



## GMC SONOMA

The Japanese had better hang on to their funny little cowboy hats, because General Motors wades the mini-pickup waters like a samurai in search of a breathless maiden. The GMC Sonoma is charged with righteous indignation at the inroads made by, as Detroit would have us believe, those little pissant Oriental pick-'em-ups. The General wasn't likely to stand for such shenanigans for long, and when he came stomping in, he came outfitted with some very good and very shiny trucklets under his arm. Handsome without the gaudiness that's characterized numerous big pickups, the smaller Sonomas still manage to carry some pretty impressive loads while offering far superior driving characteristics, a choice of two- or four-wheel-drive versions for conditions from swell to hell, and even the option of a roomier extended-cab model. Or, if you want something that can outrun a ZR-1 Corvette to 60 mph—on dry and wet pavement—the turbocharged Syclone model could be your truck. We tried it, and it really is that fast.

**Base price:** \$8057–24,900 (est)

**Vehicle type:** front-engine, rear- or rear/4-wheel-drive; 2-door 3-passenger pickup  
 Wheelbase ..... 108.3–122.9 in  
 Track, F/R ..... 54.1/54.1 in  
 Length/Width ..... 178.2–192.8 in/64.8 in  
 Height ..... 61.3–63.4 in  
 Curb weight ..... 2600–3550 lb  
 Fuel-tank capacity/EPA city mpg ..... 13.0–20.0 gal/16–23

### POWERTRAIN

2.5-liter 4-in-line, 105 hp, 2.8-liter V-6, 125 hp, 4.3-liter V-6, 160 hp, 4.3-liter turbo-charged and intercooled V-6, 285 hp; 5-sp man, 4-sp auto

### SUSPENSION/BRAKES (anti-lock std on Syclone, rear anti-lock std)

F: ... 2wd: ind, unequal-length control arms, coil springs, anti-roll bar; 4wd: ind, unequal-length control arms, torsion bars, anti-roll bar R: ..... rigid axle, leaf springs/  
 F: ..... vented disc; R: ..... drum



## ISUZU PICKUP

Isuzu's a company good with names. Its Trooper sport-utility vehicle has made its name a part of the truck world, alongside the Cherokee from Jeep. Its Impulse sports coupe also spread the word of Isuzu. The previous Isuzu pickup was called the P'UP. We used to say that, although contractions are primarily the business of pregnant women and English majors, whoever shortened the little pickup's name to P'UP should get a big gold star—but now that the old name has been dumped with the old truck, we can't say that anymore.

Indeed, the latest Isuzu trucklet, which arrived in midyear 1988, is now known simply as the Pickup. A 2.6-liter four-cylinder, which joins the standard 2.3-liter motor as an option in the two-wheel-drive units, comes standard in the four-wheel-drive models. A new 3.1-liter V-6 powerplant is an option. Isuzu offers several pickup models, including those with two- and four-wheel drive, a long-wheelbase choice, and an extended "Spacecab" layout.

**Base price:** \$7900 (est.)

**Vehicle type:** front-engine, rear- or rear/4-wheel-drive; 2-door 2- or 5-passenger pickup  
 Wheelbase ..... 105.6–119.2 in  
 Track, F/R ..... 56.7–56.9/55.9–56.9 in  
 Length/Width ..... 177.3–193.8 in/66.6 in  
 Height ..... 62.3–66.6 in  
 Curb weight ..... 2650–3450 lb  
 Fuel-tank capacity/EPA city mpg ..... 14.0–19.8 gal/15–22

### POWERTRAIN

2.3-liter SOHC 4-in-line, 96 hp, 2.6-liter SOHC 4-in-line, 120 hp, 3.1-liter V-6, 120 hp; 5-sp man, 4-sp auto

### SUSPENSION/BRAKES (rear anti-lock std)

F: ..... ind, unequal-length control arms, torsion bars, anti-roll bar R: ..... rigid axle, leaf springs/F: ..... vented disc; R: ..... drum or disc



## JEEP COMANCHE

Introduced in 1986, the Comanche brought something new to Jeep: its first two-wheel-drive pickup since 1947. Still here for 1990, the Comanche offers buyers a choice between two- or four-wheel-drive operation and long or short bed lengths.

The series lineup includes a long-bed base Comanche; the Pioneer, available with 2wd or 4wd and with short or long beds; and the entry-level SporTruck short-bed model. The sporty Eliminator is available as 2wd or 4wd short-bed only.

The standard engine for the SporTruck and the Pioneer is a fuel-injected 2.5-liter four-cylinder rated at 128 hp. Optional, and standard in the Eliminator model, is a revised 4.0-liter in-line six-cylinder, which develops a stout 190 hp.

A five-speed manual gearbox is standard on the Eliminator and a four-speed manual puts the power to the ground in the others.

Comanche options include an off-road package and a 2205-pound "Big Ton" payload rating.

**Base price:** \$8720

**Vehicle type:** front-engine, rear- or rear/4-wheel-drive; 2-door 3-passenger pickup  
 Wheelbase ..... 113.1–119.4 in  
 Track, F/R ..... 57.0/57.0 in  
 Length/Width ..... 179.2–194.0 in/71.7 in  
 Height ..... 64.7 in  
 Curb weight ..... 2900–3300 lb  
 Fuel-tank capacity/EPA city mpg ..... 18.0–23.5 gal/14–20

### POWERTRAIN

2.5-liter 4-in-line, 130 hp, 4.0-liter 6-in-line, 190 hp; 4-sp man, 5-sp man, 4-sp auto

### SUSPENSION/BRAKES (rear anti-lock std)

F: ..... 2wd: rigid axle, coil springs, anti-roll bar; 4wd: rigid axle, coil springs, anti-roll bar R: ..... rigid axle, leaf springs/F: ..... vented disc; R: ..... drum