

GMC TYPHOON

Base price: \$29,795

Vehicle type: front-engine, 4-wheel-drive; 3-door 5-passenger wagon

Interior volume F/R/cargo (cu ft):52/39/28
Wheelbase100.5 in
Track, F/R57.7/58.0 in
Length/Width170.3 in/68.2 in
Height60.0 in
Curb weight3800 lb
Fuel-tank capacity/EPA city mpg20.0 gal/15
Standard passive restraintnone

POWERTRAIN

4.3-liter turbocharged and intercooled V-6, 285 hp; 4-sp auto

SUSPENSION

F:ind, unequal-length control arms, torsion bars, anti-roll bar

R:rigid axle, leaf and air springs

BRAKES

F/Rvented disc/drum

ABSstandard

This wagon started life as a GMC Jimmy but it has the 280-hp drivetrain of GMC's killer 1992 Syclone pickup under a black or white monochrome surface. This is not a sissy truck; it's the fastest sport-utility vehicle you can buy. The emphasis is on sport, and there's even a little sticker above the rear-view mirror that advises owners *not* to take this four-wheel-drive truck off the road, lest they damage the enormous high-performance exhaust system and other expensive components. Those include a four-speed automatic out of a Corvette, and the full-time four-wheel-drive transfer



case that you'll find in the Safari and Chevy Astro minivans and the Oldsmobile Bravada yuppie truck. The Typhoon rides better than the departed Syclone. And the front seats move back farther, so tall drivers will be more comfortable. Cargo capacity is just 900 pounds.

GMC YUKON

Base price: \$20,838

Vehicle type: front-engine, four-wheel-drive; 3-door 2-6-passenger wagon

Interior volume F/R/cargo (cu ft):64/50/53
Wheelbase111.5 in
Track, F/R64.1/63.5 in
Length/Width188.0 in/77.1 in
Height75.0 in
Curb weight4700 lb
Fuel-tank capacity/EPA city mpg30.0 gal/13
Standard passive restraintnone

POWERTRAIN

5.7-liter V-8, 210 hp; 5-sp man, 4-sp auto

SUSPENSION

F:rigid axle, torsion bars, anti-roll bar

R:rigid axle, leaf springs

BRAKES

F/Rvented disc/drum

ABSstandard

This big sport-utility used to be called the Jimmy, a name it shared with the smaller S-15 Jimmy. It was renamed the Yukon last year, and it's been upgraded with the front styling and interior of GMC's large pickup. Its wheelbase is five inches longer, and its suspension has been changed to the newer style found on GMC's full-size Sierra pickups, which have had these refinements since 1988. It's available in three trim levels, SL, SLE, and GT. The SL comes with bucket front seats, the SLE with a bench. The SLE also offers cloth instead of vinyl as standard seat material.



Under the hood is a 5.7-liter V-8 that provides 210 hp to five-speed manual or four-speed automatic transmissions. The Yukon is available only with four-wheel drive, and the transfer case can be shifted at any speed. The Yukon will also tow 7000 pounds.

ISUZU AMIGO

Base prices: \$11,750–16,150 (est)

Vehicle type: front-engine, rear- or 4-wheel-drive; 2-door 4-passenger truck

Interior volume F/R/cargo (cu ft):52/19/NA
Wheelbase91.7 in
Track, F/R57.3–58.9/57.5–59.1 in
Length/Width165.7 in/70.1 in
Height65.2–65.7 in
Curb weight3200–3550 lb
Fuel-tank capacity/EPA city mpg21.9 gal/16–19
Standard passive restraintnone

POWERTRAIN

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

SUSPENSION

F:ind, unequal-length control arms, torsion bars, anti-roll bar

R:rigid axle, leaf springs

BRAKES

F/Rvented disc/drum or disc

ABSrear standard

Of all the little sport-utility vehicles we've driven, we think the Amigo is the most fun to drive off-road. It is light and small enough to be manageable when you're dodging cactus and sagebrush. It features an element of practicality, with its removable rear top section—you can call it a stubby pickup truck. It is built on a shortened Isuzu pickup platform, in fact, and shares the regular-length pickup's drivetrains. Those include two four-cylinder engines, the base engine rated at 96 hp, and the optional motor at 120 hp. Even with the more powerful motor, the Amigo is slow



compared with most cars. It weighs about the same as a Cadillac de Ville—a lot of bulk for the Amigo's 2.6-liter four-cylinder. We measured a 90-mph top speed in the Amigo, but we suggest you use the little truck for slower duties. It's pretty noisy at speed, too.