

Dodge Durango SRT Is A Fast Family Hauler

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in a seven passenger SUV.

Powertrain: The reason for a 300 km/h speedometer is the motor. Under the hood lies a 6.4L V8 that produces 485 hp and 475 lb-ft of torque. Power is routed to all-wheels via an eight-speed TorqueFlite automatic transmission, which shifts very smoothly and quickly – in fact, on hard acceleration, the shift speed is incredibly fast, and you can't help but smile as you accelerate down the road.

Launch it properly, and it'll sprint from 0 to 100 km/h in 4.7 seconds, and if you happen to be on the German Autobahn, it'll top out at just over 250 km/h – this is one seriously fast family hauler.

Driving Dynamics: Typically, a vehicle of this sort, which is made to go fast, is not pleasant to drive in most scenarios, but the Durango SRT surprises once again. The ride is comfortable – not like a cement truck, as are most fast SUVs – and furthermore, it handles well; so it can be enjoyed on the back roads and the open road!

All the controls are responsive, the level of performance is eye opening, and on wide open



throttle, it sounds like a military weapon – I love it!

Fuel Economy: If there is something I don't like about this vehicle - and this should come as no surprise - is the fuel economy. I averaged 17.6 L/100 KM during my test week, and given that it'll only drink premium fuel, the Durango SRT is not cheap to run. But you know what, when you're having this much fun, you don't mind the fuel bill.

Pricing: The 2018 Dodge Durango SRT has a base price of

\$68,845 – my test unit was worth just over \$80,000. That is not cheap, but when compared to what the European manufacturers will offer in competition, this Durango SRT is a bargain!

Verdict: I have never been a fan of fast SUVs, I think the whole notion of a performance SUV is an oxymoron, but the Durango SRT has changed my way of thinking. I like it so much, that if I had to pick just one vehicle to spend an entire year with, this would be it.



Barrett-Jackson to Showcase Unique Vehicles

Toronto AutoShow Will Feature Prized Muscle Cars From Collections Across Canada

TORONTO: For nearly half a century, car enthusiasts have turned to Barrett-Jackson to get their hands on some of the finest collector cars on the road.

Widely regarded as a barometer on the collector car industry, Barrett-Jackson's auctions have evolved into automotive lifestyle events where thousands of people flock for a glimpse at some of the world's most sought after, unique and valuable cars.

At the 2019 Canadian International AutoShow, presented by The Toronto Star and Wheels.ca, Barrett-Jackson will be showcasing a sample of some of the most prized cars in collections from across Canada, plus — for the first time in Canada — some of the most prized muscle cars from the personal collection of Craig Jackson himself.

"Most car enthusiasts are aware of the Barrett-Jackson brand and the incredible vehicles that have crossed their famous auction stage," says Jason Campbell, General Manager of the AutoShow. "This feature will bring the excitement of the auction stage to the AutoShow and celebrate some of the most savvy collectors from our own backyard."

To be located on the 100 level of the Metro Toronto Convention Centre across from the popular Auto Exotica feature, the Barrett-Jackson collection will feature up



This 1969 AMC Javelin race car, a veteran of the Trans-Am Series and currently owned by Barrett-Jackson CEO and Chairman Craig Jackson, will be a showcase vehicle at the 2019 Canadian International AutoShow. (Photo courtesy Barrett-Jackson)

to 10 prized muscle cars.

Based in Scottsdale, Arizona, Barrett-Jackson is a global leader in collector car auctions and automotive lifestyle events. It specializes in providing products and services to the astute classic and collector car owners and automotive enthusiasts around the world. Barrett-Jackson produces The World's Greatest Collector Car Auctions® in Arizona, Florida, Connecticut and Nevada where hundreds of the most sought-after, unique and valuable automobiles cross the auction block in front of a global audience.

"We're thrilled to be a part of the 2019 Canadian International AutoShow," says Craig Jackson, chairman and CEO of

Barrett-Jackson. "Enthusiasts from across Canada have long been important members of the Barrett-Jackson family. Not only do we share a common love of our cars, but a deep passion for the collector car hobby. To fuel that enthusiasm we've selected some incredible custom vehicles for our exhibit, and look forward to connecting with fellow enthusiasts during the Show."

Among the cars coming to Toronto is Jackson's 1969 AMC Javelin race car. When AMC entered Trans-Am Series racing, it was represented by the sporty Javelin, built between 1967 and 1974. The car coming to the AutoShow was originally driven by Jerry Grant, until Roger Penske

and his team acquired it for developmental purposes. The car is a 1969 Ronnie Kaplan Javelin, reskinned as a 1970. Kaplan, former codriver with Jim Rathman in the Mexican Road Race, and "co-worker" with Smokey Yunick, built race #3 AMC Javelin in 1969 for a number of drivers, most notably USAC Championship and Indianapolis 500 ace Jerry Grant, and Ron Grable. The car was raced by Grant until it was retired from Trans Am racing and subsequently bought by Jackson.

The 2019 Canadian International AutoShow takes place February 15th to 24th at the Metro Toronto Convention Centre. For tickets and show information,

please visit autoshow.ca.

Stay connected with the Canadian International AutoShow on Instagram @cdnintlautoshow, Twitter @autoshowcanada and Facebook /autoshowcanada.

With more than 650,000 square feet of exhibits, displays and attractions at the Metro Toronto Convention Centre, the Canadian International AutoShow is not only the largest automotive expo in Canada, it is also the country's largest consumer show — a leader in lifestyle, technology and all things automotive. It boasts more than 1,000 cars, trucks, SUVs, concept cars, exotics, classics, muscle cars, fully electric and autonomous vehicles each year.



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