country's latent muscle-car affection. It's retro well done. Of course, the seats are terrible, things cheap. And \$92,785 seems to be a terribly high price to pay for a remastered muscle car. But the Challenger sets its own unique measure of success, then nails it, knocks it over, and makes a sinister burn-out on top of it. He doesn't care less about any Mustang or Camaro. 2nd place:2020 Ford Mustang Shelby GT500 See greg PajoCar and Driver Highs photos: An engine that keeps giving, snappy dual-clutch gearbox, a joy track day. Lows: A fuel tank that keeps running dry, numb direction, expensive. Verdict: A GT500 to make you forget all those old push-pig GT500s.Down the front straight at Willow Springs, traveling at 150 mph, the GT500 broadcasts a sound wall so dense, menacing, and percussive that it would hit the wig from the start of a Phil shake Spector.At full laps, chugging high-test, the GT500 is an event, an event. But it's a limited time offer because, with its powerful thirst and relatively small fuel tank, it seems to spend as much time at the pump as it does on the track. See Greg PajoCar and Driver photos As good as the new GT500 dual-clutch automatic is, it seems strange to control it using a rotating button that you might find in an Explorer. But fury takes on energy. And the 760 hp supercharged 760 hp V-8 is nothing but furious. Unlike the other two cars here, it's a rever. You dive into the throttle and think. Well now, it's a lot of thrust. But then you keep your foot in it and go through the following climbing steps: Oh, wow, Holy shit, and finally, I'm going to hurt myself here. But for starting up standing, anything that might be a little too much. Despite its 315/30ZR-20 Michelin Pilot Sport Cup 2 rear tires, programmed launch control and fast-moving seven-speed dual clutch, the GT500 simply cannot harness its full power, assuming the ground is not covered with a sticky, sticky traction compound, to a dredging track. We managed a 3.6-second sprint at 60 mph. It's a solid number, but it's not as fast as the race in the Camaro, which has 110 horses less. By 100 mph, however, the Ford is faster than the Chevy by 0.3 seconds, and by 160 mph, it's more than five seconds faster. Its 132 mph trap speed during the quarter is sufficient proof of the Mustang's power. See Greg PajoCar and Driver's photos But power has never really been the problem with the previous GT500, especially the last two versions. The problem has always been that cars were, well, push pigs. No. Obviously, the sticky Michelin have something to do with it. At Willow, the GT500 proved to be an excellent track car, especially after removing the rainbox under the huge hood vent, equipping the included splitter wickets, and adjusting the wing to its high support force setting. The GT500 is alive on the track. After a single session, it was identified as the car most likely to end up in the dirt. This is not because of a failure on the part of the GT500. It's more because the Mustang goads the most driver. His failures on the road were the same as those on the road: His steering is baffling numb, and he needed two \$7-a-gallon gas pump fillings on the property, while the other cars needed only one. See Greg PajoCar photos and driver Also on the problematic side of the registry is its price of \$93,870 as tested. But it's a hell of a thing - a decent, mania-inducing, eardrum-punctuating thing. It will keep you pushing harder until you mess up or it runs out of gas. God bless him. 1st place:2019 Chevrolet Camaro ZL1 1LE See Greg PajoCar and Driver Highs photos: Best real world performance, most confident track-day tool, value. Lows: Inside camaro, head division drive. Verdict: The best modern muscle car is the least powerful that also looks like your future robotic insect overlord. What about? Yes, the Camaro ZL1 1LE is \$16,800 less than the Challenger and \$17,885 less than the GT500. And of course, it gave him a serious boost in our score. But its relatively modest price is only part of the reason why this track-focused Chevy has taken the honors here. Our affection for the Camaro of the current generation is well documented. It has the best handling, best steering chassis ever pushed under a pony car. It is a machine of great precision and reliability. Carrying the least weight and driving on Goodyear Eagle F1 Supercar 3R near-smooth, the handles the shortest stops of 100 mph (11 feet less than the GT500 and 35 less than the port Challenger) and the simplest grip (a superb 1.17 g on the skid). With a talented shoe in control, the Camaro is faster at 60 mph, a feat he manages in 3.4 seconds. At 11.5 seconds in the quarter mile, it's only a tenth of the much more powerful GT500 because one had traction and one didn't. See Greg PajoCar and driver driver photos the ZL1 1LE curled up appears in your rearview mirrors, it looks like a purebred race car. Unfortunately, it also has the outside visibility of a purebred race car. At Willow, the Camaro's electronically controlled limited-slip differential was able to adjust the axle lock to a better effect than the GT500's Torsen diff. Its performance traction management system, which controls diff and stability control settings, gives you a little more leash each step of its settings. The 1LE's steering fidelity allows the driver to monitor front grip levels with unmatched accuracy. He felt stable and in control at all times. Its tires never registered as larger than hot in reading the dashboard despite prolonged abuse (it was only 60 degrees that day, however). And unlike the GT500, we didn't need tools to prepare the Camaro for the laps. It's hard to get there when. See Greg PajoCar and Driver Photos This trait is almost always a good thing. This is the nature of the 1LE specialized set. In addition to the doodad aero and cosmetic touches, the 1LE packaging powers buyers of track tires and returned suspension with multimitic coil-valve shocks. Because Chevy figures 1LE buyers know what they are getting into, the company stiffens the suspension to an amazing degree. It was almost too steep for willow Springs bumpy. It was certainly too steep for the muddy desert roads outside Death Valley, where the inflexible suspension of the Camaro forced the head of this writer in contact with the roof three times in quick succession. Perhaps slowing down would have mitigated the severity of the strikes somewhat. Also, please add to this section of the story our usual complaints about the poor quality and tortured design of the interior of the Camaro. On the plus side, this particular car came with the best test seats, and most of its contact points were covered with silky-soft synthetic suede. And as with the optional automatic, you can forget to use the shift pallets; the programming of this 10-speed speed is so punctual that it makes any manual control a theoretical activity. See Greg PajoCar and Driver Of the Three photos, the Camaro is the most rewarding and inspiring to drive. That Chevy has managed to achieve this performance with the least power and the lowest sticker price reveals a variety of efficiency as hard to achieve as miles per gallon, and always much more exciting, what you think. Write to: editors@caranddriver.com or join Backfires.caranddriver.com This content is created and maintained by a third party, and imported on this page to help users provide their email addresses. You may be able to find more information about it and content similar to piano.io piano.io piano.io

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