

# DE OF E VALKYRIES

SWEDEN NATIVE ROBERT "MR. SYCLONE" POTHORCKI  
RUNS 8s & TAKES TITLE OF WORLD'S FASTEST AWD SY



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gas to get his truck from Florida to  
his home in Gothenburg, Sweden. Since this  
town is better known for producing Saabs  
and Volvos rather than American-made turbo  
trucks, he had the element of surprise every  
well as several other manufacturers, to  
get the combination dialed in. But for the  
most part, Robert was on his own in tuning  
the FAST computer and putting together  
this record breaking truck. Through some  
research he discovered that a custom  
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# E OF THE VALKYRIES



ey Thompson 26x10.5 slicks and drag wheels the Swedish Sy is pure street. A fiberglass cowl hood is one of the only other cues that the truck has—but stock—making it fun to surprise a few motorcycles and exotics.



Edelbrock carb-style single plane intake was ported to match the heads, and paired with a custom fabricated doghouse from Precision Turbo & Engine and an Accufab 75mm throttle body. Robert plumbed the intake to fit a set of PTE 96 lb/hr injectors, which are fed by a Weldon Racing 2025 fuel pump.

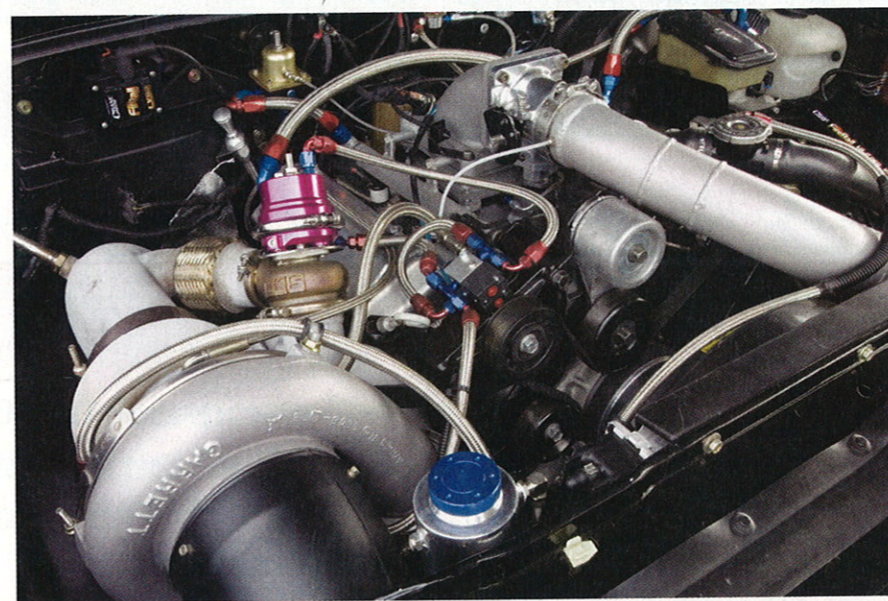
The airy side of the mixture is provided by a specially designed PTE GT45 ball bearing turbo (spooling around 28 psi), cooled by a custom PTE air-to-air intercooler. When Robert gets a chance to retune the FAST computer, he will also be running a 70 horsepower shot of nitrous (from an NOS kit) to further aid cooling. A Crane HI-6 Digital Ignition box, high output coil, and MSD billet distributor do the igniting. Unneeded air and exhaust is routed through an HKS GTI 60mm wastegate, custom stainless steel turbo

headers, and a full 4-inch stainless exhaust. Believe it or not, this truck is street driven and meets Sweden's strict emissions laws (provided that Robert has the cat on during testing), so there are no dumps—a Borla muffler resides aft of the 4-inch downpipe and mid-pipe.

A heavy-duty 4L80E electronic overdrive tranny maintains total streetability with nearly limitless potential for torque. Robert built the tranny himself as well as fabricating all of the necessary adaptation—he was one of the first to transplant a 4L80E into a SyTy. A similar endeavor was undertaken with the rear end, as a Moser 12-bolt was retrofitted to the Sy's chassis packed with 35-spline axles, 3.42 gear and a posi. A Dynotech Engineering HD front prop shaft and custom carbon-fiber 3.5-inch rear driveshaft should be capable of containing over 1,000 horsepower and high rpm blasts down the 1320. The suspension setup is a bit non-conventional by 'SyTy standards in using AFCO double adjustable

coilovers front and rear. The coilover suspension in the rear negates the factory leaf spring setup and uses ladder bars to compensate. In combination with the English-made 16-inch Team Dynamics Pro Race and 15-inch Mickey Thompson lightweight racing wheels, as well as the Wilwood brakes and Momo racing seat, there should be significant weight reduction despite a Swedish-spec chrome-moly roll cage. Unfortunately, Robert has not been able to weigh the truck to confirm this. But one thing is for sure: this setup definitely hooks. With Mickey Thompson 26x10.5 ET Drag slicks at all four corners, the Swedish Sy cuts a 1.38 sixty foot.

Nitrous, good track prep, and favorable DA could all put a serious dent in short times as well as ET—something Robert hoped to achieve when visiting the States last year for the SyTy Nationals. It just wasn't in the cards, though, and a few tuning issues kept him from setting any new records. But this didn't take anything away from the enormous pride Robert takes in his truck, and in himself for building it. Who can blame him? ■



A 287-cube Bow Tie block with a forged bottom end, solid roller cam, Brodix ported aluminum heads, and a PTE GT45 ball bearing turbo help make this the fastest AWD Sycrone in the world. An Edelbrock single plane intake, a PTE upper intake plenum and an air-to-air intercooler also help this street driven truck run 8s on 100-octane unleaded.



# RIDE OF THE VALKYRIES



## DATA FILE 1991 GMC Syclone

OWNER:  
BLOCK:  
COMPRESSION RATIO:  
HEADS:  
CAM:  
PUSHRODS:  
ROCKER ARMS:  
PISTONS:  
RINGS:  
CRANKSHAFT:  
RODS:  
THROTTLE BODY:  
FUEL INJECTORS:  
FUEL PUMP:  
IGNITION:  
ENGINE MANAGEMENT:  
NITROUS:  
TURBO:  
BOOST:  
INTERCOOLER:  
WASTEGATE:  
EXHAUST SYSTEM:  
TRANSMISSION:  
TORQUE CONVERTER:  
DRIVESHAFT:  
FRONT SUSPENSION:

**Robert Pothorcki**  
**Bow Tie V6, 287 ci**  
**8.5:1**  
**Brodix aluminum, ported and polished by the owner, 2.08 intake, 1.60 exhaust valves**  
**Comp Cams, solid roller, custom grind**  
**Comp Cams chrome-moly**  
**Comp Cams 1.6 ratio**  
**JE forged**  
**JE**  
**Scat forged**  
**Eagle forged**  
**Accufab 75mm**  
**PTE 96 lb/hr**  
**Weldon 2025**  
**Crane HI-6 box and coil, MSD billet distributor**  
**FAST tuned by the owner**  
**NOS 70 hp**  
**PTE GT45**  
**28 psi**  
**PTE air-to-air**  
**HKS GTI 60 mm**  
**Custom turbo headers, 4-inch downpipe and exhaust, Borla muffler**  
**4L80E built by owner**  
**Precision Industries 4000-stall, multi-disc lockup**  
**Dynotech HD front, custom 3.5-inch carbon fiber**  
**AFCO coilovers, stock control arms and swaybar**