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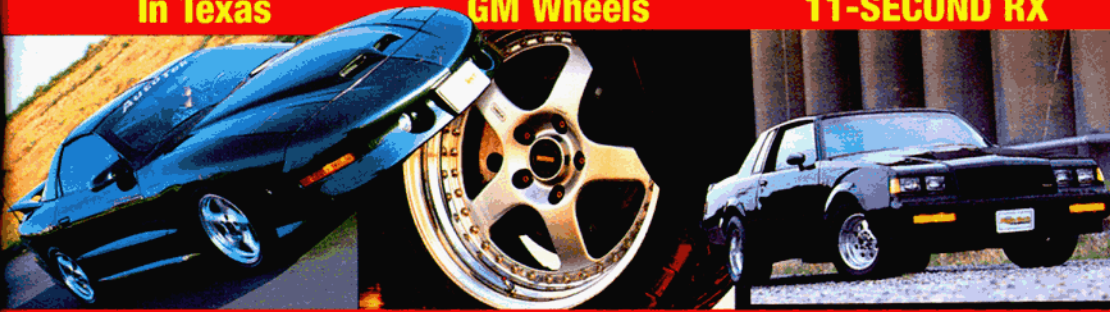
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Spin City

A helicopter, a bunch of vortexes,
and one nasty turbo pickup truck.



By Chris Endres
Photography by John Hunkins

Sedona, Ariz., is without a doubt one of the most beautiful places on earth. Towering red rock, plush green forest and cold clear streams combine to make this a place like no other. A serene and deeply spiritual place, Sedona is known for alternative health, new age healing and other such self-discovery, touchy-feely nonsense. It is also known for fortune-tellers, Tarot card readers and vortexes.

Sedona found itself with an extra vortex one weekend in September. Understand, we're not talking about the smarmy tourist-trap variety vortex here. On that particular weekend, Guy Lavy Borenstein and his '91 GMC Syclone rolled into town.

This was to be no ordinary photo shoot. Our intrepid editor has been known to do some crazy antics in pursuit of the perfect photograph. Shoot from the deck of a moving car trailer? No problem. The hood or even the roof of a moving Explorer? Done it. But this time he took his antics one step further by chartering a chopper, only to hang out the door 30 feet above the ground at roughly 35 miles per hour to take the necessary shots. For his sake, let's hope John's insurance agent doesn't read this book.

That peace and serenity we spoke of in the first paragraph? Let's just say that was brought to a screeching halt on this particular Sunday morning by the whine of a helicopter engine. The Birkenstock-wearing, tree hugging, whale-



No Bowtie block here. The engine room looks surprisingly stock for a 10-second performer. Of particular note is the 3-inch tubing leading to the throttle body from the KB Big Boy intercooler hidden beneath.

saving granolas who inhabit the town were none too happy about us buzzing their houses at 6 a.m. on a Sunday morning in a Bell Jet Ranger III. They'll get over it.

And, in case you haven't guessed by now, Guy's is no ordinary Syclone. His is currently the fastest stock-block Sy in existence (two years in a row, according to the organizers of the Sy fy Nats, who hold their annual get-together in Kansas City). As is usually the case, laying claim to this prestigious title was a long and arduous process.

"I had been wanting this Syclone from the moment I saw it at the local GMC dealer. At the time, my father didn't approve of my choice, so I was out of luck." But Guy's father had a change of heart and surprised his son by taking delivery of the all-wheel-drive terror on Valentine's Day, 1992.

"I had been leaving Syclone brochures all over the house and office," the 29-year-old video producer recalled. "My father said it was just too impractical. He told me that if I were going to buy a truck, it had better be able to tow and handle a respectable payload." Unfortunately, the Sy does neither. So when Guy was handed the keys to the sparkling new Syclone, he was, to put it mildly, excited.

"I began modifying my truck right away. I got hold of a Kenne Bell catalog shortly after buying my truck, and went from there." The first mods to the turbo hauler were a KB street chip and adjustable fuel pressure regulator, along with a K&N air filter. Muffler Connection in North Hills, Calif., designed a trick 3-inch side-exit exhaust that utilizes a Kenne Bell muffler.

These very basic modifications had the truck running 13.50s at 98 mph. "I



Not only is this truck fast, it is also exceptionally clean. We can't remember the last time we saw a Syclone this nice that was actually driven, to say nothing of being regularly thrashed at the track.



BFG Drag Radials are a common enough sight on the rear of late-model street iron these days, but on the front? Being all-wheel drive, Syclones and their Typhoon counterparts can take advantage of the sticky rubber at all four corners.



was very happy," Guy says, "but I wanted more." Sound familiar? Thought so.

"Over the years, I have bought literally every part KB offers for the Syclone. It is this combination of parts that has allowed me to go as fast as I have." Guy is emphatic, as is his mentor, that combination is everything: "Jim Bell just has so much knowledge.

Back when I was running mid- to low 12s, Jim suggested that I needed a different torque converter. I already had a very well-known—and expensive—9-inch converter in the truck. I told Jim I couldn't afford it. He was so insistent that my truck would pick up 2/10ths from his converter that he offered it to me for free. If it didn't do what he said, I'd go back to my old unit. The KB



converter picked the truck up exactly 2/10ths and 3 mph, just like Jim said it would. From that point on, I have never doubted anything Jim Bell has told me."

To that end, the Syclone has the very best components available from Kenne Bell. A polished Jimmy 3R turbo feeds compressed atmosphere to a KB Big Boy air-to-air intercooler. The OE liquid intercooler has proven much less efficient than a modern air-to-air unit.

The stock block is filled with TRW forged pistons swinging on Eagle forged rods rotating the stock cast crank. The little V6 short-block is capped off by a pair of KB/Brodix heads sporting 2.0-/1.60-inch valves actuated by (what else?) a KB TRX1 camshaft. Exhaust is expelled through KB headers into the same 3-inch exhaust installed years ago.

Guy tells us he's had very little in the way of parts breakage with his Syclone. One problem spot, though, has been the transmission. After breaking three of them, Guy decided

it was time to step up to a serious, purpose-built race piece. Enter J.R. Granatelli at Granatelli Motor Sports, who built Guy a bulletproof 700-R4. The new trans has been able to withstand the repeated strain of launching the 3,800-lb. truck to 1.62 60-ft. times.

An ACCEL DFI unit controls the engine electronics. John Concialdi at Advanced Engine Management tuned the system on the rollers at R&D Dyno Services in Gardena, Calif. Guy credits AEM for the perfect driveability exhibited by his truck during our photo sessions. Nothing makes a photographer crankier than a poorly tuned, coughing and sputtering feature car (or truck).

In case you're wondering how to dyno an all-wheel drive truck, the answer is simple: Removing the front driveshaft converts the truck to a conventional rear-wheel drive vehicle. No muss, no fuss.

Reliability is of the utmost importance to Guy, as the Syclone remains his only vehicle. "I can't tell you how many all-night thrashes I've done while modifying the truck. I've been highly motivated to keep the truck running at all times, because if the truck is apart or broken, that means I'm walking."

Visually, the Sy remains pretty much as GMC intended. Guy had his stock wheels chromed while Approve Auto Body sprayed the Harwood cowl induction hood. Inside, an S&W two-point roll bar, safety harnesses for passenger and driver, an air fuel monitor and a small boost gauge only hint at the performance potential of this truck.

Signs litter the landscape in and around Sedona, pointing the way to vortexes, crop circles and UFO landing sites. Brochures proclaim spiritual healing and inner growth. Most

of us recognize this as so much hyperbole. Some would dismiss the notion of a 10-second Syclone just as quickly. Not us. We've seen it, and we're believers.

The staff at GMHTP would like to express its gratitude to the city of Sedona, Red Rock Aviation and Arizona Helicopter Tours for their help in organizing this lunacy. **GMHTP**



For the second year running, Guy Lavy cleaned house at the Sy/Ty Nats in Kansas City. The truck has exceeded all his expectations. Is there a 9-second timeslip in this truck's future?

Data File:

Car:	1991 GMC Syclone
Owner:	Guy Lavy
Engine:	cast iron 4.3 liter V6, bored .030
Crankshaft:	stock
Pistons:	TRW forged
Connecting rods:	Eagle forged
Cylinder heads:	KB/Brodix
Valves:	2.02-inch intake, 1.60-inch exhaust
Rocker arms:	Crower 1.6
Camshaft:	KB TRX1
Intake manifold:	stock
Turbocharger:	KB Jimmy 3R
Wastegate:	KB external
Intercooler:	KB Big Boy
Induction:	KB ram air with K&N filter
Engine management:	AEM-calibrated ACCEL DFI
Fuel injectors:	KB 50 lb./hr.
Fuel pump:	KB Boost-a-Pump
Fuel pressure regulator:	KB billet adjustable
Ignition:	MSD 6AL with MSD distributor & coil
Headers:	KB
Exhaust:	Muffler Connection fabricated with KB 3-inch muffler
Transmission:	700R4 prepared by Granatelli Motor Sports
Torque converter:	KB, 3000 rpm
Driveshafts:	stock
Differentials:	stock, 3.42 gears
Front suspension:	stock
Rear suspension:	stock
Brakes:	stock with Stilen cross-drilled rotors, front
Wheels:	stock, chromed
Tires:	BFG Drag Radials: 255/50/16 front & rear
Weight:	3,800 lbs. with driver
Best ET/mph:	10.92 at 126.52 mph
Best 60-ft. time:	1.62
Miles driven weekly:	250