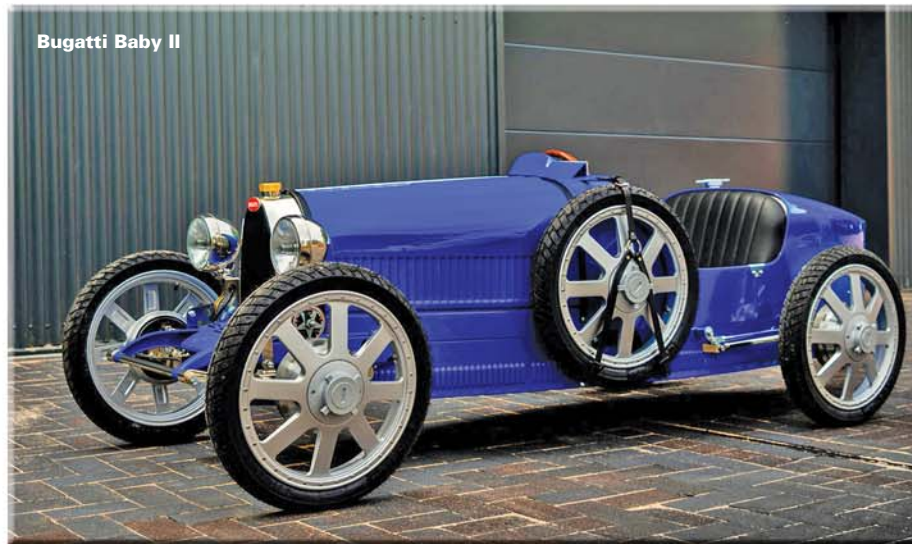


The original Bugatti Baby was born in 1926 when Ettore Bugatti built a 50 percent scale Type 35 for his son's fourth birthday. Intended as a one-off, it was so popular the Baby went into production from 1927 to 1936, with only about 500 ever made. Announced at the 2019 Geneva show, Bugatti's 110th birthday present to itself is the 75 percent scale Bugatti Baby II, in partnership with The Little Car Company. With design and testing completed this summer, the car has gone into series production, with clients soon taking delivery of the very first cars. There are three Bugatti Baby II versions: a composite-body Base model; carbon fiber-body Vitesse with upgraded powertrain and Speed Key as with Chiron1; and aluminum-body Pur Sang, hand-formed like the original Bugatti Type 35, each taking over 200 hours to create. All electric and all rear-wheel-drive, all versions have limited slip differential, high performance hydraulic brakes and selectable driving modes. All 500 cars were sold within three weeks of Geneva, but shifting circumstances opened a few back up. See if any are still available at bugattibaby.com.



Bugatti Baby II

One of the most lusted-after not-available-on-our-shores mass-produced vehicle lines is SEAT Cupra, from the high-performance division of VW Group's SEAT Spanish brand. This summer brought news of Cupra's first fully electric vehicle, the sharp-looking little Cupra el-Born, covering performance with zero-to-31 mph acceleration in 2.9 seconds, practicality with about 300 miles of range from its 77kWh battery, the tech factor with such features as an impressive augmented reality heads-up display, and green sensibilities with an interior making substantial use of recycled materials. The car will be built at VW Group's Zwickau, Germany plant, which—after 116 years—changed over from internal combustion to EV production (for VW, Audi and SEAT) this summer.



SEAT Cupra el-Born

Ford Transit has an extensive range of upgrades this year, notably including the addition of four-wheel drive. Of note for both commercial and RV upfit use is a Crew Van option (including Low Roof version) with available swivel seating, so front and back rows can face each other for work-meeting or campground living space. A new 3.5L PFDi V6, 10-speed transmission and standard Co-Pilot360 tech join other available upgrades including new wheel, upholstery (including leather), glass and lighting options; center consoles in three sizes; split-view cameras; 110V power outlets; power sliding door; speed limiting; 31-gallon fuel tank; heavy duty front axle; and many more. ■



Ford Transit 4WD

The last time Jeep Wrangler or its forebears was offered with a V8 engine was the 1981 Jeep® CJ, with a 5.0-liter V8 delivering 125 hp and 220 lb-ft of torque. Fans have been clamoring for a V8-powered production Wrangler in recent years, and if the new Jeep Wrangler Rubicon 392 Concept goes into production, they may soon get their wish. The concept has a 6.4L (392 cu.in) V8 with 450 hp, 450 lb-ft of torque and—a spec not previously associated with Jeep Wrangler—a zero-to-60 mph time under five seconds. Off-road attributes are delivered via boosted torque, Dana 44 axles, full-time two-speed transfer case, front and rear lockers, 37-inch M/T tires and a two-inch factory lift kit. Its performance is announced by a pushbutton two-mode exhaust. The concept bears half doors, Granite Crystal paint with bronze accents, and Red Rock leather with gold stitching.



Jeep Wrangler Rubicon 392 HEMI Concept

Mercedes-AMG engineers, inspired by their AMG GT3 racing car, have created a new tour de force—the Mercedes-AMG GT Black Series (as in “born on the track”—combining the most powerful AMG V8 series engine ever, the most elaborate aerodynamics ever (even more advanced than the rules-limited racer), increasingly advanced use of lightweight materials, and folding it all together to deliver highly advanced driving dynamics. The striking machine bears key style points from the GT3 racer. Its handcrafted 4.0L biturbo V8 has extensive new breakthroughs, notably its flat-plane crankshaft, which in turn produces uniformly oscillating gas columns in the exhaust tract, the resonance of which is used to boost performance even further; and extreme aerodynamic implementations from exhaust air outlets on the hood to a two-stage rear spoiler fed in part by that flow. The result is a curve-hugging machine that hits zero-to-124 mph in under nine seconds.



Mercedes-AMG GT Black Series

No sooner was the buzz of the new Ford Bronco resonating around the world, than Saleen revealed a first look at their take, a future vehicle that takes to the dirt with a vengeance—paying homage to the Parnelli Jones Big Oly Bronco in which he took the Baja 1000 championship in 1971, acknowledged as creating the Trophy Truck category and class, and again in 1972. Anchored around the concept of a high-performance desert off-road racer and bearing a new take on the Oly (Olympia Beer) graphics of the original. Saleen is well known for pavement performance, but is also no stranger to trucks, and they say Steve Saleen has never met a checkered flag of any sort that he doesn't love. We look forward to more details. ■



Saleen Big Oly Bronco concept