



PHOTO BY HIB HALVERSON

A transfer case borrowed from the Astro van and a modified 700R4 transmission from the Corvette transmit power to the ground. Torque is split 35 percent front, 65 percent rear on dry pavement. The unique Firestone V-speed rated, all-season tires were developed especially for this machine.

As you would expect from a truck with 64 percent of its weight on the front tires, understeer is pronounced during hard cornering. And even though the spring rates and anti-roll bar of the rear axle have been modified, axle tramp appears when traversing uneven road surfaces. Still, the all-wheel drive provides a confidence-inspiring level of stability during most driving conditions.

The subdued exterior is designed to deny that this is one fast machine, as confounded ZR-1 owners might learn the hard way. Inside, there's an instrument panel from a turbocharged Sunbird with easy-to-read analog gauges. The bucket seats have extra thigh support and bigger side bolsters. Air conditioning, tinted glass, stereo cassette, center console, tilt steering and power-actuated windows and locks round out the package.

Production takes place at GM's Shreveport, Louisiana plant. Partially completed trucks are delivered to a Triad facility next door, which modifies the engine by adding the turbocharger, intake system and intercooler and plumbing, as well as

GMC SYCLONE

Smoky burnout meets all-wheel drive

BY KEN ZINO

CALL IT A 2-door coupe with a large, open trunk. Call it an avatar of Buick's GNX. Call it an automotive contradiction—a truck that may never haul cargo. But just don't call the Syclone slow.

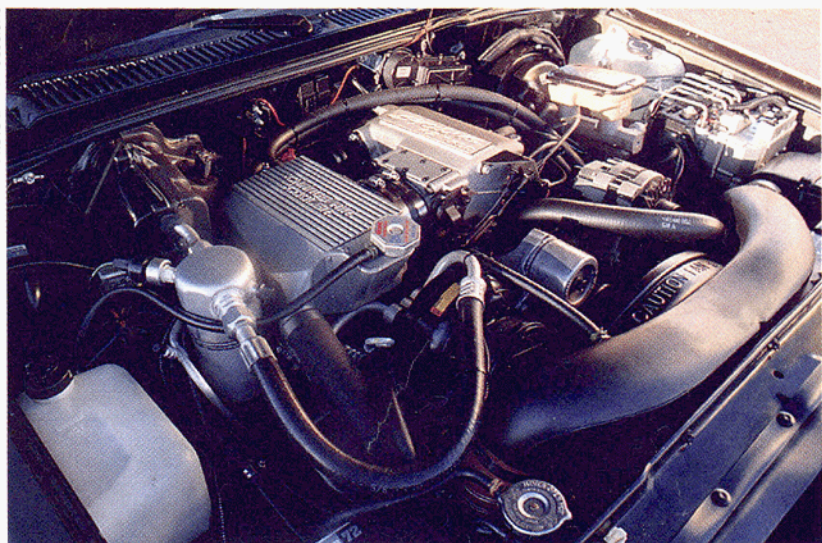
General Motors' attempt to boost its light truck image is an interesting combination of old-style hot rod with dollops of new technology applied to the problems inherent in the stock chassis. Rear drive was scrapped for all-wheel drive in an attempt to translate some of the torque produced by the turbocharged engine to acceleration rather than just a smoky, tire-squealing melee that ultimately leads nowhere fast.

As drag-strip times indicate, this lowered 4x4 can launch from a green light and keep up with just about anything on a straight street, hitting 60 mph in 4.9 seconds. Step on the gas and the truck takes a set as all four tires dig in with a minimum amount of wheelspin.

Power is provided by a 90-degree 4.3-liter pushrod V-6. A Mitsubishi turbocharger with a liquid-cooled cen-

ter bearing and air-to-liquid intercooler for the intake charge are added to the engine. Pistons, individual port fuel injectors and the throttle body are borrowed from the L98 Corvette V-8. The result—with a maximum of 14 psi of boost allowed by the Delco computer—is attention-getting go.

PHOTO BY RON SESSIONS



■ The Syclone's 4.3-liter V-6 gets a breath of fresh air from a turbo and intercooler.

assorted exterior and interior pieces.

GMC expects to sell between 2500 and 3000 Syclone models per year, each with a price tag of \$25,500. And they are expected to be in sufficient supply to discourage

dealer gouging, as another 50 or 60 a day can be produced.


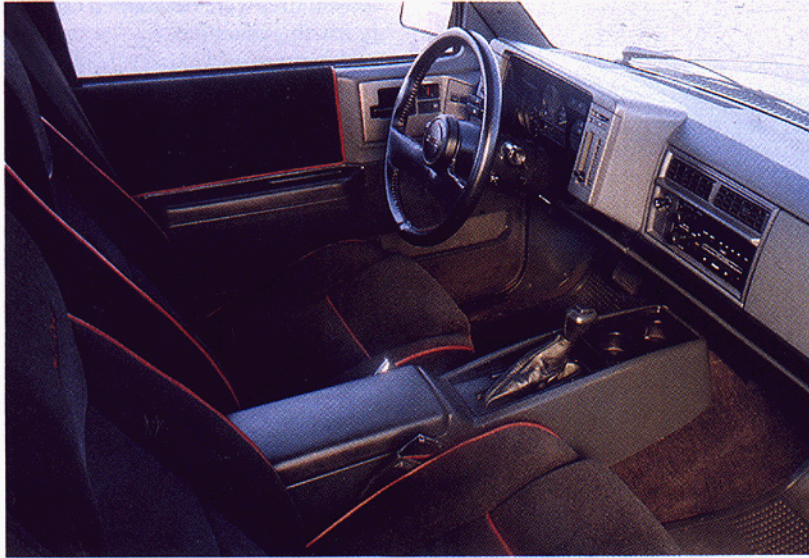
Oh, in case you're wondering what's under the tonneau cover in back—the pickup bed can hold 500 lb. of cargo. 

PHOTO BY RON SESSIONS



■ Corvette shift lever and red piping on the seats and door panels dress up interior.

SPECIFICATIONS

| | |
|---------------------|-------------------|
| Curb weight | 3525 lb |
| Wheelbase | 108.3 in. |
| Track, f/r | 57.7 in./58.0 in. |
| Length | 180.5 in. |
| Width | 64.8 in. |
| Height | 60.0 in. |
| Fuel capacity | 20.0 gal. |

ENGINE & DRIVETRAIN

| | |
|-------------------------|-----------------------------|
| Engine | turbocharged ohv V-6 |
| Displacement | 4293 cc |
| Bore x stroke | 101.6 x 88.4 mm |
| Compression ratio | 8.4:1 |
| Horsepower (SAE) | 280 bhp @ 4400 rpm |
| Torque | 360 lb-ft @ 3600 rpm |
| Fuel injection | electronic port |
| Transmission | 4-speed automatic |

CHASSIS & BODY

| | |
|--|--|
| Layout | front engine/all-wheel drive |
| Brake system, f/r | 10.5-in. vented discs/ 9.5-in. drums; vacuum assist, ABS |
| Wheels | cast alloy, 16 x 8 |
| Tires | Firestone, 250/50VR-16 |
| Steering type | recirc ball, power assist |
| Suspension, f/r: upper and lower A-arms, tor- sion bars, tube shocks, anti-roll bar/ live axle, semielliptic leaf springs, tube shocks, anti-roll bar | |