

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.



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 bi-turbo 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.



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. ■

