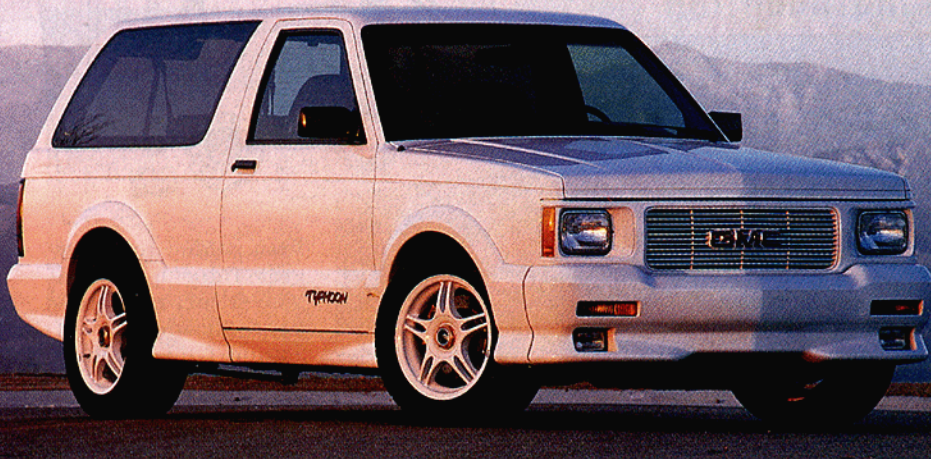


TRUCK TRENDS

TRUCK TEST

MODIFIED GMC TYPHOON



In retrospect, the turbocharged, all-wheel-drive GMC Syclone and Typhoon were noble experiments, early-'90s investigations into truck performance and GMC brand definition. Gary Bryson of Bryson, Cole & Company modified this '93 Typhoon as a further exploration of what could be accomplished by applying layers of bolt-on tricks to what is still the quickest factory sport/utility vehicle ever built.

Helping the engine breathe in is a Kenne-Bell fresh-air-induction system and K&N air filter, while exhalation is enhanced with a Borla exhaust. Making

use of that power is a four-speed automatic massaged with an Art Carr shifter kit, clutch lock, and HP Target



torque converter. Suspension modifications include Air Lift's fiberglass rear leaf springs and traction bars, and Tokico gas shocks; tying it to the ground are 245/50ZR16 Goodyear Eagle GS-C tires around TSW alloy wheels. Finally, the stock brakes vanish in favor of four-wheel PBR discs from Baer Racing.

The stock Typhoon was no slouch, but the Bryson-Cole effort is a rocket. Blitzing from zero to 60 mph in only 5.3 seconds, that's more than a full second quicker than *MT* measured way back when Typhoons were new. Even more impressively, the quarter mile vanished in only 14.1 seconds at 96.7 mph with the engine still pulling strong. Remember, this is from a truck whose aerodynamics are roughly equal to the Smithsonian Institution's. Contact Bryson, Cole & Co., 3608 Alta Vista Drive, Dept. MT, Fallbrook, CA 92028; 619/723-3118.

	Stock '92 Typhoon	Bryson-Cole Typhoon
Acceleration, sec		
0-30 mph	2.5	1.8
0-40	3.5	2.8
0-50	4.8	3.8
0-60	6.5	5.3
0-70	8.7	7.3
0-80	11.2	9.4
Quarter mile, sec/mph		
	15.0/93.1	14.1/96.7

FROM DETROIT

GMC SONOMA SLS

A CORNER-BENDING PICKUP

You'd like a crisp-handling Z28 Camaro or WS6 Firebird, but work-week loads and/or weekend trailer towing require that your ride have some serious cargo-hauling talent. Have you considered the \$12,552 GMC Sonoma SLS with the \$2057 ZQ8 sport-suspension option?

This truck profiles like a custom job, with special springs that drop the height two inches; a flare-fendered bed; five-spoke, eight-inch, light-alloy wheels; beefy Goodyear Eagle GA 235/55R16 tires; foglamps; and a tasteful touch of brightwork.

But as good as it looks, driving this sport truck reveals that checking the ZQ8 box gets considerably more than a slick appearance package. Somebody at GMC did his or her handling homework. We found we could confidently drift this truck around long, sweeping bends with perfect stability while holding it on line with gentle throttle tweaks and wheel twitches. Try that in most pickups and you're likely to get bent.

In fact, the suspension is so good it casts a poor light on three other pieces of the package. First, the steering is fast to the point of nervousness. And second, while the option-driven 4.3-liter OHV V-6 boasts 180 horses, it's tuned for trucky low-rev gutsiness. The horsepower party is over at just 4400 rpm. And how about a sporty exhaust note, guys? The final rough edge was the ABS brake setup, which noisily cycled regularly even under mild deceleration because of the lightly loaded rear-tire contact patches.

Still, most of those edges can be buffed off with a little elbow grease and an aftermarket catalog. Bottom line: This is one of the sweetest-handling factory-built pickups we've ever aimed at a corner.

—Jack Keebler *MT*

