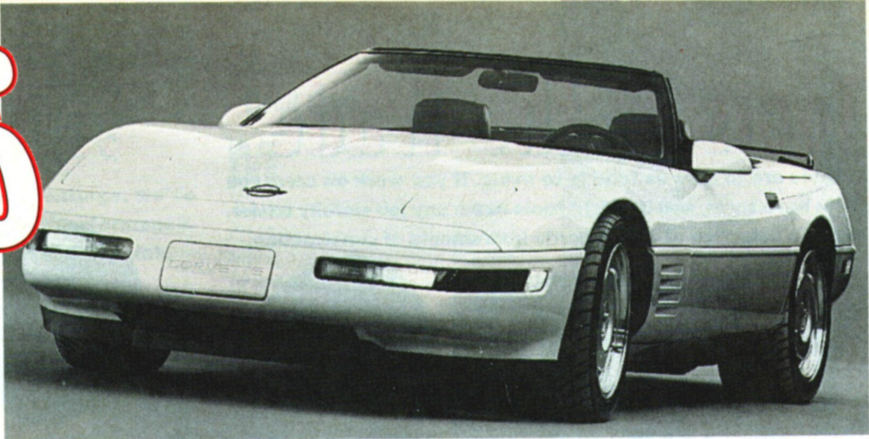


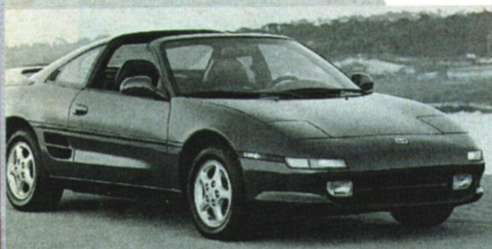
# New Cars **TOP 10**

New car magazines are forced to test *everything*. Here at CAR CRAFT we only have to drive what's interesting to us. So this Top 10 list has nothing to do with minivans, station wagons, luxury cars, 4x4s, or anything from England. These are strictly the cars—the *performance cars*—CAR CRAFT could stomach making payments on.



## Chevrolet Camaro B4C

**A**s we explain elsewhere in this issue, it's the best—and last—third-generation Camaro.



## Toyota MR2 Turbo

**T**he MR2 Turbo is everything the Ferrari 348ts is except Italian and ludicrously expensive. A 200-hp, mid-engine screamer with the best handling available for less than 40 geezles, this thing is a raging blast to drive. It could be cheaper and it could be American, but other than those little nits, the MR2 is hard not to pick.

## Ford Escort GT

**A** great little engine in a neat chassis for not a lot of money. While 1.8-liters of Mazda-made, 16-valve, four doesn't sound like a lot, the idea behind this car is the same one that produced musclecars: a great motor in an ordinary commuter. It's the best American small car around.

## Dodge Daytona IROC R/T

**W**e haven't driven anything but a prototype yet, but 224 horsepower sure do a world of good for the old Daytona. The Lotus-designed DOHC 16-valve version of the venerable 2.2-liter Chrysler inline four was first introduced last year on the Spirit R/T sedan, but it's more at home in this sport coupe. It has better handling than you might expect, too. It should go on sale mid-1992. Leave your deposit with the dealer.

## Chevrolet Corvette Convertible LT1

**A** 300-hp LT1, handling that goes beyond human understanding, technology that leads the world, and the best tires ever put on a street car. All of that doesn't matter. What's best about the Corvette Convertible is that we look good...damn good...driving it. The best babe-scammer produced by Western Civilization.

## Ford Taurus Police Package

**T**he simple, basic, take-prisoners, kick-it sedan. There isn't a single gimmick on the Taurus Cop Car, and we love it that way. The handling is superb, the 3.8-liter V-6 sweet, the styling bland, and the availability tough. Make the effort, and you'll own the nicest, plain vanilla, four-door in America.

## Ford Mustang LX 5.0

**G**reat gobs of mutinous torque don't come any cheaper than this. The GT is okay, but it's the low-key LX that does it for us. Far stealthier than the Stealth, the plain-Jane exterior wraps around a 5.0-liter V-8 engine that could inspire folk ballads *or* rap songs. The Mustang's one major problem is that it has been in production since Old Testament times. It's long-in-tooth, but full of heart.

## Eagle Talon TSi

**T**hrow all-wheel drive, a turbocharged, 195-hp 2.0-liter engine, all-independent suspension, and anti-lock, four-wheel disc brakes into a great-looking car and of course it's awesome. And if you ask us, the Talon is even better than the Dodge Stealth R/T Twin Turbo, while costing half as much. The shifter's trash and it's got those mondo-stupid motorized seatbelts, but the rest of the Eagle Talon TSi is nearly perfect.

## GMC Typhoon/Syclone

**W**hen speed is all that matters, the Syclone and Typhoon matter a lot. Take the Syclone if all you want is raw performance. Buy the Typhoon if you actually want to use your vehicle for any sort of utility or transportation. Either way, you get 280 hp from 4.3 liters of turbocharged and inter-cooled V-6 pumping out through an all-wheel-drive, ABS braked chassis. Too cool for mere prose.

## SLP Firehawk

**F**ast, fast, fast, fast, fast, fast, fast, fast. Sure, it costs about twice what anyone at CAR CRAFT makes in a year, but 350 hp and enough torque to twist the Golden Gate bridge into a pretzel sure feels mighty good. Until that beautiful small-block is unleashed, there's no way to appreciate how the Firehawk transcends its Firebird origins.

