

Budget Buys: Trucks Under \$9000

SPORT

**HOT '92
NEW '92**

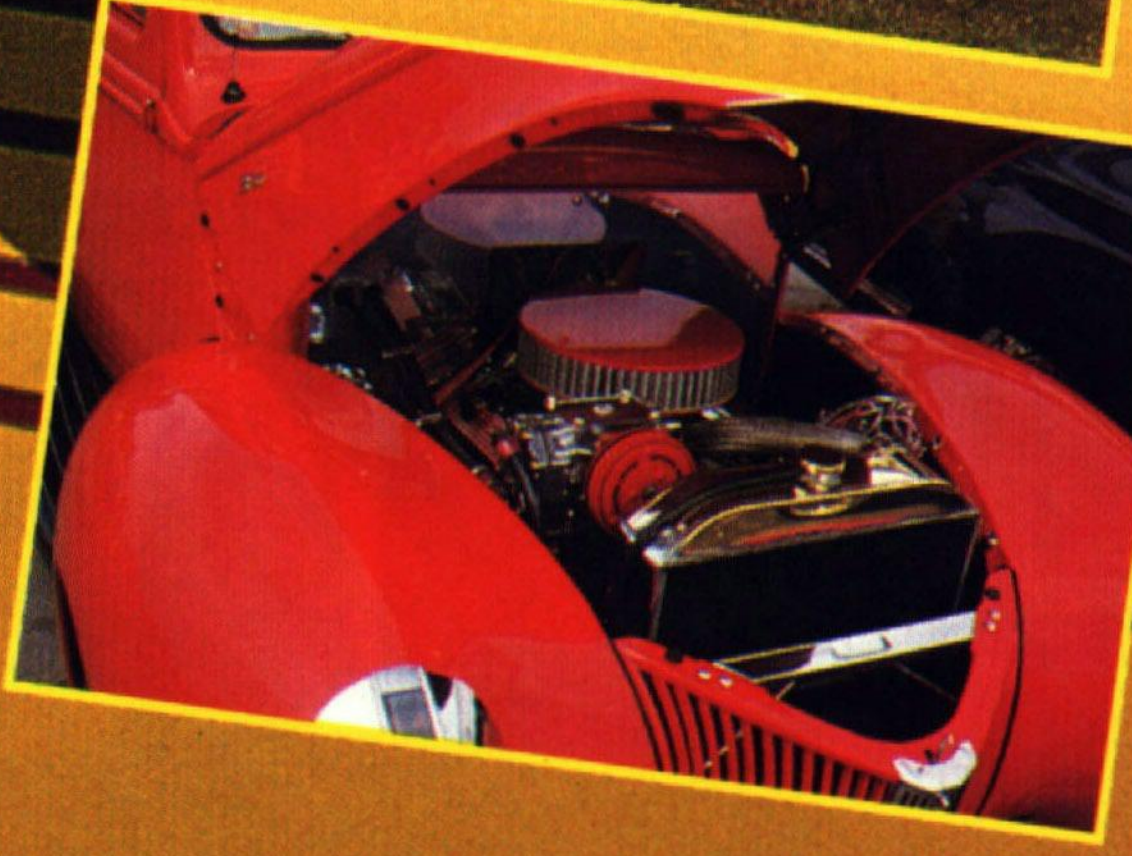
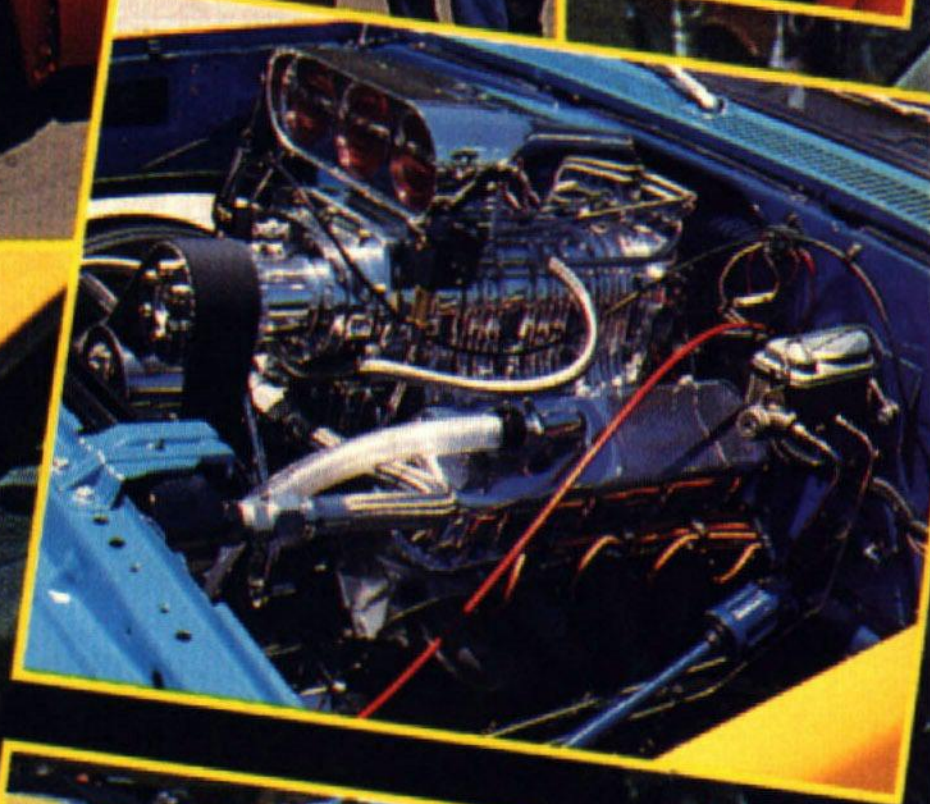
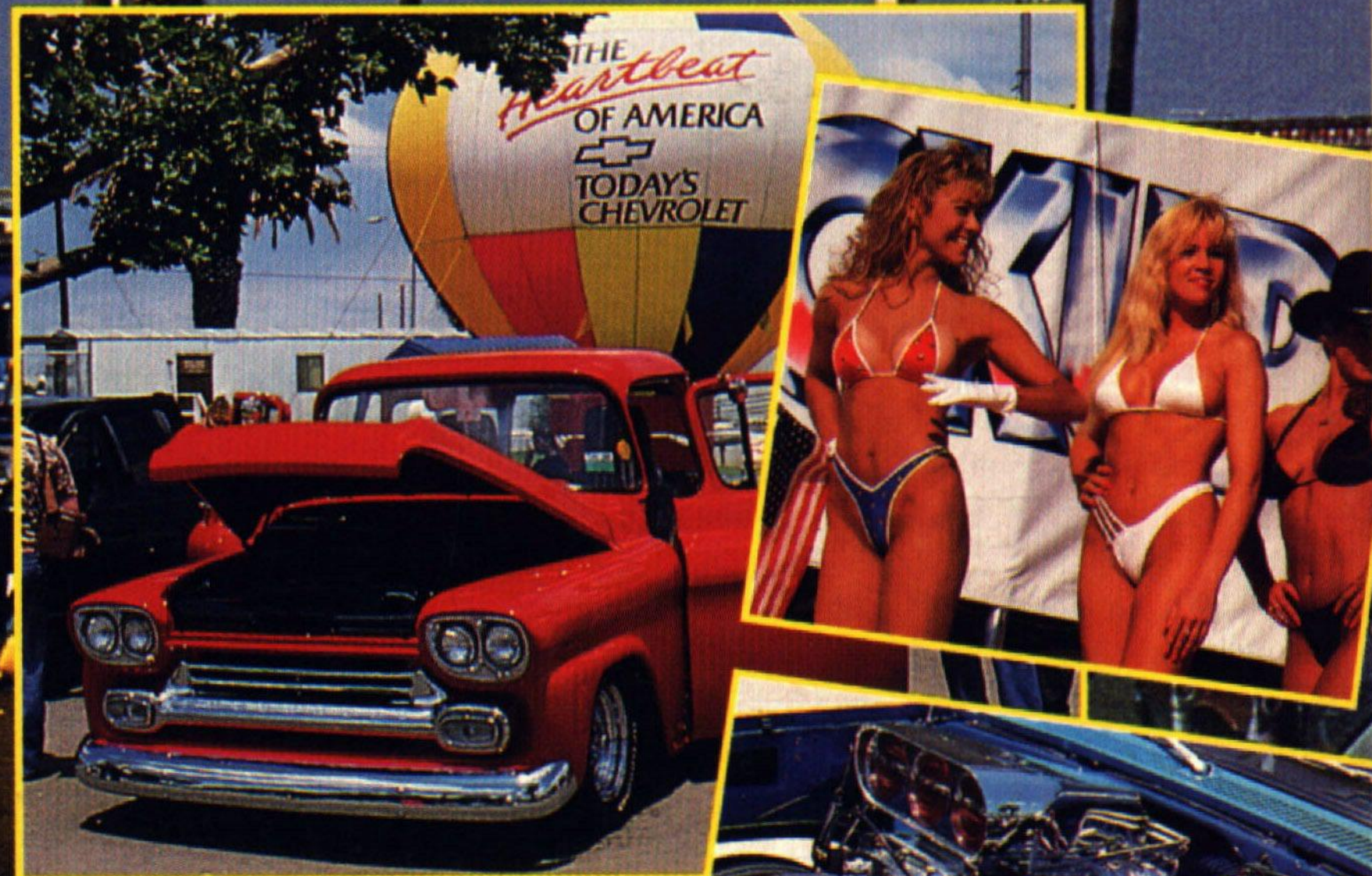
SYCLONE SIBLING



GMC 280 HP-TYPHOON

TRUCK

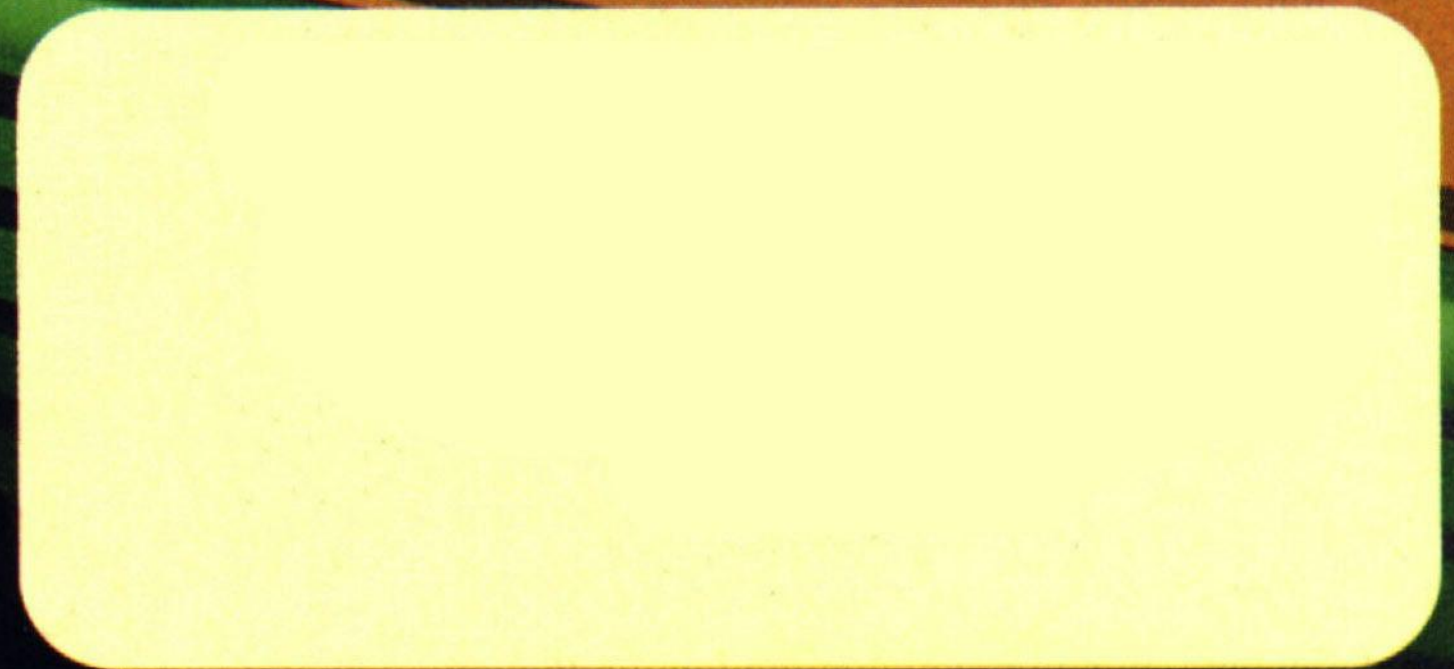
SUMMER SHOW SPECTACULAR



WIN

**A Dodge Dakota
Sport Pickup!**

**Street Truck
Builders' Guide**



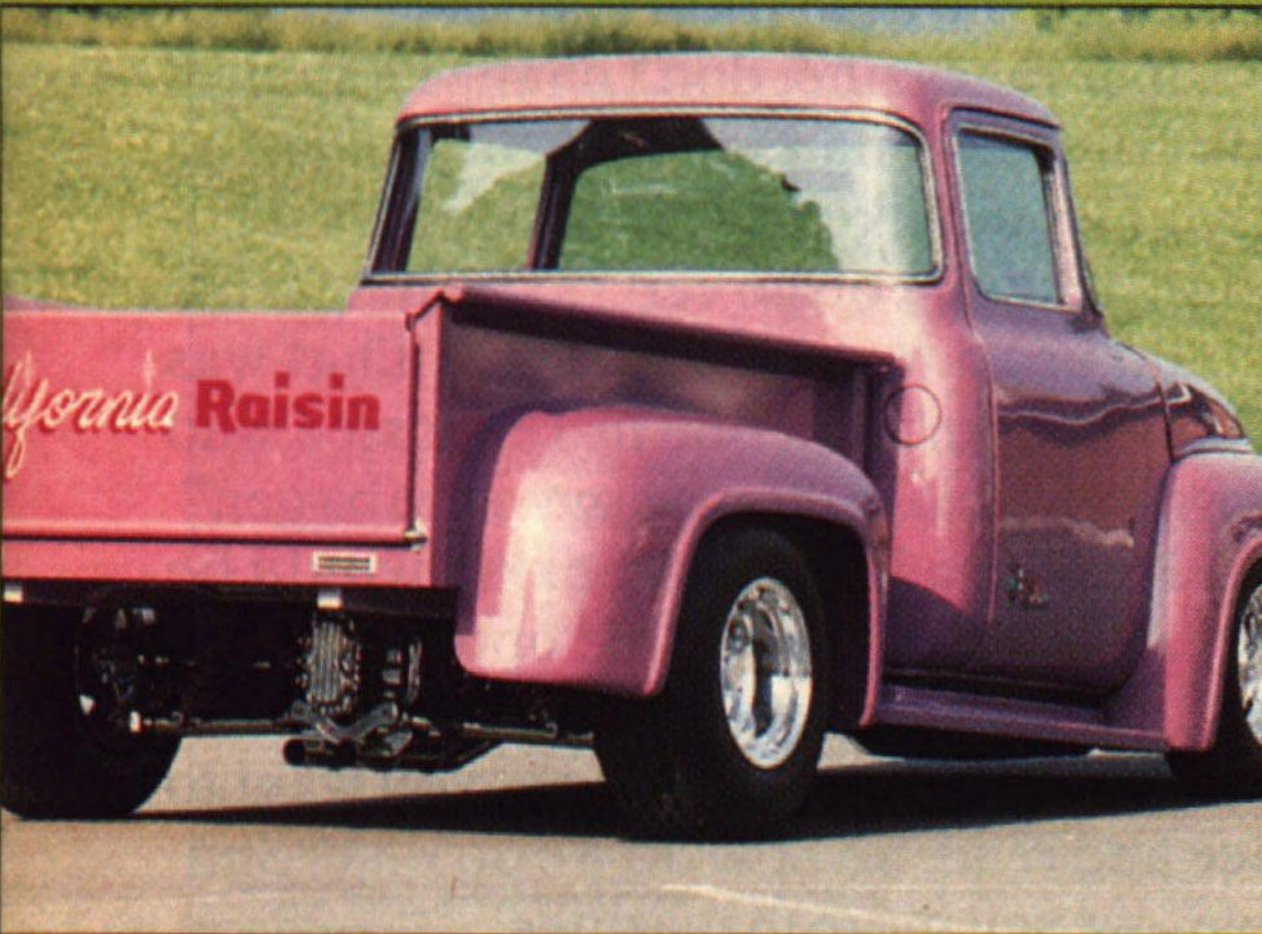
October 1991 **\$2.95**
U.K. £2.40



2 Out of 3 Ain't Bad—page 28



Storm Warning—page 38



Raisin' Hell—page 36

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● **On the Cover:** This month's cover features spectacular scenes from several summer truck shows. Our team of dedicated staffers and far-flung correspondents scoured six different states to fill this issue with the best machines from the hottest shows. Sharing cover space with the show trucks is GMC's new Syclone sibling, the Typhoon. Photo by Mike Banks. Story on page 38.

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Just when you thought it was safe to go outside, GMC Truck Division is predicting a storm. As a follow-up to the fast and furious 1991 Syclone, GMC is preparing to unleash more heavy weather for 1992 with its all-new Typhoon, high-horsepower Sonoma GT and improved-for-'92 Syclone.

The popularity of the original 4.3-liter V-6 turbocharged Syclone has prompted GMC to apply the ultra-high-performance treatment to a limited number of these three new street stormin' trucks. The trio is aimed at the driving enthusiast who wants sports car performance in truck packaging. The Syclone, Typhoon and Sonoma GT feature racetrack-bred power and handling wrapped in no-nonsense monochrome styling. Fast, nimble and stylish, these new GMCs provide sport truck enthusiasts the opportunity to be king of the road in 1992.

TYPHOON

The '92 Typhoon is a tropical storm on wheels. A combination of Syclone-inspired drivetrain and S-10 Jimmy/Blazer chassis and bodywork creates an all-wheel drive, hi-po luxury vehicle.

GMC Forecasts Heavy Weather For '92

By Hoyt Vandenberg

The Typhoon's Vortec V-6 engine produces 280 horsepower at 4400 rpm and 350 lbs.-ft. of torque at 3600 rpm. Intercooled turbocharging, electronic port fuel injection and an 8.35:1 compression ratio help the little V-6 pump out power, but dictate the

use of premium unleaded fuel. The engine is hooked to a Hydra-matic 4L60 four-speed automatic transmission. A Borg-Warner transfer case and viscous coupler split the torque 35 percent to the front axle and 65 percent to the rear. Final drive ratio on the limited-slip rear differential is 3.42:1.

Handling is enhanced by live-axle rear suspension, a 32 mm stabilizer bar and electronic load leveling utilizing integral air bags. Variable ratio power steering and four-wheel antilock brakes (front discs, rear drums) are standard equipment. Low-



profile tires on 16-inch aluminum wheels complete the handling package.

More than just a Syclone with a back seat, the Typhoon boasts a full-featured, luxury appointed interior. Charcoal-colored leather covers the seats, door trim and steering wheel. Air conditioning, cruise control, tilt steering, electric mirrors, power windows and door locks are all standard.

The Typhoon offers the convenience and comfort of a luxury vehicle with the powerful punch of the Syclone's performance. GMC plans to produce less than 3000 Typhoons in '92. And with a projected price tag of \$28,500, it is a good bet that the Typhoon will be a sellout.

SONOMA GT

The 1992 Sonoma GT is not just a stylish, blacked-out S-10-based truck. It is the first vehicle to be equipped with GMC's new L35 4.3-liter high-performance V-6 engine. The new powerplant puts out a healthy 195 horsepower at 4500 rpm along with 260 lbs.-ft. of torque at

Storm Warning

PHOTOGRAPHY: MIKE BANKS



The new '92 GMC Typhoon combines luxury and high performance in the same package. The powerplant and drivetrain are borrowed from GMC's Syclone super-truck, while the all-leather interior boasts multiple convenience and luxury features.



Limited production, high-horsepower output and moderate price are the main features of the new '92 GMC Sonoma GT. The GT is the first truck equipped with GMC's L35 4.3-liter high-performance V-6 engine. Even without a turbocharger, the new engine puts out a whopping 195 horsepower.



Back for 1992 with minor detail refinements, the GMC Syclone is still one of the fastest production vehicles on the street. All-wheel-drive and a 280-hp turbocharged V-6 engine allow the Syclone to terrorize sports cars that cost twice as much.

3600 rpm without the aid of turbocharging. The cast-iron (block and heads) V-6 can propel the Sonoma GT from 0 to 60 mph in just 8.5 seconds. This is no dog. The Sonoma GT puts the power to the wheels through a Hydra-matic 4L60 automatic overdrive transmission.

This two-wheel-drive street machine hugs the road thanks to Bilstein shock absorbers, torsion bar suspension, two-stage leaf springs and a semi-floating rear axle. Brakes are front discs and anti-lock rear drums. BFGoodrich Comp T/A radial tires mounted on 15-inch wheels complement the suspension characteristics.

From behind the wheel, the only clue that you are not sitting in a Syclone is the lack of a turboboost gauge, otherwise, the instrument panel is identical. The seats,

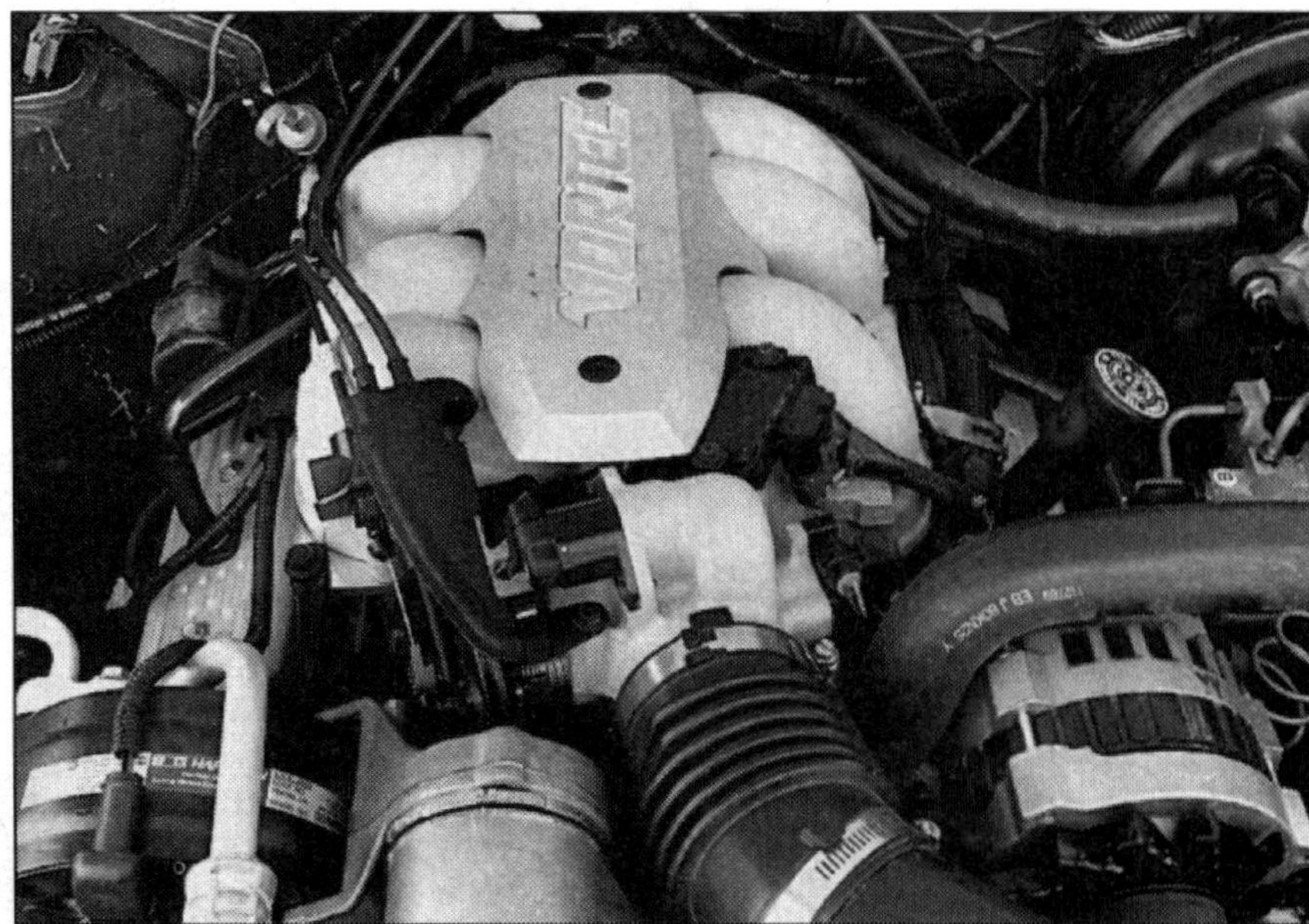
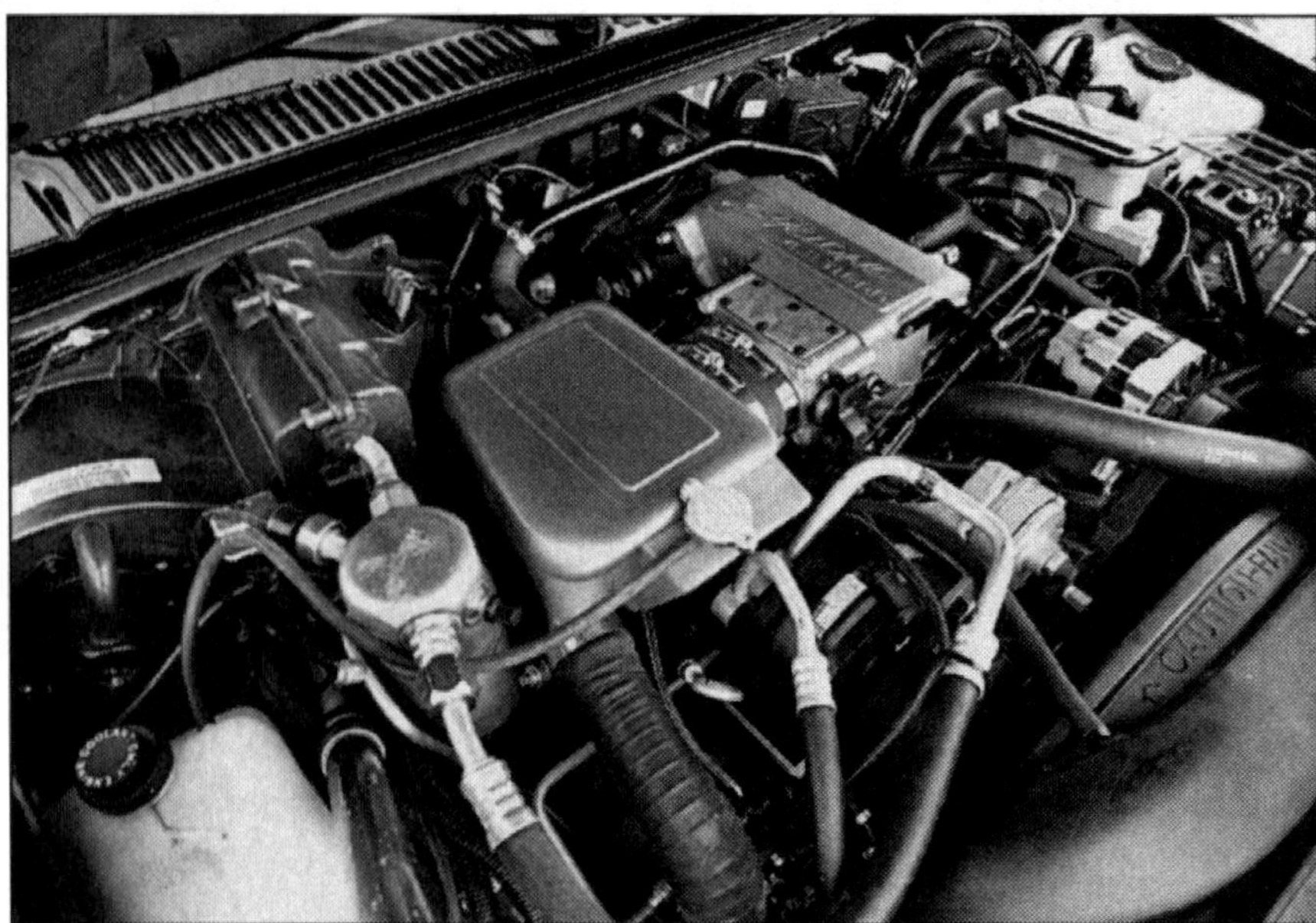
Few things in life are as satisfying as humiliating expensive sports cars

steering wheel and auto shifter are items also shared with the Syclone. Comfort and convenience in the GT is aided with the inclusion of standard cruise control, air conditioning, power windows and door locks, tilt steering, tinted windows and remote electric mirrors. An AM/FM/cassette stereo with graphic equalizer is also a standard item.

A limited production run of 5000 units priced at under \$15,000 will make the GT even more popular. If you want to buy a Sonoma GT, you should start talking to your dealer *now!*

SYCLONE

It's no secret that GMC's high-performance Syclone is the quickest sport-pick-up ever produced. The truck shredded the competition in 1991, and is poised to pounce again in 1992. The 4350-pound Syclone's turbo-assisted Vortec V-6 engine pumps out 280 horsepower at 4400 rpm and with the help of full-time all-wheel-drive, the little black truck will smoke just about *any* vehicle on the



Both the Typhoon and the Syclone share the turbocharged 4.3-liter Vortec V-6 engine. This engine will propel the Syclone from a standing start to 60 mph in less than five seconds.

The L35 features a cast-iron block and heads and will accelerate the GT from 0 to 60 mph in 8½ seconds.



The Typhoon and Syclone roll on Syclone-styled, 16x8 cast aluminum wheels that are wrapped with road-hugging Firestone low-profile radials.



The interior of the Sonoma GT is taken directly from the Syclone. The only difference is the lack of a turboboost gauge and cloth covers on the bucket seats.

This is a truck that hauls more than payload

street. For performance truck enthusiasts, few things in life are as satisfying as humiliating expensive sports cars. This is a truck that hauls more than just a payload. The Syclone's standing-start quarter-mile time of 13.4 seconds and a 0-60 mph acceleration time of less than five seconds guarantees a wide assortment of sports cars and hot rods shrinking in the rear view mirror.

The fun will continue in 1992 as GMC is preparing to unleash a limited production run of 2500 new Syclones. The news for 1992 is that the Syclone has received minor refinements to make a great truck even better.

Changes in computerized engine cali-

brations have resulted in several improvements. The '92 Syclone is able to better digest low-octane fuel, the turboboost has been smoothed a bit and overall engine noise has been reduced. New dual remote rearview mirrors and carpeted floor mats have been added as standard equipment on the '92 model.

The rest of the Syclone package remains the same as in 1991. Four-speed automatic trans, Bilstein shocks, four-wheel antilock brakes and plenty of horsepower make the Syclone an attractive package. The high-performance hardware is wrapped in the familiar aerodynamic black monochrome exterior that Syclone fans have come to love.

Even though General Motors is not producing and selling millions of Syclone

trucks, the project has been a great success. This aggressive little truck has captured the imagination of a whole generation of enthusiasts. It may not be the most practical vehicle in the GMC lineup, but it certainly is the most talked about. The Syclone's success has inspired production of both the Typhoon and the Sonoma GT for 1992. If all three vehicles fare well in the marketplace, who knows what we'll see in 1993?

Perhaps the other manufacturers will follow GMC's lead and we will have myriad ultra-performance trucks with catastrophic names. GMC has its Syclone and Typhoon, maybe Ford will build the Cataclysm. Dodge fans may drive a new Apocalypse. Would you be interested in a Mazda Meltdown? ■