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The GT has been widely acclaimed for its attractive styling and purposeful good looks. The design is by Bertone who have a long history of collaboration with Alfa Romeo, the most notable being the B.A.T series concepts of the 1950s. The general coupe shape resembles that of the 1980s Alfa Romeo Sprint but with clear design cues taken from more modern Alfa Romeo products. The GT wears 16-inch alloy wheels as standard, with 17-inch wheels as an option. There are 18-inch alloy wheels available, but the extra width pinches from the GT's 11.5 metres (37.7 ft) turning circle. Fitting of the 18" wheel option also introduces torque steer in the higher torque engines like the 1.9 diesel and the 3.2 petrol.   
  
Body Styles, Trim Levels, and Options   
  
The 2009 Dodge Charger is a large sedan available in SE, SXT, R/T and SRT8 trim levels. Rear-wheel drive is standard, while the SXT and R/T are available with all-wheel drive. Standard equipment on the SE includes 17-inch alloy wheels, air-conditioning, full power accessories, a tilt and telescoping steering wheel, keyless entry, cruise control and a four-speaker stereo with a CD player and an auxiliary audio jack.   
  
Stepping up to the SXT nets you a larger V6 engine, 18-inch wheels (AWD only), a 60/40 split-folding rear seat, foglamps, heated mirrors, power-adjustable pedals, a power driver seat and an upgraded six-speaker sound system with satellite radio. The SXT popular equipment groups adds 18-inch alloy wheels (RWD), automatic headlamps, a power passenger seat, heated front seats, leather upholstery, a leather-wrapped steering wheel and dual-zone automatic climate control. The Charger R/T includes all the SXT popular equipment group items as standard and adds the big 5.7-liter V8.   
  
The SXT and the R/T share much of the same optional equipment. The protection group adds Bluetooth, self-sealing tires and side airbags. A sunroof, a touchscreen stereo interface with 30 GB of digital music storage, a rear-seat entertainment system with Sirius Backseat TV, and a navigation system with real-time traffic (the last two items require the popular equipment group on the SXT) are also available. The SXT DUB Edition adds 20-inch chrome-clad wheels, DUB exterior badges, embroidered leather seats and a 13-speaker Kicker sound system.   
  
The R/T popular equipment package adds 18-inch chrome clad wheels, a compass, a trip computer, steering-wheel-mounted audio controls and a surround-sound audio system. Xenon headlights are a stand-alone option on the R/T. The road/track performance package includes 20-inch wheels, sport-tuned suspension and steering, heated performance sport seats and Alcantara upholstery. Bluetooth can be added to this package. The Daytona package is identical to the road/track package, but it adds a higher-performance exhaust, a unique exterior paint color and Daytona graphics. Chrysler says it will release another high-performance package later in the 2009 model year that will further enhance the Charger's steering, suspension and brakes.   
  
The SRT8 is equipped a lot like the R/T with the road/track package, but adds the bigger Hemi V8, high-performance brakes, a hood scoop, a limited-slip rear differential and different exterior trim. The SRT8 Super Bee package adds 20-inch ultra-bright wheels, bright yellow or orange paint and Super Bee graphics.   
  
[**Denver Barry Automobile**](http://denverbarry.net/) **:**2008 Chevrolet Corvette Vehicle Overview   
  
Introduction   
  
If you tell the average person that you bought a new 2009 Corvette, they'll likely scrunch up their face, as if they'd just gotten a whiff from a bad carton of milk. "Really, a Corvette?" they'll say. It seems there's a certain stereotype associated with America's sports car, one that involves a midlife crisis and gold chains on exposed chest hair, possibly accompanied by visions of the hideous Vette Mark Hamill drove in "Corvette Summer." However, you can reply with this: "Corvette Summer" was 21 years ago, gold chains haven't come back into fashion yet and the 2009 Chevrolet Corvette has nothing to do with the stereotypes -- it's simply a fantastic sports car.   
  
While there are certainly historical kernels of truth in this stereotype, most of them were excised with the debut of the model's sixth generation (the C6) for 2005. Last year, Chevrolet made further improvements, including more power and a better interior. Even the stats for the base Corvette are enough to drool over. The 6.2-liter V8 cranks out 430 hp, just 50 hp shy of the almighty Porsche 911 Turbo. The track-ready Z06 model puts out even more power (505 hp) and weighs less than 3,200 pounds.

[**Denver Barry Company**](http://denverbarry.net/denver-clarkson-barry-news.html)

2009 Ford Flex Vehicle Overview   
  
Introduction   
  
It wasn't too long ago that minivans reigned supreme as the go-to choice of growing families across the country. In recent years, however, minivan sales have declined due to the arrival of seven-passenger crossover SUVs, which allow moms and dads to look and feel a little more stylish while transporting their broods. These crossovers don't offer as much utility, however. So what if an automaker attempted to marry the "cool factor" of a crossover SUV and the unbeatable practicality of a minivan's shoebox-like shape? The result would probably end up something like the 2009 Ford Flex.   
  
With styling inspired by vintage vacuum cleaners and an overall shape that resembles a super-sized cross between a first-generation Scion xB and a Mini Cooper Clubman, it's safe to say there's nothing else quite like the Ford Flex on the road today. Though the Flex shares its underpinnings and powertrain with the capable but anonymously styled Taurus X, its daring design sets it apart from the legions of look-alike crossovers roaming our roads. Fortunately for Ford, the Flex's appeal is much more than skin-deep. For example, it offers one of the highest-quality interiors we've seen from Ford in a long time, replete with plentiful soft-touch surfaces and an expensive-looking design. Ford's innovative Sync MP3 player and phone interface system is also available, as is a Vista sunroof, which consists of four fixed glass panels that brighten up the cabin for second- and third-row occupants. Add a reasonably powerful 3.5-liter V6 to the mix, along with available all-wheel drive, and you've got all the ingredients of a crowd-pleasing people mover.   
  
Powertrains and Performance   
  
The base Pontiac G8 is equipped with a 3.6-liter V6 that produces 256 hp and 248 pound-feet of torque. It sends its power to the rear wheels through a five-speed automatic transmission with manual shift control. The GT has a 6.0-liter V8 packing 361 hp and 385 lb-ft of torque that's mated to a six-speed automatic. The GXP's 6.2-liter V8 puts out a prodigious 402 hp and 402 lb-ft of torque and utilizes either the GT's six-speed automatic or a six-speed manual transmission.   
  
In track testing, the G8 GT roared to 60 mph in 5.3 seconds en route to a blistering 13.7-second quarter-mile. The GXP promises to be quicker still -- Pontiac expects it will shave at least half a second off the GT's 0-60 sprint. V6-powered base models should require roughly 7 seconds. Thanks to a cylinder deactivation feature, the GT V8's fuel economy is close to the V6's; the EPA gives the V6 a 17 mpg city/25 mpg highway rating and the V8 a 15/24 mpg rating. The GXP will likely be slightly less efficient than its GT stablemate. In short, the G8 is fleet-footed in any form -- and you'll pay for it at the pump.   
  
[**Denver Barry Cars**](http://denvercbarry.com/denver-barry.html) **:** Driving Impressions   
  
The Maxima's potent V6 feels very strong, and unlike other CVTs, the Maxima's is well-suited to the engine. Still, those who've never driven a CVT-equipped car may initially feel like the Maxima is stuck in a hopelessly tall 1st gear.   
  
While the 2009 Nissan Maxima may not be the "four-door sports car" it's marketed to be, it can be quite a lot of fun to drive, with a competent chassis and well-sorted suspension. Although the Sport Package offers a tauter suspension and bigger wheels, we found that it offers no dynamic advantage and ruins the Maxima's otherwise nice balance between adept handling and a comfortable ride. Steering on all Maximas is excellent, exhibiting a nice blend of low-friction weighting and a high level of road feel that should satisfy both comfort-minded and enthusiastic drivers alike.   
  
*Denver Barry Automobile* 2009 Mazda MAZDA6 Vehicle Overview   
  
Introduction   
  
If there's a moral to the fully redesigned 2009 Mazda 6's story, it's that there's more to life than "zoom-zoom." The previous-generation Mazda 6 had plenty of it, yet Mazda had a devil of a time getting the buying public to notice. That's because American drivers typically don't care so much about how their family sedans behave on winding country roads. What they want is space, safety, reliability, power and style -- and while the old 6 looked nice enough, its tight dimensions and lackluster acceleration prevented it from succeeding in an increasingly competitive marketplace.   
  
The new 6 demonstrates that Mazda wasn't going to make the same mistake twice. Want room to relax? It offers one of the most accommodating cabins of any midsize sedan, with Texas-sized front seats and a backseat fit for 6-footers. Got luggage, or perhaps four sets of golf clubs? The midsize Mazda now features an impressively large 16.6 cubic feet of trunk space. Need power? Mazda's got you covered with the largest and most powerful V6 in this price bracket, though its fuel economy is disappointing. Want to make a fashion statement? Then you shouldn't be buying a family sedan in the first place. But as such cars go, we think the new 6 manages to be tautly attractive, particularly from the front, despite its additional 6.1 inches of length and 2.3 inches of width. Unlike the previous model, the 2009 Mazda 6 was engineered specifically for the North American market -- and it shows.   
  
**Denver Barry Inc** 2009 Ford Flex Vehicle Overview   
  
Introduction   
  
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