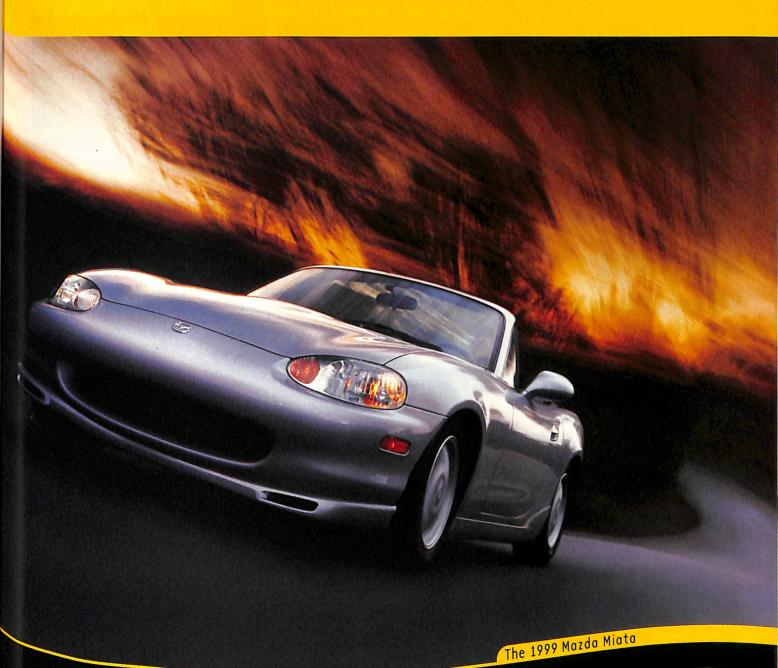
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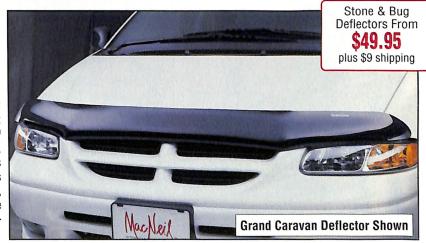
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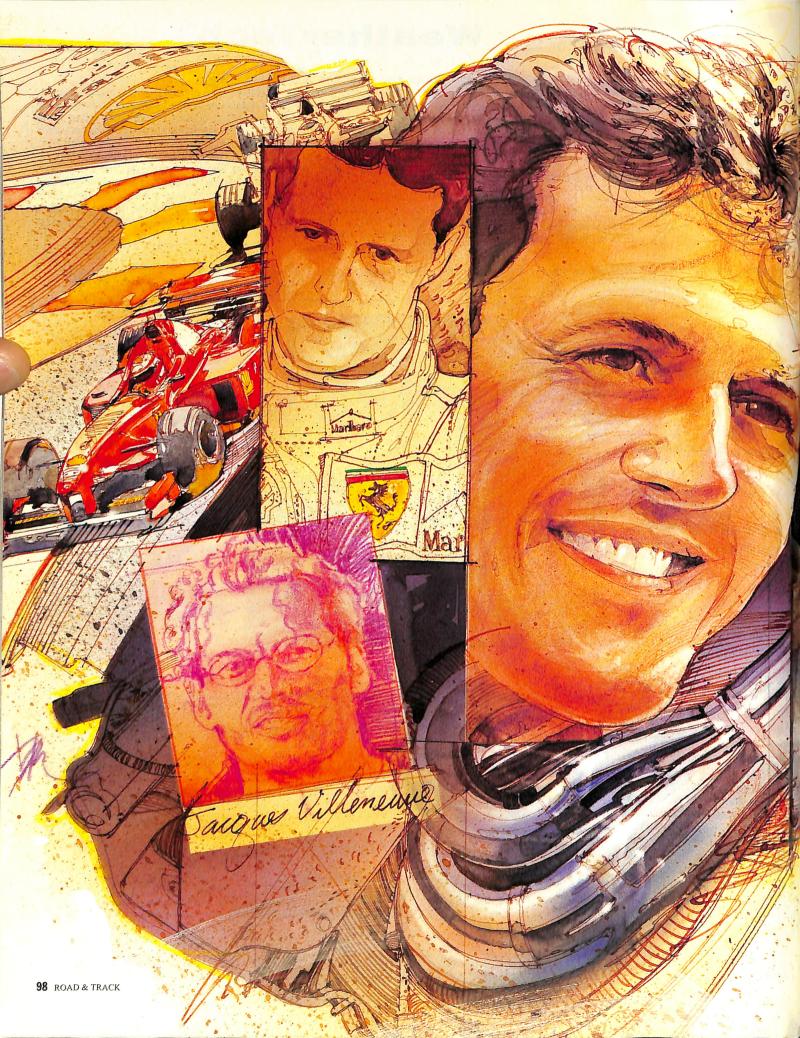








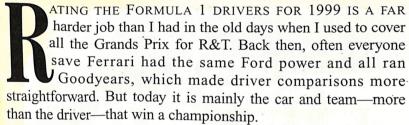




WHO'SFINE IN'99?

Rating the drivers on the front of this year's Formula 1 grid

BY ROB WALKER
ILLUSTRATIONS BY DENNIS BROWN



Two examples of this: Jacques Villeneuve was 1997 World Champion, but only fourth in 1998 as Williams had a poorish car. Damon Hill was 1996 World Champion, yet only sixth in 1998 when Jordan was dreadful at the start of the season.

Most people will hardly be surprised to see that at the top of my list I place Michael Schumacher. However, what may be a surprise is the narrow margin by which he got there. In fact, I am still struggling with myself as to whether I've made the right choice.

Over the last several years, Stirling Moss has said to me, "Can you ever remember a time in F1 when the best driver was

so far ahead of the others?" I must say, except for when Stirling himself was in F1, I couldn't. Yet, comments from other drivers must also be considered.

Martin Brundle was Michael's teammate in the 1992 Benetton team and Mika Hakkinen's at McLaren in 1994. Martin said recently that he thought Hakkinen was the quicker of the two.

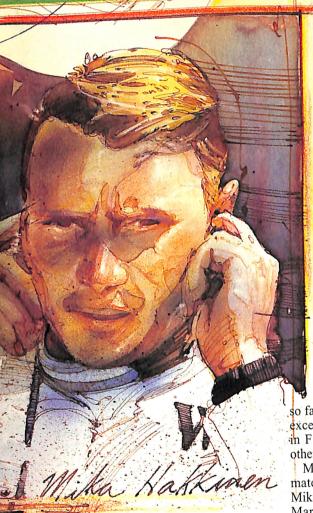
Alain Prost was asked who was better, Schumacher or Ayrton Senna. Though his reply was indirect, he mentioned how many times Schumacher went off the road. Some of Michael's accidents have been horrific, but in an

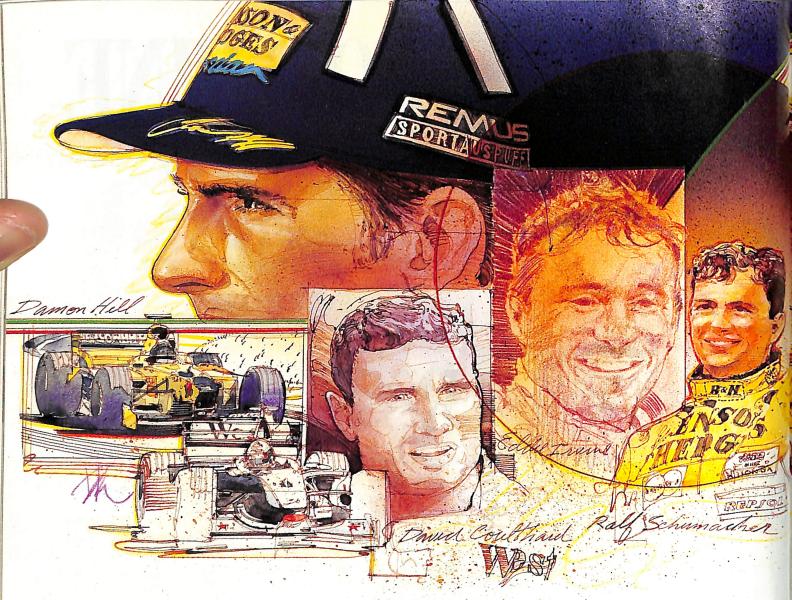
uncanny way he seems to get out of them unscathed. I sometimes wonder if he had had an accident as serious as Hakkinen's in 1995, whether Michael would be as quick as he is.

Michael has done a fantastic job for Ferrari. He has won 14 races over the past three years, the last two of which had the championship itself decided in the last race. He has a superb affinity with Ross Brawn, Ferrari technical director. And he has openly said he earns £78 million (something over \$125 million) a year.

On the other hand, I suppose one could say that in the past two years Michael also *lost* championships for Ferrari: In 1997, FIA erased his points after his Jerez accident. In 1998, he made an arrogant mistake at Spa when, well in the lead under appalling conditions, he insisted on a foolhardy pass and ran into David Coulthard's McLaren. Later, at Suzuka, he failed to nurture his car in the restart. Indeed, for a driver of his class, Michael is a very poor starter.

Why have I put Schumacher at the





top when I criticize him so sharply? He has superb car control, especially in the wet. He is absolutely fearless. His progress through traffic is second to none. He has that wonderful gift of being able to extract something extra to get a last-minute pole. He has a sixth sense about the race and, if the weather is dodgy, he invariably chooses the right settings and tires. And he always tries his hardest.

In any given car, whatever it is, Michael is probably faster than anyone else. Out of my maximum of 20 points, I place him first, with 18.

Obviously, if Michael is first, then Mika Hakkinen must be second. I have always had a high regard for Mika. In fact, you may recall (see March 1999) that I backed him 6-1 before last season even started. After Australia, the best one could get was even money.

Mika has always been very fast, but it wasn't until his seventh year in F1 and his 96th race that he won his first Grand Prix. And even then it was almost given to him when Villeneuve moved over at the last bend at Jerez.

Mika drove his first two years with Lotus, then joined McLaren with whom he has stayed ever since. Until the last two, when the Mercedes engine arrived, the team was going through a bad period. But Hakkinen was always loyal; team director Ron Dennis, equally loyal to him.

Keke Rosberg, 1982 World Champion, has worked with Mika since he was 18 years old. Keke now says, "He is more successful and experienced than I ever was. And he is such a really good human being that he truly deserved to be crowned champion."

I think that Hakkinen's greatest race in 1998 was at Nürburgring. He managed to get past Eddie Irvine's Ferrari and then went after Schumacher. With Michael's Ferrari refueling in the pits, Mika put in such fast laps that he remained in the lead after his own pitstop.

He continued to gain and easily won.

Prior to the showdown at Suzuka, it was thought that the tremendous pressure would overcome Hakkinen. But, in fact, it was Iron Man Schumacher who was affected.

The only reason I have made Hakkinen second to Schumacher is this: Were the two to swap cars, I believe Schumacher would win. I rate Hakkinen second and give him 17½ points.

Third I put Jacques Villeneuve, whose career is as familiar to Americans as to the British. I knew racing great Gilles Villeneuve fairly well. However, Jacques prefers that one not bring up his father, because he does not want people to think that his success is owed to being his father's son. And, indeed, I believe this is a very credible outlook, as he is nothing like his father in either driving style or personal behavior. Myself, I think Jacques is a better driver than Gilles was, although I suppose the *tifosi* would con-

sider this a sacrilege.

In 1986, after the Grand Prix in Montreal I took a trip up to the St. Jovite circuit, about 60 miles north, where they used to hold the Canadian Grand Prix and where my driver

Jo Siffert once held the lap record. There was a Jim Russell Racing School there when I visited. They told me they had a most outstanding 15-year-old, better than anyone there before. His name, of course, was Jacques Villeneuve.

I heard little of Jacques until he began racing in the CART series in 1994. When he won the championship, I took quite a lot of interest. It was apparent how well he could withstand pressure despite his comparative newness to the big time.

Frank Williams immediately signed him to team with Damon Hill. This was quite a gamble, though it was soon apparent that Frank had made no mistake. In 1996, Jacques's first in F1, he won four Grands Prix and finished the season second only to his teammate Hill. In 1997, he made no mistake about winning the championship in spite of Schumacher's effort to knock him off

the road in the final race.

In 1998, the Williams team had its troubles. Jacques, however, always drove his hardest and, by season's end, he was reaching the podium in what even Williams technical director Patrick Head admitted was a fairly uncompetitive car.

It is for this reason I place Jacques third and award him 16 points.

I have chosen Damon Hill to be fourth in my list. This may be a surprise to many, but I feel he is a very underrated driver.

Graham Hill, Damon's father, was not only a great friend, but also drove for me in the 1970 World Championship. Graham was, of course, one of the most famous drivers in the world with his triple crown—Indianapolis, Le Mans and the F1 championship, this last, twice. Indeed, he and Damon are the only father/son combination to win F1 championships.

As Graham died when Damon was only 15, the son received very little help from his father other than his great name. Damon started racing motorcycles and worked his way up. This used to be a good steppingstone for drivers; witness Tazio Nuvolari, Bernd Rosemeyer, John Surtees, Mike Hail-

wood-even Enzo Ferrari.

Damon gained early experience as a Williams test driver, and then had perfect partners from whom to learn, Alain Prost, Nigel Mansell and Ayrton Senna. In 1995, Hill would have won the championship, had Schumacher not pushed him off in the last race. He came back and took the title in 1996.

His greatest asset is in testing and setting up a car. In this, I reckon that he is the best in F1 and an incredible advantage to any team. Damon did wonders for Jordan in 1998 and helped transform what was a dog of a car into a winner. On the other hand, he is apt to get disheartened if not pushed.

Damon's other strong talent is driving in the wet. Although Schumacher is said to be the greatest at this, consider what happened at Suzuka in 1996: In terrible conditions Damon soundly beat Michael and, by doing so, earned the championship. His win in the wet at last year's Spa was also telling; at one point, he was leading the field by half a minute.

Damon has competed in 99 Grands Prix, 22 of which he has won. I think he is still capable of winning another championship; I place him fourth and

give him 15 points.

I make Eddie Irvine fifth best, and think he is one of the few real characters left in F1. Eddie says exactly what he thinks without fear or favor, although riding shotgun to Schumacher and backing him up on all possible occasions has had its difficult moments. One great exception, for which I give Irvine the highest credit, concerns last year's Spa when Schumacher claimed Coulthard tried to kill him. Eddie told his teammate that this was something Coulthard would never dream of doing, and that Schumacher should apologize to him. Needless to say, Michael did nothing of the sort.

The other element I admire about Eddie is his strong sense of family. His sister is his manager and his father, whom I knew as far back as Watkins Glen in 1960, also helps his career. Eddie is a likable and modest person.

Eddie's driving has been quite exceptional, not only reliable, but very fast as well. He finished in the points in 11 races and made podium in eight of them. I wish he was able to have a drive without being restricted by Schumacher, and I rate him fifth with 14 points.

I put David Coulthard tied fifth with Eddie Irvine, though not because they are similar drivers or had a similar season. In fact, they are almost opposites but for sharing traits of gentlemen, sporting drivers and popularity among their peers and fans.

For instance, I don't believe David is very good at setting up a car, because on some circuits he never seems to get his act together. But when his car is right, and it is a circuit he likes, David can be the quickest driver in F1.

Coulthard had some bad fortune during the 1998 season. First, team agreements—and his commendable sportsmanship—lost him the win to Hakkinen at Australia. At Monaco his car's engine let go after 17 laps. In Canada he had throttle trouble after 18 laps. In Britain, he spun in terrible weather. And in Italy, where he had the race in his pocket, the engine broke. His greatest race was at Imola where he had pole and won. David finished third in the championship.

With more reliable machinery, I believe Coulthard could do better, and I give him 14 points, the same as Irvine.

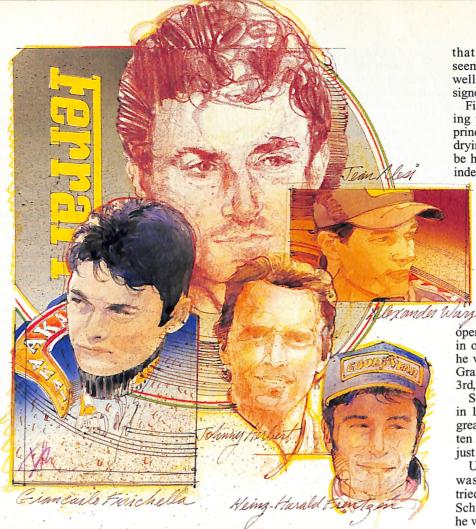
I place Ralf Schumacher seventh. Michael's younger brother, Ralf started his career as a real tearaway, a menace to everyone. His most eventful performance in this period was at the first corner of Nürburgring 1997, when he pushed his own brother off!

There are those who take chances when they start F1. For instance, when John Surtees came from motorcycles, he was very fast, but Stirling Moss said John would go for gaps that Stirling himself found unacceptably small. Yet John succeeded in becoming World Champion. On the other hand, others don't make it. Gary Hocking (who drove for me) and Chris Bristow were extremely fast from the beginning. But both died in racing accidents.

To my mind, Ralf Schumacher was one of this class. But in the middle of last season, he made the transition and became an excellent driver. One day, he may well be world champion.

Ralf is leaving Jordan for Williams in 1999, with Heinz-Harald Frentzen doing the opposite. However, the fact that Frank Williams had to pay Eddie Jordan money in this exchange only proves that Ralf is considered the better driver.

Ralf's teammate at Williams is Alex Zanardi, two-time CART champion returning to Formula 1 (in the early Nineties he drove for Jordan, Minardi and Lotus, none terribly competitive at the time). I'm leaving him unrated, as it's last year's Grand Prix form that's paramount in my rating system. Having said this, I can't help feeling that Zanardi may have a difficult time of it; in fact, it may be that Ralf is ultimately quicker.



I consider Ralf the most improved driver in 1998, one with the greatest star potential for the future. I award him 13 points, seventh in my ranking.

I make Jean Alesi eighth. He is a natural driver and born to be with Ferrari. When this ended and Benetton took him on, Jean was obviously unhappy. The car never suited him and the team did little to help. When Alesi went to Sauber last season, it was expected that Johnny Herbert would outshine him and it looked like the end of the road. However, after three races it appeared the other way around.

Jean has always been a superb driver in the wet. Last year's Spa suited him very well and he finished an excellent 3rd, just behind the Jordans.

Although Alesi joined Ferrari in 1991 and has always been a potential winner, victory eluded him until Canada 1995. But he has come 2nd fully 16 times. Jean is 34 years old, but I think he has several more good years of racing, and I give him 12 points, eighth in my ratings.

I set another tie here, Heinz-Harald Frentzen also eighth. When partnered with Michael Schumacher in a Mercedes-Benz in saloon-car racing, some

said Frentzen was quicker. However. he has been something of a disappointment to Williams in F1. The team thought he would rival Michael for a purely personal reason: Michael had married his ex-girlfriend. But Williams wanted the car set up in a way that did not suit Frentzen, and he won only a single Grand Prix, Imola 1997.

In 1998, the Williams was not a good car and Heinz-Harald's performance was very erratic. Mid-season, he had a string of five races in which he failed to finish.

However, there is no doubt that at times he can be very fast, and it will be interesting to see how he does at Jordan with Damon Hill (whom he replaced at Williams). I give him 12 points, tied with Alesi for eighth in the ranking.

I rate the Benetton drivers, Giancarlo Fisichella and Alexander Wurz, as 10th and 11th, respectively. And in doing so in this order, I acknowledge that Wurz finished 1 point ahead of Fisichella in the championship.

I believe that Fisichella is one of the best up-and-coming drivers. Had Benetton had a better year, he surely would have placed better. The problem was that their Bridgestone tires never seemed to suit the Benettons (as it is well known that these tires were designed with McLaren in mind).

Fisichella's finest hour came in gaining pole at the Austrian Grand Prix, principally through going out last on a drying circuit. His main fault seems to be having accidents, and he was lucky indeed to get away with it when his car

split lengthwise at Spa.

Giancarlo is perfectly capable of holding his own with the big boys. Although he has yet to win a Grand Prix, I think he is capable of doing so and I give him 11 points, 10th in my ratings.

Alex Wurz started his F1 career halfway through the 1997 season when he substituted for Gerhard

Berger. Berger recovered from an operation in record time, and Wurz got in only three races. But during these, he was very impressive: In the British Grand Prix, he made the podium with a 3rd, not bad for a substitute.

So great things were expected of him in 1998, but Benetton failed to be the greatest. What's more, Wurz was too often seen spinning or in the gravel. He iust isn't as fluent a driver as Fisichella.

Undoubtedly his best performance was at Monaco, when Schumacher tried to overtake him and Wurz showed Schumacher—and the rest of us—that he was no pushover.

Alex finished the season badly, scoring not a single point in seven races. He was seventh in the championship; I give him 10 points and place him 11th in my ratings.

I make Johnny Herbert 12th and last on my list, but I am not quite sure how he will perform. Early on, in 1988. Johnny had a terrible accident in a Formula 3000 race at Brands Hatch, in England. He broke both legs and it was thought he would never race again. He did, however, returning in 1989 to drive for Benetton. Unfortunately, he came back too soon. Although he finished 4th in his first race, his injured legs weren't up to the force of F1 brakes, and the team dropped him. Since then, he has driven for Lotus, then Benetton again and most recently Sauber. Last season he earned a single point, in Australia.

Johnny is 34 and still very talented. For 1999, Jackie Stewart has chosen him for the team, and Jackie has a pretty good idea of who is a good driver.

On the basis of his bad year in 1998, I am giving Johnny only eight points. But we shall see.

In fact, of course, in time we shall see how all of my predictions run.



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Size: 15, 16'
Fits: Honda Passport, Isuzu Amigo, Isuzu Rodeo, Mitsubishi Montero, Nissan Pathfinder, Land Rover, Toyota 4Runner, Tacoma Finish: Silver with clearcoat. (4) 15x8 wheels with (4) 30x9.5QR-15 BF Goodrich Radial All-Terrain T/A.....

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Size: 18"
Fits: Honda Passport, Isuzu Amigo, Pickup & Rodeo, Lexus LX450, Mazda Pickup, Mitsubishi Montero & Pickup, Nissan Pathlinder & Pickup, Toyota Landcruiser, 4Runner, Size: 15, 16*
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Mille Miglia Cup 1

Size: 17"
Fits: Audi, BMW, Chrysler,
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Mille Miglia Cup 2

Finish: Silver with clearcoat. Package Example: (2)18x8.5 and











ZAGATO RZ 12

ZAGATO GTZ 9/9

ZAGATO SZ 5/5

KOSEL Racing Seneka

MILLE MIGLIA

Mille Miglia



MILLE MIGLIA

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moda M1

moda Sport

moda F02

moda F03

moda F04

moda F05

moda F09



FiTTIPALDI















MSW Superturismo

Superfurismo
Staz: 15, 16, 177
Fliss Acura, Audi, BMW, Chrysler,
Dogol, Eagle, Ford, Honda,
Infinil, Isruz, Levus, Mazde,
Mercedes-Benz, Mitsubishi,
Plymouth, Toyda, WW
Finish: Silver with clearcoat.
Package Examplie: (4)17x8 wheels
with (4) 205/40ZR-17 Dunlop SP
Sport 8000 \$1,256

MSW Montana

Size: 16, 17*
Fits: Honda Passport, Isuzu Amigo, Pickup & Rodeo, Mazda Pickup (6 kug), Missubishi Montero & Pickup, Missan Pathinder, Toyota 4Runner & 4wd Pickup Finish: Silver with clearcoal.
Package Example: (4)17x8 wheels with (4) P255/55HR-17 Michelin Pilot LTX.
\$1,484

MSW Sport

Size: 18' Fits: '79-'93 Ford Mustang, '80-'88 Thunderbird & Mercury Cougar. Finish: Silver with clearcoat.
Package Example: (4)17x8.5
wheels with (4) 235/45ZR-17
Sumitomo HTRZ2

MSW Type 45

Size: 15, 16, 17
Fits: Acura, Audi, BMW, Camaro, Chryslerf Dodge, Eagle, Ford, Honda, Infinit, Jeep, Lexus, Mazzie, Missioishi, Mustang, Nasan, Pontiac, Toyld, Volkswagen, Volvo Finish: Silver with clearcoat, Package Exemple; (4)16x7-5 wheels with (4) 22550VR-16 Pzelli P7000 SuperSport \$1,020

MSW Type 55C

FITTIPALDI AV3

FITTIPALDI Polaris

AV3
Size: 17"
Fits: Acura, Audi, BMW, Chrysler,
Dodga, Eagle, Honda, Infindi, Lexus,
Mercodes-Benz, Missubshi, Mazda,
Nissan, Toyota, UW, Voho
Finish: Siver with clearcoat.
Package Example: (4) 17X7, 5 wheels
with (4) 21545274-17 Bridgestone,
Potenza RE71
S1,548
Pollaris
Size: 15, 16, 17*
Size: 15, Size: 15, 16, 17' Fits: Acura, Audi, BMW, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Mercury, Mitsubishi, Nissan, Satum, Toyota, W. Volvo Finish: Silver with clearcoat

in ir Alpi





ATP

ATP

Size: 15. 16. 17 Fits: Acura, Audi, BMW, Ford, GM, Honda, Infinit, Lexus, Maztia, Mercedes-Benz, Mitsubishi, Oldsmobile, Pontiac, Saturn, Toyota,

ATP Spa 2-Piece

ATP 7190

BMW, Chrysler, Dodge, Ford, us, Lincoln, Mazda, Mercury, libishi, Porsche, Toyota, Volvo lah, Sp. Christian

ATP 7200

Size: 17
Size: 16, 16
Fits: Audi, BMW, Cadillac Catera.
Chrysler: Dodge: Eagle: Ford, Infinit,
Loxus, Mazde, Mercedes-Berz,
Mitsubshi, Nissan, Saab, Toyola, VW,
Package Example:
Mitsubshi, Nissan, Saab, Mitsubshi, Nissan, Mitsubshi, Nissa h. Silver center with stanless in and clearce (4) 178.5 Finish: Silver center with machined from the silver center with the silv

Replica II

Spa

Size: 17*
Fits: BMW, Chrysler, Dodge, Ford, Lexus, Lincoln, Mazda, Mercury, Misubishi, Porsche, Toyota, Volvo,

ATP **Twist**

FITTIPALDI Tubolare

Size: 17, 18*

Tits: Audi, BMW, Chrysler, Dodge, Fagle, Ford, Honda, Infinit, Lexue, Mazda, Mercedes-Benz, Mitsubishi, Nissan, Toyota, VW, Volvo



Horsepower for the turns...

...experience the Passion of Driving.







GARA Series 56

GARA Series 805



GARA Series 122



Take-Off

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BBS RSII

BBS RX

BBS RZII















OZ Altair Plus

Size: 15° Fits: BMW E36 3 Series, Ford Taurus, Ford Windstar, Mercury Sable, Volvo 850 '94-97, 960 '95-97, 870, S90, V70, V90 Finish: Silver with clearcoat Special Price:\$79 ea.

OZ Competition

OZ F1 Plus

OZ Monte Carlo

OZ Monte Carlo
Sizes: 15, 16, 17, 18'
Fits: Acura, Audi, BMW, Camaro
1934. Chrysler, Dodge, Eagle, Ford,
Hondia, Infinit, Lexus, Mazda,
Mercedes-Berz, Missubish, Nissan,
Porsche, Saah, Toyota, WV, Voho
Finish: Silver with clearoat.
Package Example: (4)17X9 wheels
with (4) 23540ZR-17 Yokohama AVS
Intermediate \$1,632

OZ Narvajo

Sizes: 17'
Fits: Dodge Bam 1500, Honda
Ptssport, Isuzu Rodeo, Ford Explorer,
Missibish Montero, Nissan
Parkinger, Missibish Missibish Montero, Nissan
Parkinger, Missibish Missan
Parkinger, Miss

OZ Navajo

OZ Opera

Size: 17, 18, 19'
Fits: BMW, Chrysler/Dodge, Infiniti,
Lexus, Mercodes-Benz, Nissan,
Toyota
Finish: Silver with clearcoat.
Package Example: (4) 17x.7.5
wheels with (4) 205/45/2R-17 Pirellii
PZero Asimmetrico....\$1,815

SLP

Firehawk

Size: 16* Fits: '93-'97 Camaro & Firebird Finish: Silver with clearcoat.

Package Example: (4)16x8 wheels with (4)245/50ZR-16 Goodyear Eagle F1 Steel \$1,272













BREYTON Competition

its: 17, 18"
its: BMW 3 series, M3 (E36), series, 7 series, 8 series, intsh; Silver with clearcoal.

BREYTON Inspiration

BREYTON Softline

Sizes 17.18' Sizes 17.18' Sizes 17.18' Sizes 17.18' Sizes 18.18' Sizes

AMG Aero 1-Piece

AMG Aero II Monoblock SL 2-piece

Sizes: 15, 17, 18, 19"
Fits: Mercedes-Berz
Finish: Silver center with machined ip and clearcoal. Chrome Available.
Package Example:
(4) 1979 Wheels with

AMG

Size: 18" Fits: Mercedes-Benz SL(129), S-Class(126)
Finish: Silver center with machined lip and clearcoat

AMG SLK 1-piece

Sizes: 17" Fits: Mercedes-Benz Finish: Silver with clearcoat Chrome available. Package Example: ip and clearcest. 4(1727 5 Silver wheels with Package Example: 4(1727 5 Silver wheels with 4(12245274.77 Pirell P7000 5) 23540274.18 and (2) 25545274. 5(19555274.18 0 unique 5P poor 9000 54772

Carlsson



CARLSSON Design 1/6

CARLSSON Design 1/6 Evo



CARLSSON Design 2/6



CARLSSON Design 3/6



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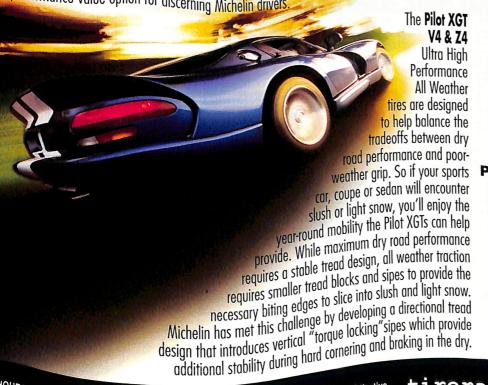
BY MICHELIN

ENGINEERED TO EXTREMES

The Pilot name was first used when Michelin introduced low-profile tires in 1937. Today the Pilot title is also used in Europe to honor drivers whose skills far exceed that of the norm... those who fly their cars on the road instead of merely driving them. And because Michelin tires are used on many of the world's fastest cars, it's appropriate they select the Pilot name to identify their low profile, high speed tire family.

The **Pilot SX MXX3** Max Performance tire can be described as a racing slick with grooves. Combining Michelin's most stable internal street tire structure and tread design help make the Pilot SX MXX3 one of The Tire Rack's most responsive tires. It combines all of the latest design features including Ultra-Reinforced sidewalls for quick steering response and cornering stability, and BAZ (Banded At Zero) nylon belt reinforcement over the steel belts for enhanced high speed and handling capability along with reduced weight and minimized vibration. And Michelin's Advanced Technology Tread Compounds include silica-based compounding to provide more grip in wet and dry road conditions.

The **Pilot SX GT** Ultra High Performance tires were designed in Plus One, Plus Two and Plus Three sizes to help sporty compact and mid size coupes and sedans reach their peak of street performance. They have a flat, wide tread to help provide powerful, progressive grip in the dry along with wide circumferential and angled shoulder grooves to help resist hydroplaning and increase traction in the wet. Internally, BAZ nylon belt reinforcement over the steel belts provides high speed capability and enhance handling while it reduces weight and minimizes vibration to provide a surprisingly civilized ride. The Pilot SX GT offers an outstanding ultra high performance value option for discerning Michelin drivers.





PILOT	S	XMXX	3
203/50ZK-15	\$1/9	265/40ZR-17	209
205/45ZR-16	194	275/40ZR-17	2/5
205/55ZR-16	194	285/40YR-17	262
205/55ZR-16N1/N2	187	315/35ZR-17	297
215/45ZR-16	100	335/35ZR-17	
225/507D 1/	100	225/40ZR-18	
225/50ZR-16	177		
225/5UZK-16"	199	235/35ZR-18	
225/50ZR-16 ^{N1} 225/50ZR-16 ^{N2}	196	235/40ZR-18	
225/55LK-16	199	235/45ZR-18	
245/457R-16	242	235/50ZR-18	237
245/45ZR-16 ^{N1}	219	245/40ZR-18	276
245/50ZR-16	220	255/45ZR-18	
255/50YR-16	220	265/35ZR-18	305
205/5018-10	239		
205/50ZR-17 ^{N1}	212	265/40ZR-18	294
215/45ZR-17	229	275/35ZR-18	309
213/5U/K-1/	209	275/40ZR-18	299
225/45/R-17 ND	234	285/30ZR-18	329
225/50ZR-17	220	285/35ZR-18	
235/40ZR-17	254	295/35ZR-18	
235/45ZR-17	245	273/3328-10	250
245/407017	245	325/30ZR-18	
245/40ZR-17	261	335/30ZR-18	364
245/45ZR-17	249	255/40ZR-19	336
200/4U/K-1/	260	245/40ZR-20	336
255/45YR-17	265	275/35ZR-20	356
		L, 5/ 03LK LO	



PILOT	SXGT
100/55VR-14 \$116	205/55VR-16153
103/3378-15 131	215/40VR-16161
1/3/43VK-15 100	225 /40VP.14 140
1/3/3UVK-15 130	225/40VR-16169
1/3/33VK-15 125	225/45VR-16178
203/30VK-15 197	225/50VR-16169
203/33VK-15 1A7	205/40VR-17154
205/60VR-15114	215/40VR-17167
215/45VR-15	215/45VR-17179
225/50VR-15156	225/45VR-17189
195/45VP-14	235/45VR-17 192
195/45VR-16118	245/35VR-17218
195/50VR-16132	245/40VR-17 201
205/45VR-16	255/40VR-17 202
703/304K-10 144	



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ILOT	XG	TV	4 &	Z 4
P205/50VR-15	\$124	P235/45ZF	R-17	179
P2U5/60VR-15	109	P245/45/1	R-1/	184
PZ15/60VR-15	113	P255/45/1	R-1/	196
PZ15/65VR-15	116	P275/40ZI	R-17	222
P225/60VR-15	114	P285/40ZI	R-17	222
PZ15/60VR-16	114	245/402	R-18	222
7225/50VR-16	149	255/40Z	R-18	229
7225/60VR-16	119	P255/45ZI	R-18	209
7245/50VR-16	159	2/5/352	K-18	249
PZ55/50VR-16	169	P285/35ZI	R-18	256
rzu5/55VR-16	154	245/357	R-19	258
7225/502R-16	159	255/352	R-19	275
rzz5/6UZK-16	126	255/40Z	R-19	289
FZ45/5UZK-16	169	275/307	R-19	313
rzoo/502R-16	179	285/307	R-19	333
TZZ5/5UZK-1/	161	245/407	R-20	289
P225/55ZR-17	161	275/357	R-20	304





205/60/W-15" 205/65/H-15" 205/65/H-15" 215/50/W-15 215/50/W-15 225/60/Z-15" 205/55/W-16" 205/55/W-16" 205/55/H-16" 205/55/H-16" 225/50/Z-16" 225/50/

D60A2 JLB

185/60HR- 14 195/60HR- 14 195/65HR- 14° 195/70HR- 14°

205/60HR-14" 185/65HR-15" 195/60HR-15" 195/65HR-15" 205/50HR-15" 205/50HR-15" 205/65HR-15" 215/60HR-15" 215/60HR-15" 215/60HR-15" 205/55HR-16" 215/60HR-16" 225/50HR-16" 225/50HR-16"





KRIDGESTONE



Potenza RE71
195/55VR-14 \$58
195/50ZR-15 61
195/50ZR-15 81
205/55ZR-15 83
205/50ZR-15 83
205/50ZR-15 83
205/50ZR-15 84
225/50ZR-15 89
205/55ZR-16* 95
225/50ZR-16* 101 Expedia S-01
205/55ZR-16 \$200
205/55ZR-16 211
225/50ZR-16 209
225/50ZR-16 209
225/50ZR-16 212
225/50ZR-17 236
205/50ZR-17 236
205/50ZR-17 245
225/45ZR-17 245
225/45ZR-17 245 227 236 236 245 242 257 275 266 299 286 302 331 324 329 225/50ZR-16N 225/55ZR-16 103 245/45ZR- 16[№] 108 245/50ZR-108 255/50ZR-16

285/40ZF



Potenza RE910
175/65TR-14* \$48
185/65TR-14* \$48
185/65TR-14* \$48
185/65TR-14* \$48
185/65TR-14* \$6
185/65TR-14* \$6
185/65TR-15* \$7
185/65TR-16* \$6
185/65TR-16* Eager 185/60HR-



Eagle GT II 175/70SR-13** 185/60TR-14* 195/60TR-14* 195/65TR-14*

195/70SR-14P 205/70SR-14PRML 215/70SR-14PRML

215/60TR-14POM

195/50TR-15°

195/60TR-15⁸

195/65TR-15°

195/65TR-15° 205/50TR-15° 205/55TR-15° 205/65TR-15° 205/65TR-15° 215/65TR-15° 225/60TR-15°

225/70SR-15^{PM} 235/60SR-15^{PM}

235/70SR-15PRML

255/60SR-15PRWL

255/70SR-15PRM

275/60SR-15PRW

83 81

98 84 90

Potenza RE940 215/65ZR-15° \$90 225/60ZR-15° 102 205/55ZR-16° 122 225/50ZR-16 133 58 62 78 81 79 81 88 205/55ZR- 16° 225/50ZR- 16° 225/55ZR- 16° 225/60ZR- 16° 245/50ZR- 16° 136 109 143 148 16° 16° 16° 225/50HR



Potenza RE92 165/65HR-13 \$4 175/70HR-13° 4

14 14^p 14^p 14^p

60

62 55

58

126 80 131

99 158

Potenza S-02

Potenza RES 165/65HR-13 175/70HR-13° 185/70HR-13° 175/60HR-14° 175/65HR-14 175/70HR-14°

185/60HR-185/65HR-

185/70HR-

195/60HR-

205/70HR-

185/65SR-15

195/65HR- 14° 195/70HR- 14°

185/65HR- 15

195/60HR- 15

195/60HH-15"
195/65HR-15
205/55VR-15
205/60VR-15
205/60HR-15"
205/65HR-15"
205/65HR-15"

205/60HR-205/65HR-205/65HR-215/60HR-215/60HR-225/60HR-

205/50VR-16

205/55VR-16 205/55VR-16 205/60HR-16° 215/55VR-16 215/60VR-16° 225/50VR-17°



225/55ZR- 16 245/45ZR- 16 205/50ZR- 17 215/40ZR- 17 215/40ZR- 17 225/35ZR- 17 225/45ZR- 17 235/40ZR- 17 235/45ZR- 17 220 183 209 190 187 198 239 220 245 238 255 257 Potenza RE930 185/60HR: 14" \$49 185/60HR: 14" \$49 185/60HR: 14" 52 195/665HR: 14" 53 195/70HR: 14" 49 185/655HR: 15" 51 195/60HR: 15" 53 205/60HR: 15" 57 205/65HR: 15" 57 215/60HR: 15" 57 215/60HR: 15" 58 225/60HR: 16" 77 245/407R-245/40ZR- 17 245/45ZR- 17 255/40ZR- 17 255/45ZR- 17 265/40ZR- 17 275/40ZR- 17 225/35ZR- 18 235/40ZR- 18 245/40ZR- 18 255/35ZR- 18 255/45ZR- 18 275/35ZR- 18



MRIDGESTONE ORIGINAL EQUIPMENT

Potenza RE010 P185/70SR- 14 P205/65SR- 15 P195/50VR- 15\$149 195/55VR- 15 178 2195/55VR-15 178 \$402 155 SR- 13 165 SR- 13 175/70 SR- 13 185/70 SR- 13 185/70 SR- 14 185/70 SR- 14 195/70 SR- 14 195/70 SR- 14 205/75 R- 14 205/75 R- 14 205/75 R- 14 205/50 ZR- 15 159 225/50 VR- 15 180 225/50 VR- 15 180 215/45 ZR- 16 192 225/50 ZR- 16 203 245/40 ZR- 17 223 165/655R-185/70SR-195/70SR-195/75 R-205/70 R-P205/75 R-215/75 R-

Potenza RE020 235/45 ZR- 17\$240 255/40 ZR- 17 265 Potenza RE030 235/45 ZR- 17\$241

194 182

Potenza RE85 P175/65HR- 14 \$89 S408 Potenza RE87 195/60HR- 14 \$89 Potenza RE88 P195/60HR-14 \$91 P195/75 P195/75 205/75 P195/75 205/60HR-15⁹⁰⁴ **79** P205/65VR-15 **70**

SP40 A/S Potenza RE93 225/50VR-16 \$199 Expedia S-07 225/50ZR-16 \$209 Turanza Call for sizes/price 185/65SR-14 \$61 S324

S325 P185/60HR-14 \$86 S390 185/70SR-14 \$55 S401V P165/70 R- 12 \$47 S405 235/75SR-15

165/65SR-13 \$39 P185/65SR-14 76 P205/70SR-15^{om.}80 205/70 R-15 70 SP Sport D40M2 205/50ZR-15 \$88 225/55ZR-16 109 235/45ZR-17 140 255/40ZR-17 122 S409 2185/70SR- 14 \$58

DUNLOP:

181 206 179

205/55ZR-15° 215/50ZR-15 225/50ZR-15 195/50ZR-16 205/45ZR-16° 205/55ZR-16°



SP Sport W-10 195/55VR- 15° \$67 195/55VR- 15° 205/55VR- 15° 76 69 205/55VR- 15° 195/50VR- 16° 205/45VR- 16° 205/55VR- 16° 205/55VR- 16° 205/55VR- 16° 205/55VR- 16° 205/40ZR- 17 215/40ZR- 17 215/40ZR- 17 215/40ZR- 17 225/40ZR- 17 225/40ZR- 18° 235/40ZR- 18

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125 285/40ZR-17° 315/35ZR-17° 335/35ZR-17°

285/35ZR- 18 285/40ZR- 18° 245/35ZR- 19

D65 Touring Elite
185/70TR-14* \$46
205/70TR-14* 51
215/70TR-14* 50
205/70TR-15* 50
215/70TR-15* 55
225/70TR-15* 65
255/70TR-15* 69 \$46 51 50 50 56 55 D8050

225/50VR-16 \$166 D8050 HO 245/40 ZR- 17 217 GT Qualifier T 175/50TR- 13°
205/60TR- 13°
205/60TR- 13°
205/60TR- 13°
185/60TR- 14°
195/60TR- 14°
195/70TR- 14°
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205/70TR- 14°
215/70TR- 14°
225/60TR- 14°
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225/70TR- 15°
225/50TR- 15°

SP Sport D31J P215/65HR-15 \$71

SP Sport 8080E 225/45ZR- 17 \$242 245/40ZR- 17 255 205/50VR-15 225/50ZR-16 225/55ZR-16 225/55ZR-16 235/60ZR-16 235/50ZR-18 255/45ZR-18 D60A2 175/65HR-14 \$45

SP Sport 8000E 205/55WR- 16 \$118

SP Sport 2000E 205/55VR. 16 5154 225/50VR. 16 164 125/60ZR. 16 20 7 225/55ZR. 17 25 235/45ZR. 17 23 4 255/40ZR. 17 23 \$154 160 205 252 230 220 SP Sport D80 V4

77 235/452M. 17 84 255/40ZR- 17

GOODFYEAR

205/65VR-15 205/65

205/701R-15 215/50HR-15 215/60HR-15° 215/60VR-15^{LEX} 215/70HR-15 225/70SR-15°** 225/70TR-150°** 235/65SR-15°**

215/60SR-16PB

215/60TR-16

235/60SR-16°

Invicta GS 185/70TR-13° 175/65SR-14°

91



205/55ZR-15 \$147 205/55ZR-16 155 225/50ZR-16 170 225/55ZR-16 245/457R-16 192 179 184 198 199 245/507R-16 232 285/40ZR-17

Eagle F1 GS 129

Eagle F1 GS EMT 245/45YR-17° **\$281** 275/40YR-18° **344**

Winafoot HP 85/70SR-13PRWL\$44 5/70SR-14

205/60SR-15P85

295/50SR-15PRM 205/55TR-16° 215/60TR-16° 225/50TR-16° 225/60TR-16° 47 47 49 51 53 55 55 50 51 235/55TR-16° 245/50TR-16° 275/60TR-Regatta 35/60SR-14FFW



235/70SR-15° 215/55HR-16 215/65SR-16 63 65 68 59



Eagle GS-C 255/45ZR- 17° 275/40ZR- 17° 285/40ZR- 17° 315/35ZP- 17°

Eagle GS-N 165

Eagle VR/ZR (Gatorback) 225/60VR- 15° 225/50VR- 16° Eagle #1 Champiocath Gold Edition 245/60SR- 14" \$74 235/60SR- 15" 75 235/70SR- 15" 78 255/70SR- 15" 78 255/70SR- 15" 75 \$74 75 75 78 75 85



185/65TR-14° \$63 215/60HR-15° 205/55VR-16PBBV 120 225/55HR-16° 225/55HR-16° 225/60HR-16° 245/50ZR-16° 151 215/50VR-17° 255/55HR-17°

Aquatred II Aquatred II 175/70SR- 13 185/70SR- 13 185/70SR- 14 195/70SR- 14 205/70SR- 14 205/70SR- 15 205/70SR- 15 215/70SR- 15 215/70SR- 15



Eagle Aquatred \$75 79 77 84 95/60HR- 14° 95/60HR- 15° 205/55HR-16° 107



Eagle HP 185/60HR-14" \$60 195/60HR-14" 63 185/60HR-14* 195/65HR-14* 195/65HR-14* 205/60HR-14* 215/60HR-14* 63 66 65 72 62 185/65HR-15 195/60HR-66 68 72 73 74 74 88 85 109 195/65HR-15 195/65HH-15° 205/65HR-15° 205/65HR-15° 215/60HR-15° 225/60HR-16° 225/60HR-16° 245/50HR-16°

Eagle HP Ultra 205/45HR-16 \$125 205/50HR-16 117 205/40HR-17 136 235/40HR-17



Eagle GT+4

185/60HR-15
195/70UR-15
205/55VR-15°
205/60TR-15° \$78 84 97 205/60TR-15^{50M} 85 215/65 R-15^{50M} 85 215/65UR-15 70 215/70HR-15 90 225/70HR-15 92 235/70VR-15 98 215/60HR-16° 89 215/60ZR-16° 96 **102**

225/55VH- 16 225/60TR- 16 235/70HR- 16 255/50VR- 16 Invicta GA



Integrity 175/65SR-14° 185/65SR-14° 195/70SR-14° 225/70SR-16° 235/60SR-16° 195/50ZR- 15 205/50ZR- 15 205/55ZR- 15 225/50ZR- 15 225/60ZR- 15 245/50ZR- 15 205/55ZR- 16 245/50ZH-15 205/55ZR-16 225/50ZR-16 225/55ZR-16 245/45ZR-16 Conquest 195/70SR-14° 205/75SR-14° 205/65SR-15° 045/50ZR-16 245/50ZH- 16 255/50ZR- 16 205/50ZR- 17 215/45ZR- 17 225/45ZR- 17 235/45ZR- 17 215/70SR-15° 225/60SR-16° 225/60SR-16° 81 74

Conquest GA 175/70TR-14° \$ 205/70TR-15° \$50 62



235/40ZR- 16 245/40ZR- 18 265/35ZR- 18 295/35ZR- 18 295/45ZR- 18° 235/30ZR- 18° 255/40ZR- 19 V700 Victoracer 205/60VR-13 185/60VR-14 195/60VR-14 \$95 45/40ZR- 20 95 95 105 110 275/35ZR- 20 005/557R-14 205/55ZR-14 205/50ZR-15 225/50ZR-15 225/50ZR-16 245/45ZR-16 Euro Radial T/A 265/50HR-15 265/45ZR-16 225/45ZR-17

45/45ZR-17

255/40ZR-17 275/40ZR-17

315/35ZR-17

TOYO

Comp T/A ZR4 205/55ZR- 16 \$112 225/50ZR- 16 116 25/55ZR-16 125 124 25/60ZR- 16 245/45ZR- 16 245/50ZR-16

55/50ZR- 17

Radial T/A
Radial T/A
Radial T/A
175/70SR- 13****
195/60SR- 13****
1205/60SR- 13****
13****
15/50SR- 13****
13****
15/50SR- 13***
15/50SR- 14***
195/70SR- 14***
195/70SR- 14***
1205/70SR- 14***
14***
15/50SR- 14***
14*** Comp T/A ZR SSS Touring T/A 225/45ZR-17" \$174 \$SP4 .TR4 255/45ZR-17" 187 175/70\$SR-13" 285/40ZR-17" 194 185/70\$SR-14" 185/70\$R-14" 185/70\$R-14" 185/70\$R-14" 215/50SR-13^{Pl Flat.}
185/70SR-14^{Pl Flat.}
195/60SR-14^{Pl Flat.}
205/70SR-14^{Pl Flat.}
215/60SR-14^{Pl Flat.}
215/70SR-14^{Pl Flat.}
215/70SR-14^{Pl Flat.}
225/60SR-14^{Pl Flat.}
225/60SR-14^{Pl Flat.}
215/70SR-14^{Pl Flat.}

95 128

112

146 155

215

265 291 272

299 298

319

225/45ZR-17 235/45ZR-17 245/45ZR-17 255/40ZR-17

55/45ZR- 17

255/45ZR-17 275/40ZR-17 285/40ZR-17 315/35ZR-17 225/40ZR-18

35/40ZR-18

235/60SR-

235/70SR-15**** 57 245/60SR-15**** 60 255/60SR-15**** 62 255/70SR-15**** 62 265/50SR-15**** 89 275/50SR-15**** 67 285/70SR-15**** 73 295/50SR-15**** 73

205/50SR

205/55SR-

225/50SR-16

245/50SR- 16

265/50SR- 16 275/65SR- 16

275/65SR- 16th 295/50SR- 16

Touring T/A VR4 205/55VR- 15° \$64 205/65VR- 15° 69 225/60VR- 15° 64

245/50SR- 14^{PRIM} 245/60SR- 14^{PRIM} 265/50SR-14PRMA 195/60SR-15PRMA 205/55SR-15P 205/60SR-15PRMA

185/65SR-15 205/65TR-15 205/65TR-15 205/65TR-15 205/76SR-15 116 215/60SR-15 116 215/60TR-16 120 215/60TR-16 140 225/60TR-16 R- 14^p \$128 R- 15 116 205/50 205/50 R- 15 205/50 R- 15 225/50 R- 15 235/60 R- 15 275/50 R- 15 275/60 R- 15 295/65 R- 15 325/50 R- 15° 325/50 R- 15° 325/50 R- 16° 255/50 R- 16 275/40 R- 17 315/35 R- 17 205/55SR-15° 72 205/60SR-15° 894 49 205/70SR-15° 894 51 215/60SR-15° 894 55 215/70SR-15° 894 55 225/60SR-15° 894 54 225/70SR-15° 894 54 235/60SR-15° 894 54 235/70SR-15° 894 54 235/70SR-15° 894 55 235/70SR-15° 894 55 235/70SR-15° 894 55 140 150 174

185/75SR-

195/65SR- 15

Euro T/A 175/50HR- 13st 195/50HR- 15st 205/50HR- 15st 225/50HR- 15st

BFGoodrich

145 159 162 225/50HR- 15"
245/50HR- 15"
245/50HR- 15"
305/50HR- 15"
305/50HR- 16"
205/40HR- 16"
215/40HR- 16"
225/45HR- 16
225/45HR- 17"
225/45HR- 17"
225/45HR- 17" CompT/A HR/VR4 195/60VR- 15 195/65VR- 15 205/60VR- 15 205/65VR- 15 \$84 78 82 78 90 215/60VR- 15

245/45VR- 16 245/50VR- 16 255/50VR- 16

275/50VR- 16

215/65HR- 15FM 225/60VR- 15 235/60VR- 15 275/60HR- 15 Touring T/A HR4 205/55VR- 16 104 215/50VR-215/60VR- 16 225/50VR- 16 225/55VR- 16 89 225/60VR- 16

119 124 132

185/60HR-14° 195/60HR-14° 195/65HR-14° 205/60HR-14° 185/65HR-15° 195/65HR-15° 195/65HR-15° 195/65HR-205/60HR-205/65HR-215/60HR-215/65HR-225/60HR-

g-Force T/A KD 9-Force T/A
205/50 ZR-17
205/50 ZR-17
245/40 ZR-17
245/40 ZR-17
245/40 ZR-17
275/40 ZR-17
275/40 ZR-17
215/36 ZR-18
245/40 ZR-18
245/40 ZR-18
245/40 ZR-18
245/40 ZR-18
245/40 ZR-18 \$207 229 250 241 263 276 290 252 278 306 337 354

G-Force T/A KD SSS 245/45ZR-17 275/40ZR-18

g-Force T/A KDW 215/50ZR-16 \$142



OMP T/A h. 185/55HR-14 195/60HR-14 195/60HR-14 195/60HR-14

HOURS: Eastern M-F 8am-8pm SAT 9am-4pm

TOLL FREE

Pricing Effective March 1-31, 1999

146

com

Prices Subject to Change

205/55VR- 169

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Sport Veloce 175/65HR-14" 185/60HR-14"

195/65VR-15*
205/55VR-15*
205/60HR-15*
205/60HR-15*
205/65HR-15*
215/60HR-15*
215/65VR-15*
215/65VR-15*
225/60VR-15*
225/60VR-16*
225/50VR-16*
215/65HR-16*
225/50HR-16*
225/50HR-16*
225/50HR-16*
225/55HR-16*

225/55VR-16' 225/60HR-16' 225/60VR-16'



195/50VR-195/55VR-199 199 242

229

249

297

276

256

35/40ZR-

235/457R-

55/40ZR-

55/45YR- 17

65/407R-17

75/40ZR- 17

35/35ZR- 18 35/40ZR- 18

35/45ZR- 18

235/50ZR- 18 245/40ZR- 18 255/45ZR- 18

65/35ZR- 18

65/40ZR- 18

85/30ZR

85/35ZR- 18

95/35 ZR- 18

325/30ZR- 18 335/30ZR- 18 255/40ZR- 19 245/40ZR- 20

275/35ZR-20

121 100 120 135 127 1147 115 156 118 132 163 164 153 161 169 169 179 189 192 201 202 25/40VR-25/40VR-25/45VR-25/50VR-215/40VR-16 225/40VR-16 225/45VR-16 225/50VR-16 205/40VR-17 215/40VR-17 215/45VR-17 225/45VR-17 235/45VR-17 245/35VR-17 245/36VR-17 245/36VR-17

Pilot HX MXM t HX MXM 50WR-16 \$205 55VR-16 163 50VR-16 179 55HR-16 148 55VR-16 181 60ZR-16 205 55ZR-17 232 225/50ZR-16 225/55HR-16 225/55VR-16 235/60ZR-16 225/55ZR-17

Pilot HX MXM 4 215/55HR-16 \$137 225/55HR-16 148 235/55WR-17 205 Pilot XGT V4

15° \$124 15° 109 15° 113 109 113 116 205/60VR-215/60VR-215/65VR-225/60VR-215/60VR-225/50VR-225/60VR-245/50VR-255/50VR-Pilot HX MXV3A
114 Call for sizes/price
149
119 Pilot XGT Z4 ZP
159 245/45ZR-17° \$227
169 275/40ZR-18° 299 16° 16° 16° 16°

Pilot XGT Z4 205/55 ZR- 16° 225/50 ZR- 16° 225/60 ZR- 16° 245/50 ZR- 16° 255/50 ZR- 16° 225/50 ZR- 17°

2555ZR-17 23545ZR-17 23545ZR-17 275440ZR-17 28540ZR-18 25540ZR-18 25545ZR-18 27505ZR-18 24505ZR-19 25505ZR-19 24505ZR-19 24505ZR-19 24505ZR-19 24505ZR-19 24505ZR-19 2450ZR-19 2450ZR-19 2450ZR-19 2450ZR-19

Pilot XGT Z4 P 225/55ZR- 16° \$159

255/50VR-16°

Pilot HX MXV3A Call for sizes/price

XGT V4

Energy MXV4 Symmetry Call for sizes/price Pilot XGT H4 Pilot XGT H4
205/60HR-15° 832
215/60HR-15° 802
215/65HR-15° 80
215/65HR-16° 91
225/55HR-16° 113
225/50HR-16° 102
245/50HR-16° 102
245/50HR-16° 122 Energy MXV4 Call for sizes/pric 87 80 99 91 113 96 109 126 129 LX1
Call for sizes/price

MX/MX4 Call for sizes/price MXV4/MXV4A Call for sizes/price RainForce MX4 Call for sizes/price X One Call for sizes/price XGT 4 Call for sizes/price

XH4/XW4/XZ4 Call for sizes/price Firehawk FTX: 195/60TR- 15° 205/55HR- 15° 205/55SR- 15° 205/65VR- 15° FR480

FR680

175/65SR- 14° 175/70SR- 14° 185/65SR- 14° 195/65SR- 14° 47 50 48 51 195/70HR- 14*** 205/70TR- 15° 215/70SR- 15°

285/40ZR-17° 18:
Firehawk SH30
185/60HR-14° \$5:
195/60HR-14° \$5:
295/60HR-14° 56:
195/60HR-15° 55:
205/605HR-15° 56:
205/605HR-15° 66:
215/60HR-15° 66:
215/60HR-15° 66:
225/60HR-15° 68:
225/60HR-15° 68:
225/60HR-15° 88: Affinity Touring

Firehawk SVX 225/50VR-16° \$115 225/55ZR-16° 120 225/60ZR-16° 101

Firehawk Firehawk Touring LH 185/60HR-14' 185/70HR-14' 195/60HR-14' 195/60HR-15' 205/60HR-15' 51 58 53 59 62 64 67 77

71167 X 5250 225/60 ZR- 15° \$106 205/55 ZR- 16° 105 225/50 ZR- 16° 139 225/55 ZR- 16° 134 225/60 ZR- 16° 146 245/50 ZR- 16° 151 215/45 ZR- 17° 125

257 279 290 265 289 299 315 309 3324 345 369 369 345 369 369 372 372 Firehawk GTA
195/60HR-15" \$54
205/60HR-15" \$57
205/60TR-15" 49
205/65TR-15" 57
215/60HR-15" 57
215/60HR-15" 59
225/60HR-15" 69
225/60HR-16" 70
275/60HR-17" 112 Firehawk GTA02 205/60TR-15° \$50 215/50VR-16° 74

Y372G 175/70SR-13 \$37

YOKOHAMA"

Y376 195/65HR-14 \$45

Y376B

Y379

Y828

205/50ZR- 17[№] 216 215/45ZR- 17 139

235/45ZR- 17 235/45ZR- 17 215/45YR- 18 225/40YR- 18 235/40YR- 18 235/45ZR-215/45YR-225/40YR-235/40YR-245/35ZR-245/45ZR-255/40YR- 18 255/45ZR- 18 293 245/35YR- 19 255/35YR- 20

P400 Touring 175/70TR- 13° 185/70TR- 13° 175/65TR- 14° 185/65TR- 14°

185/75TR- 14° 195/65TR- 14° 195/70TR- 14° 45 45 45 48 47 48 49 50 51 53 53 53 55 53 55 53 55 53 55 53 55 53 55 50 50 60 195/70TR- 14^P
195/75TR- 14^{PN}
205/70TR- 14^{PN}
205/70TR- 14^{PN}
205/75TR- 14^{PN}
185/65TR- 15^{PN}
195/60TR- 15^{PN}
205/65TR- 15^{PN}
205/65TR- 15^{PN}
205/67TR- 15^{PN}
205/70TR- 15^{PN} 215/65TR-215/70TR- 15" 215/75TR- 15" 225/75TR- 15" 235/75SR- 15"

P7000 SUPERSPORT 205/55WR-16* \$112 225/55WR-16* 116 225/55ZR-16* 121 245/45ZR-16* 132 245/50ZR-16* 108 215/40ZR-17* 119 215/45ZR-17* 137 25/45ZR-17* 137 235/45ZR-17* 149 235/45ZR-17* 149 235/45ZR-17* 139 245/45WR-265/40ZR-

P7000 235/40ZH-1/ 235/45ZR-17

Ameri 7 647-13° \$
17570SR-13° \$
17570SR-13° \$
18570TR-14°
18575SR-14°
195775SR-14°
205775SR-14°
205775SR-14°

205/70SR-15° 205/70SR-15° 205/75SR-15°

205/60VR-15° 205/65HR-15° 205/65HR-15° 205/65VR-15° 205/70VR-15° 215/60VR-15° 215/60VR-15° 215/65HR-15° 215/70VR-15° 205/55VR-16° 205/55VR-16° 215/60VR-16° 215/60VR-16° 225/55VR-16° 225/55VR-16° 225/50VR-16°

SuperTouring 175/70HR-13° \$42 185/70HR-13 47 185/60HR-14 47

85/70HR-14

215/65ZR-15



YOKOHAMA



A520 205/40VR-16 225/40VR-16 225/40VR-16 205/45VR-16 205/45VR-16 205/50ZR-16 205/45ZR-16 205/40VR-17 215/40ZR-17 235/40ZR-17 275/40ZR-17 275/40ZR-17 275/40ZR-17 275/40ZR-17 275/40ZR-17 205/45ZR-17 205/45ZR-17 235/45ZR-17 235/45ZR-17 235/45ZR-17 235/45ZR-17

Nexus

A509 185/60HR-13 205/60HR-13 185/60HR-14 195/60HR-14 195/60HR-14 195/50VR-15 205/60HR-15 205/60HR-15 205/60HR-15 205/60HR-15 205/60HR-15 205/60HR-15 60 53 59 69 72 78 64 92 71 69 60 79 77 70 110 79

A008/A008G /70HR- 10 /50VR- 13

A008P

Avid T4
175/70 TR- 13'
175/70 TR- 13'
175/50 TR- 14'
175/55 TR- 14'
185/55 TR- 14'
185/55 TR- 14'
195/50 TR- 16'
195/50 TR- 16'
195/50 TR- 16'
195/50 TR- 16'
195/50 TR- 15'
205/50 TR- 16'



245/45 ZR- 16 245/45 ZR- 16 205/50 ZR- 17 215/45 ZR- 17 156 171 169 176 175 225/45 ZR- 17 235/40 ZR- 17 235/45 ZR- 17 245/40 ZR- 17 255/40 ZR- 17 185 254 255 270 284 245/40ZR-18 255/35ZR 276

255/35ZH-18 255/45ZR-18 265/35ZR-18 275/35ZR-18 285/40ZR-18 285/30ZR-18 245/40ZR-20 289 257 275 332 345 275/35ZR-20 Avid Touring

Avid Touring
1757/08-13° \$42
1857/08-14° 37
175/65\$8-14° 185/65\$8-14° 52
1857/058-14° 49
1857/558-14° 52
1857/058-14° 52
2057/058-14° 52
2057/058-14° 52
2057/058-14° 52
2057/058-14° 52
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205/6558-15° 59
205/658-15° 59
205/6558-15° 59 205/55VR-15° 205/55VR-16° 215/55VR-16° 225/50VR-16° 225/55VR-16° 225/60VR-16° 205/55VR-15° 205/55VR-16° 215/55VR-16° 225/50VR-16° 225/55VR-16° 225/60VR-16° 235/60VR-16° 23560VR-16' 77 M032R Road Race 17560HR-13' \$90 215/50VR-13' 118 18560HR-14' 98 195/60HR-14' 103 205/50VR-15' 133 205/50VR-15' 133 205/50VR-16 144 225/50VR-16 144 225/45/ZR-16' 144 225/45/ZR-17' 17 255/40/ZR-17 17 255/40/ZR-17 17 60 59 61 61 65 67

ORIGINAL EQUIPMENT 225/50VR-15 151 225/50VR-16 185 225/55VR-16 185 Avid H4

A008RS 185/60HR-13 205/60HR-14 195/50ZR-15 195/60HR-15 205/55ZR-16 225/50ZR-16

A008RS II 185/60SR-13 185/60SR-14 205/50VR-15 225/50VR-16 315/35ZR-17

Avid V4

A022H0 (NSX) 215/45ZR-16° \$175 245/40ZR-17° 216 AVID H4 185/60HR-14" \$46 185/65HR-14" 48 185/70HR-14" 45 195/60HR-14" 51 195/65HR-14" 51 195/70HR-14" 47 A022H1 (NSX) 205/50ZR-15" \$156 225/50ZR-16" 192 53 50 56 54 59 56 63 195/60HR 195/65HR-205/60HR-205/65HR-215/60HR-215/65HR-215/60HR-

85

122 133 91

225/50VR- 16**\$17**2 245/45ZH-17 109 245/40ZR-18 282

185/70VR- 15 \$82 205/70VR- 15 88 215/70VR- 15 92

A460 175/70SR-13 \$44

195/75 R-14D \$57

Y372 145 SR-12 165/70SR-12 155 SR-13 P155/80 R-13 P165/80SR-13 175/70SR-13 \$29 35 31 31 26 37 P175/70 SR- 14 185/65 SR- 14 P185/65 SR- 14 P185/70 SR- 14 P185/70 HR- 14 205/70 SR- 14 P195/75 SR- 15

Y372B

Moosier

A3S02 & B3S0

HTR 4



215/60TR- 16° 225/60TR-16P

Y376A 205/65VR-15[™] \$107 205/50ZR- 15 225/55ZR- 16 245/45ZR- 16

245/50ZR- 16° 255/50ZR- 16° 205/50ZR- 17 215/45ZR- 17

104 113 109 127 116 134 116 235/45ZR-17 245/40ZR-17 245/45ZR-17 255/40ZR-17 255/45ZR-17 275/40ZR- 17° 315/35ZR- 17° 135 165

P165/70SR **Y384** 165 Y388 205/60HR-15 \$83 HTR Z II 5/40ZR-17 \$106 5/50ZR-17 99 215/65HR-15

Y815B 265/70HR-15\$100 265/70SR-15 95 124 215/40ZR- 17 10 225/45ZR- 17 235/40ZR- 17 117 132 235/45ZR-17 265/70HR- 15 \$80 245/457R-17 127 255/45ZR- 17 275/40ZR- 17 225/40ZR-18

235/40ZR-18 245/40ZR-18 255/45ZR-18 265/35ZR-18

205/60HR-13° 185/60HR-14° 195/60HR-14° 195/65HR-14° 205/60HR-14° 215/60HR-14° 225/60HR-15° 195/50HR-15° 195/65HR-15° 205/65HR-15° 215/65HR-15° 215/65HR-15° 215/65HR-16° 225/60HR-16° 225/60HR-16° 225/60HR-16° 225/60HR-16° 40 43 48 47 48 51 49 45 49 49 52 50 53 68 52 76 54 82 205/75SR-15™ 215/75SR-15°*** 215/75SR-15°*** 225/70SR-15°*** 225/75SR-15°***

205/70SR-215/70SR-225/70SR-

XP2000 II 195/50TR-15° 205/50TR-15° 225/70TR -15° 235/60TR -15° 235/70TR -15° 235/70TR -15° 75/55HR 25/60TR -16° 25/60TR -16° 255/55HR -16° 275/55HR -16° 245/70HR -16° 275/70HR -16°

XP2000 G1

P4000E 195/65ZR-15 225/65ZR-15 205/55VR-16 225/60WR-16 245/55WR-16 235/45YR -17 225 178 255/45ZR -18







Sport Contact

175/70HR- 13 175/65HR- 14 185/60HR- 14 185/65HR- 14

195/65VR-15 195/65HR-15 205/50VR-15 205/50VR-15 205/60HR-15 205/60VR-15 205/65VR-15 225/60VR-16 235/50WR-16 235/60ZR-16

Sport Contact CZ91, CV91 195/45VR-15 S9 205/55ZR-16⁵⁶ 11 205/40ZR-17 14 225/45ZR-17⁵⁶ 16 235/40ZR-17 17 265/40ZR-17 19 ContiTouring Contact CH95 85/ 60HR-14* \$ 185/65HR-14* 195/60HR-14* 205/60HR-14* 215/60HR-14* 185/65HR-15* 195/50HR-15* 195/50HR-15* \$91 115 145 165 170 191

Conti Contact CR/CS/CT21 145 SR-12 S5: 155 SR-12 2! 165/70TR-13 3: 185 RR-14** 49 165/7 RR- 14 185 RR- 14 Contact CT22 CONTR- 13 \$36 15 60 175/70TR- 13 205/65TR- 15[™]

245/75SR-16° 245/75SR-16°

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235/70SR-15° 235/75SR-15° 215/60SR-16°

Pricing Effective

NT-501 Exit GT

HTR 100 175/50HR- 13 185/60HR- 13 195/60HR- 13 185/60HR- 14 195/60HR- 14 205/60HR- 14 195/60HR- 15 205/60HR- 15 205/60HR- 15



Firestone

Radial ATX II

P265/75 R -15°

Wilderness HT

P225/70SR- 15

P225/70SR- 15^{cm} P235/75SR- 15^{cm} P255/70SR- 15^{cm} P235/70SR- 16

P235/70SR- 16°M

Wilderness AT

P265/705SR-16°M

Wilderness ATII

P225/75SR-15





IRELLI



SPORT UTILITY & LIGHT TRUCK TIRES DUNLOP.

Radial Rover A/T

P225/70SR-14 30x9.5 R-15C^{owl} 31x10.5 R-15C^{owl}

Radial Rover AP

\$81

90

LT235/75 R- 15D LT8.00 R- 16.5D

Radial Rover HLT

LT215/85 R- 16D

235/85 R- 168

LT8.75 R- 16.5D

R- 14C R- 14D

LT245/75 R- 168

SP LT5 LT185 LT185



Sport Rover GTX2
P235/70 HR-15^{om.}
P255/70 HR-15^{om.} \$74 P275/60 HR-15^{cot} P255/55 HR-17^{ect} P275/60 HR-17^{ect} 132

Radial Royer RV 27x8.5 R- 14C LT235/75 R- 15C 30x9.5 R- 15C \$66 77 79 83 95 103 112 83 84 87 91 32x11.5B-15C 33x12 5B- 15C 35x12 5R- 15C T225/75 R- 16C T235/85 R- 16E LT245/75 R- 16C 110 33x12.5R- 16.5Dox



Radial Rover P-Metric P205/75SR-15^{ow} P215/75SR-15^{ow} P225/75SR-15^{ow} 60 61 64 70 77 P235/75SR-15XL^{ov} P265/75SR-15°

Radial Rover RT T235/75 R- 15C P235/75 R- 15^{owl} 31x10.5 R- 15C T225/75 R- 16D T215/85 R- 16D T245/75 R- 16E T265/75 R- 16D

R- 16D

LT35x12.5QR-15C***

LT215/70 R-16C^{RM} LT225/70 R-16C^{RM}

33x12.5QR-16.5D^{con.}122 35x12.5QR-16.5D^{con.}143

R-17D™

LT265/70



Radial All-Terrain T/A 27x8.5 R-14C^{mm} LT215/75 QR-15C^{mm} LT235/75 QR-15C^{mm} 30x9.5 QR-15C^{mm} \$78 LT325/60 QR-15C 31x10.5 R-15C 31x10.5QR-15C 32x11.5QR-15C 33x9.5 QR-15C 33x12.5QR-15Cⁿ 120

32x11.5QR-15C^{RML} \$139 33x12.5QR-15C^{RML} 149 128 110 LT25/70 R-16C 114
LT25/75 OR-16C 170
LT25/75 OR-16C 120
LT25/75 OR-16C 127
LT25/75 OR-16E 127
LT25/75 OR-16E 127
LT25/75 OR-16E 127
LT25/75 OR-16D 129
LT265/75 OR-16D 129
LT265/75 OR-16D 135
LT265/75 OR-16D 135
LT265/75 OR-16D 135
LT295/75 R-16D 135
ST25/75 OR-16D 135
ST25/75 OR-16D 110
33/12.5OR-16.5D 110
33/12.5OR-16.5D 110



P225/75 SR- 15***
P235/75 BR-15
LT235/75 R-15(2**
LT235/75 R-15(2**
LT230/9.5 R-15(2**
LT3141.5 R-15(2**
P215/70 SR-16(2**
P225/70 SR-16**
P225/75 SR-16
P235/75 SR-16
P235/75 SR-16
LT25/75 R-16(2**
LT25/75 R-16 Radial Trail T/A \$64 67 80 71 P205/75QR -14^{RM} P205/75QR -15^{RM} P225/70QR P215/75QR P225/75QR -15 P225/75 R -15^{PM} P235/75QR -15XL^P 30x 9.5OR -15C^{max}. 31x10.5OR -15C^{max}. 33x12.5OR -15C^{max}. 245/70 SR -16^{max}. 245/70 SR -16^{max}. LT245/75OR -16E^{max}. 31x10.5OR -16.5D^{max}. 30x 9.5QR -15C



Radial Mud Rover LT235/75 R-15C^{DML} 30x9.5 R-15C^{DML} 31x10.5 R-15^{DML} \$86 89 95 33x12.5 R- 15Com 35x12.5 R- 15Com LT235/85 R- 16Eom LT245/75 R- 16Eom LT265/75 R- 16Dom LT285/75 R- 16E LT255/85 R- 16Dow. 112 33x12.5 R- 16.5Dow. 124

Grandtrek LT215/75 R- 15°M LT235/75 R- 15°M 55 LT30x 9.5R- 15B LT31x10.5R-15Bow LT215/85 R- 16D LT225/75 R- 16D LT235/85 R- 16E LT245/75 R- 16E LT265/75 R- 16C 78 Grandtrek TG25N

\$95 31x10.5 R- 15B Grandtrek TG27 Grandtrek TG28

P275/70HR-16 Grandtrek TG30

Grandtrek TG35 225/75TR-16 P255/65HR-16 P265/70 R-16° P265/70 R-16^{TO} 62 60 65 78 P275/70 R-16

\$77 603 V 79 185/ R-14 & LIGHT TRUCK TIRES



Dueler M/T w/UNI-T LT215/75 SR -15C[™] \$9 LT235/75 SR -15C[™] 10 LT30x9.5 SR -15C[™] 10 Dueler M/T w/IJM/T LT215/75 SR-150°** 59-150°** 101 LT309/5 SR-150°** 104 LT314/10-SSR-150°** 115 LT324/11-SSR-150°** 123 LT334/12-50R-150°** 123 LT225/75 SR-160°** 109 LT235/85 OR -16E*** 131 LT245/75 OR -16E*** 131 LT245/75 OR -16E*** 131 LT265/75 SR-16 129 LT265/75 SR-16 129 LT265/75 OR -16D°*** 140

 Dueler M/T D672

 LT235/75 R- 150°™
 \$100

 30x9.5 R- 150°™
 102

 31x10.5R- 150°™
 120

 12x11.5R- 150°™
 120

 LT225/75 R- 160°™
 108

 LT235/85 R- 16E°™
 128

Dueler H/P, Dueler HTS \$94 74 78 81 94 P295/50 TR -15 P255/70 TR -15 P275/60 TR -15 31x10.5 TR -150 LT265/75 TR -160 P265/60 HR -17 P275/60 HR -17 125 P265/60 HR -18 P285/60 HR -18

Desert Dueler D604V P235/75 R- 15^{PEL} 31x10.5 R- 15C^{PEL}

Dueler A/T D691 P215/75 R-15^{OM}, LT215/75 R-15C^{OM}, P225/75 R-15^{OM}, 30x9.5 R-15C^{OM} \$71 33x12.5 R- 15C^{ow.} LT245/75 R- 16C^{ow.} LT265/75 R- 16C^{ow.} SPORT UTILITY & LIGHT TRUCK TIRES

BRIDGESTONE

Dueler A/T w/UNI-T Dueler A/T w/UNI-T LT195/75 SR -14SL^{cox} 567 P225/70 SR -14SL^{cox} 70 P205/75 SR -15SL^{cox} 71 P225/70 SR -15SL^{cox} 79 P225/75 SR -15SL^{cox} 79 P225/75 SR -15SL^{cox} 79 P225/75 SR -15SL^{cox} 79 P215/75 SR -1551 79
P225/70 SR -1551 79
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P255/70 SR -1551 76
P255/70 SR -1551 76
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P255/70 SR -1551 76 LT235/75 SR -15C° LT30x9.5 SR -15Con P265/75 SR -15SL^{out.} 87 T31x10.5SR -15C^{out.} 96 PC05/75 SR -155C⁻⁰⁸ 96 LT31x10.5SR -15C⁻⁰⁸ 96 LT32x11.5SR -15C⁻⁰⁸ 103 LT33x12.5SR -15C⁻⁰⁸ 110 215/70 SR -16SL ⁻⁰⁸ P225/70 SR -16SL⁻⁰⁸ 84 P225/75 SR -16SL⁻⁰⁸ 78 LT225/75 SR -16C⁻⁰⁸ 98 P225/75 SR -16C⁻⁰⁸ 98

P235/70 SR -16SL^{com} 86 P245/70 SR -16SL^{com} 91 P245/75 SR -16SL^{com} 85 P245/75 SR-16SL^{CML} 102 P255/70 SR-16SL^{CML} 93 P265/70 SR-16SL^{CML} 99 LT265/75 SR-16C^{CML} 107 LT285/75 SR-16D 119 P265/70 SR-17SL^{CML} 103 Dueler H/T D682

LT215/85SR-15D^{res} 104 Dueler H/T D684 Dueler H/T D684 LT 205/70SR -15*** P205/70SR -15 P205/75SR -15** P205/75SR -15 P205/70SR -16 \$67 245/70SR P245/70 SR

-16° Dueler H/T D687 \$77 215/705H-16 225/70SR-16^{res} 235/60HR-16^{res} 79 92 Dueler H/T D688 \$63 75 P215/65SR-16

Dueler H/T D689 P205/75SR -15^{out} P225/70SR -15^{out} P215/75SB -150M P215/75 SR -15C^{om} P225/75 SR -15c^{om} P235/70 SR -15 P235/70 SR -15 P235/75SR -15

SPORT UTILITY & LIGHT TRUCK TIRES

70 75 79 78 78 78 79 80 P235/75SR -159 LT235/75 SR -15COM P255/70SR -15° P255/70SR -15^{cm} P265/70SR -15 265/70SR -15^c 30x9.5 SR -158^{cm} 31x10.5 R -15^{cm} 31x10.5 SR -150^{cm} 31x11.5 SR -15C 33x12.5 SR -15C° P215/65SR -16 P245/70SB -16^{nox}

100 LT225/75 SR -16C° LT215/85 SR -16D*** LT245/75 SR -16C*** P265/70HR -16** P265/70SR -16** P275/70HR -16 LT265/75 SR -16C 99 103 LT235/85 SR -16D*** R187

8.00 R-19.5F \$143 R230 LT7.5 R-16 \$137

LT8.75 LT9.5 R -16.5

#265 #265 LT185/70 R-15.50 LT225/75 R-16D LT255/75 R-16E LT215/85 R-16E LT235/85 R-16E LT235/85 R-16E LT235/85 R-165 R-17.5f \$122 109 121 116 112 115 120 140

R273 LT245/75 R -16E LT8.75 R -16.5E 131

603V LT185 T185 R- 14D 195/75 R- 14D

66

SPORT UTILITY & LIGHT TRUCK TIRES

LT245/75 R- 16C LT245/75 R- 16E LT265/75 R- 16E LT8.00 R- 16.5D Wilderness ATIII LT30x9.5 R-15C^{om} LT31x10.5R-15B^{om} 89 96 74 T32x11.5R-15C LT235/75 R-15Com P265/75 R-15

| LT255/75 R-15 | 80 | LT255/85 R-16D^{OM} | 102 | LT265/75 R-16C^{OM} | 95 | LT31x10.5R-16.5D^{OM} | 90 | LT33x12.5R-16.5D^{OM} | 100 |

P245/70SR-15XL P245/70SR-15XL P255/70SR-16^{ML} P275/70SR-16^{ML}

Steeltex Radial R4S LT215/85 R- 16D \$80 LT215/85 R- 16E 82

LT215/85 R- 16D LT215/85 R- 16E LT225/75 R- 16D LT225/75 R- 16E

Steeltex Radial A/T LT235/85R-16E \$1 LT245/75R-16C \$1 LT245/75R-16C^\infty \$1 LT245/75R-16E \$1 \$93 94 97 100 101

Scorpion I LT215/75 SR -15C

3009.5 SR -15000 500
LT235/75 SR -15000 500
SR -15000 71
SIX10.5 SR -15000 71
SIX10.5 SR -15000 71
SIX10.5 SR -15000 71
LT245/75 SR -16000 71
LT245/75 SR -16000 81
LT265/75 SR -16000 82
LT255/85 SR -16000 71
LT255/85 SR -16000 71



Sport Truck T/A HR4

Radial Mud-Terrain T/A MOAB



MICHELIN'

\$63

Pilot LTX

P255/55HR-17 P255/55VR-18 LTX A/T, M/S, A/S Call for sizes/prices

XCH4 Call for sizes/prices

XPS Rib & Traction

4x4 Rover & Rover XP 205/80 TR- 16 235/70HR- 16C 255/65HR- 16 255/55HR- 18

Radial Mud-TerrainT/A

LT215/75 QR-15C*** \$100 LT235/75 QR-15C*** 112 LT325/60 OR-15CPM 30x 9.5QR-15C° 31x10.5QR-15C° 32x11.5QR-15C° 31x10.5QR-15C***
32x11.5QR-15C***
33x9.5 QR-15C***
33x12.5QR-15C***
LT35x12.5QR-16C***
LT225/75 QR-16D***
LT235/85 QR-16E***
LT245/75 QR-16E***
LT245/75 QR-16E*** LT255/85 QR-16D LT255/85 OR-16D^{PRX}. 133 LT265/75 OR-16D^{PRX}. 157 LT285/75 OR-16D^{PRX}. 173 31x10.5OR-16.5D^{PRX}.129 33x12.5OR-16.5D^{PRX}.147 35x12.5OR-16.5D^{PRX}.169

GENERAL TIRE



R- 15C R- 16D R- 16E R- 16D R- 16C \$69 76 78 73 73 49 46 70 83 LT245/75 R- 16E LT235/85 R- 16E

Ameri ★550 TR LT245/75 R- 16E LT235/85 R- 16E

\$75 94 Ameri + Way XT P235/75 R- 15XL

Grabber ST 255/65TR-16 P275/70SR-166^{mll} LT235/85QR-16E^{mll} P245/70SR-16C^{mll} LT245/75QR-16C^{mll} LT265/75QR-16C^{mll} 81 89

Grabber AT P205/75SR-150M P205/75SR-150M P215/75SR-150M P235/75SR-150M LT30x 9.5 R-15C0M LT31x10.5 R-15C0M LT33x12.5 R-15C0M \$61 60 63 71 82 89

Grabber AP P205/75SR-15° \$60 50 64 58 75 74 71 74 84 85 89 103 P235/75 R-15XL FC439/G H-19AL 94
P2837/5 R-15X/10-58
L12237/5 R-15C/10-58
L12237/5 R-15C/10-74
31x10.5 R-15C/10-74
31x10.5 R-15C/10-85
33x12.5 R-15C/10-85
33x12.5 R-15C/10-85
33x12.5 R-15C/10-85
35x12.5 R-15C/10-85
35x12.

Grabber AW LT235/85QR-16E P255/70QR-16SL

GOOD YEAR



Wrangler Radial HT \$69 P235/75 R-15XL P235/75 R-15XL*** LT235/85 R-16E⁸⁵ LT245/75 R-16E⁰⁰⁴ 102 106

Wrangler Radial MT LT235/75 R-15C⁸⁵² \$97 33x 12.5R-15C⁸⁵³ 12 35x 12.5R-15C⁸⁵³ 12 LT305/70 R-16⁸ 37x12.5 R-16.5D^{89,} 309



Wrangler Radial GS-A P215/75 R-15^{om} \$78 P245/70 R-15XL^{ow} P245/70SR-15°W 92

37x12.5R-16.5 Wrangler TD Wrangler ST

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\$66 73

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LT195/70R-15D LT215/70R-15D

Wrangler RFA sizes and pricing

Wrangler Radial P205/75SR-15^{ont} P215/75SR-15^{ont}



P215/75SR-15^{ow} P235/70SR-15°M P235/75SR-15⁷⁴
P235/75SR-15^{OMLCM}
P265/75 R-15^{OML}

LT315/85 R-16D^{SSL} LT215/85 R-16E^{SSL} P235/70SR-16^{OML} LT235/85 R-16 LT245/75 R-16E^{CML} LT245/75 R-16E^{CML} LT245/75 R-16E^{CML} 91 97 T245/75 R-1600 P245/75 R-1600 P245/75SR-1600 P265/70SR-16

95

P265/75SR-16⁶⁵ P265/70SR-17^{0M} Wrangler SRA Call for sizes and pricing



Wrangler Radial AT/S LT235/75 R-15Down 105 LT30x 9.5 R- 150 101 106 123

LT30x 9.5 R- 15C^{om} LT31x10.5 R- 15C^{om} LT32x11.5 R- 15C^{om} LT32x12.5 R- 15C^{om} LT35x12.5 R- 16D^{om} LT225/75 R- 16D^{om} LT225/75 R- 16D^{om} LT225/75 R- 16C LT235/85 R- 16F89 LT245/75 R- 16Cow LT245/75 R- 16E^{ESL} LT265/75 R- 16D^{OM}

LT265/75 R-16Dom LT305/70 R-16Dom LT265/70 R-17Com 129 Wrangler Radial AT LT225/75 R-16Com \$109 LT225/75 R-16Des 107 107 LT245/75 R- 16



Wrangler AP P215/75SR-15 \$90 P225/75 R-16XI 101 LT245/75 R-16D P255/70SR-16° P255/70SR-16°

Wrangler HP \$82



78 89

101 P265/70SR-15^o P215/70SR-16^o 255/65HR-16 235/70HR-16 255/55HR-18 99 86 127 105 149 120 235/70HR-160ML

Scorpion A/T LT215/75 SR- 150

LT235/75 SR-

LT255/75 SR.



31x10.5 SR -15C^{om} 33x12.5 SR -15C^{om} LT225/75 SR -16C^{om} LT245/75 SR -16C^{om} LT265/75 SR -16C^{om} LT235/85 QR -16E^{om}

YOKOHAMA



245/70 R- 16 265/70HR- 16

255/50VR-17

265/60VR-17

275/60VR-17 285/60VR-17

LT215/75 R- 15Com P215/75 R- 15

285/70 R-225/55VR-

167 173

RY103 185/70 LT205/60 LT215/70 215/75 Super Digger IV Y811 \$75 49 93 98

LT215/85 R- 16D^{ost} LT215/85 R- 16E LT7.50 7.00 Super Digger V SD-05 TY025 31x10.5 R-15C^{ngs} LT225/75 R-16C^{om} 89 84 LT7.50

Geolandar A/T NEW! P225/70 SR -15°M LT215/75 QR -15C°M \$68 71 75 78 87 95 100 91 90 95 31x10.5QF 31x10.5QR-15C° 32x11.5QR-15C° 33x12.5QR-15C° LT215/85 QR -16D LT225/75 QR -16E° LT245/75 QR -16E° P255/70 SR -16 LT265/75 QR -16D° P265/70 SR -17

Geolandar H/TG031 , \$83

Geolandar H/TG034 \$56 57 P225/75SR- 15 P235/75SR- 15SL SUZU

Geolandar H/TG035
P215/60HR-16°** \$72 P215/60HR-16°M Geolandar M/T LT30x 9.5QR-15C^{om} LT31x10.5QR-15C^{om} LT285/75 QR-16D^{om} 100

RY215 R- 16D R- 15D

R- 16G \$139 **TY088** 195/65 R- 16E TY213A LT215/85 R- 16D

TY303 215/70R-17.5G 215/75R-17.5F \$130 136 Y356 \$49 55 57

185 R- 14C 185 R- 14D LT195/75 R- 14D Y703B LT8.00 R-17.5E 5101

Y735B 7.50 7.50 R- 16D R- 16E Y785R

\$94 101

LT7.50 LT8.00 R-16 G R-17.5E Y788R

LT215/85 LT215/85 LT235/85 LT235/85 \$90 96 100 95

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NEXT REVOLUTION IN TIRES





205/55ZR-16	\$175		
225/50ZR-16	194		
225/55ZR-16	182		1
245/45ZR-16	220		
205/50ZR-17	183	265/40ZR-17	276
215/40ZR-17	200	275/40ZR-17	292
215/45ZR-17	100	225/35ZR-18	
225/35ZH-17	107	235/40ZR-18	
225/45ZH-17	100	245/40ZR-18	
235/40ZH-17	220	255/35ZR-18	302
235/45ZH-17	220	255/45ZR-18	
245/40ZH-17	245	275/35ZR-18	
245/45ZR-17	238	285/35ZR-18	
255/40ZR-17	255	205/33ZN-10	

POTENZA 5-02 Pole Position

The Potenza S-02 Pole Position is Bridgestone's Max Performance Z-speed rated tire, praised for its ability to combine wet and dry performance with ride comfort. It is also uniquely designed to maintain more of its performance throughout its life. Normally as a tire wears, dry performance increases, while wet traction is reduced. To counter this loss of wet traction, Bridgestone developed a technology called UNI-T AQ™(Ultimate Tire Technology - Advanced Quality) effectively extending the wet performance life of the S-02 Pole Position.

> Bridgestone's advanced tire technology helped Mika Hakkinen win the FIA Formula 1 Driving Championship on Potenza tires in 1998.

255/40ZR-19	352
255/35ZR-20	379
285/30ZR-20	388

The revolutionary UNI-T AQ technology allows the Potenza S-02 Pole Position to continue delivering superb wet handling and braking performance even as the tire wears. Bridgestone combined the proven performance of UNI-T (THE ULTIMATE NETWORK OF INTELLIGENT TIRE TECHNOLOGY) with their exclusive EPO (Extended Performance Optimization) components to bring you the best of both worlds: outstanding new and worn performance!

Outstanding Performance + When New (UNI-T)

More consistent wet braking & handling as the tire wears (EPO)



POTENZARE930

The Potenza RE930 is Bridgestone's high performance H-speed rated all-season performance tire engineered to provide rapid response, brisk handling and good grip. The Potenza RE930 incorporates a VRG (Variable Radius Groove) tread design which ejects water with a side to rear spray to enhance wet traction while it helps reduce the risk of hydroplaning. The result is a high performance tire that can perform all year long.

Potenza S-02 Pole Position and Potenza RE930 tires are covered by Bridgestone's Platinum Pact Lifetime Limited Warranty and 30 Day Test Drive Guarantee.



195/65HR-15° 185/60HR-14P 205/60HR-15P 185/70HR-14P 205/65HR-15P 195/60HR-14P 215/60HR-15° 195/65HR-14F 215/65HR-15° 195/70HR-14 225/60HR-16P

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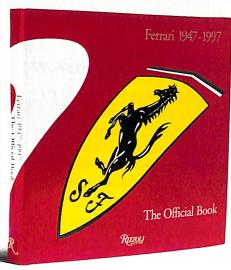
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185/65HR-15



Ferraristes' Paradiso



Ferrari 1947-1997, The Official Book, edited by Antonio Ghini and Giovanni Cancellieri, Ferrari Direzione Comunicazione, Giorgio Nada Editore, Rizzoli International Publications, 300 Park Ave. So., New York, N.Y. 10010, \$95.00, 11 x 11 in., 406 pp.

Okay, all you Ferrari book writers, you can stop now. How many have been produced during the last 30 years-maybe 300 separate titles? In any case, the best if not the biggest has finally appeared, appropriately timed to celebrate the company's 50 years as a manufacturer (two years ago).

Ferrari S.p.A. and Giorgio Nada Editore s.r.l. have assembled a superb group of writers, editors and photographers, not to mention designer Olivier Mau-

a substantial but quietly elegant single volume that ought to satisfy everyone for a long time. Unlike other tomes that go into detail on every single model, this book tells and illustrates the story of Ferrari in balanced, understandable fashion.

First off, Karl Ludvigsen traces Five Decades of Engineering Innovation, supported by great photos and technical drawings. Then comes Deeds and Days, covering the manufacturing and racing history, mainly in well chosen photos, accompanied by a series of personal accounts by or about Giannino Marzotto, Paolo Marzotto, Froilán Gonzalez, Alberto Ascari, Umberto Maglioli, Maurice Trintignant, Juan Fangio, Peter Collins, Mike Hawthorn, Tony Brooks, Olivier Gendebien, Paul Frère, Phil Hill, Nino Vaccarella, John Surtees, Chris Amon, Peter Schetty, Mario Andretti, Clay Regazzoni, Arturo Merzario, Sandro Munari, Jacky Ickx, Niki Lauda, Carlos Reutemann, Jody Scheckter, Gilles Villeneuve, Patrick Tambay, René Arnoux, Michele Alboreto, Enzo Ferrari (yeah, him too), Nigel Mansell, Alain Prost, Gerhard Berger, Jean Alesi, Nicola Larini, Fermín Veléz, Eddie Irvine, and finally, that German guy (aka Michael Schumacher). A lot of what these gentlemen say, or said, is fresh and unexpected. Overall, the section is sort of a super edition of the kind of yearbooks that Ferrari used to produce,



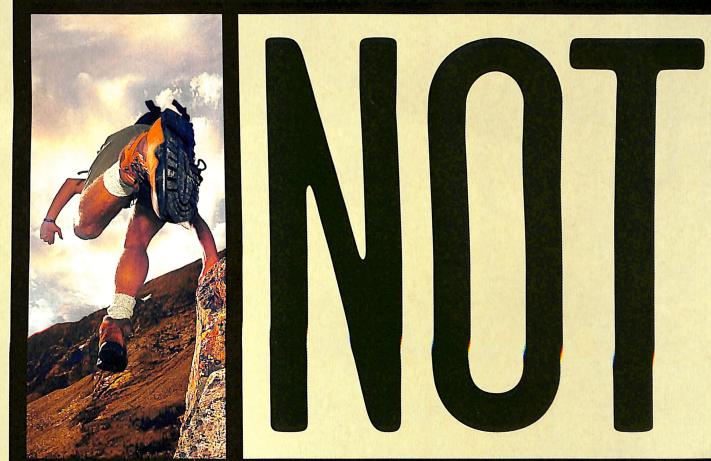




including royalty, movie stars and all.

The closest the book comes to being a catalog are the appendices, containing 134 color profiles, from the 1940 Auto Avio 815 to the 1997 F355 F1; production figures; lists of all company directors, chief engineers, team managers and drivers; international titles and major victories. And, of course, a proper index. —Jonathan Thompson



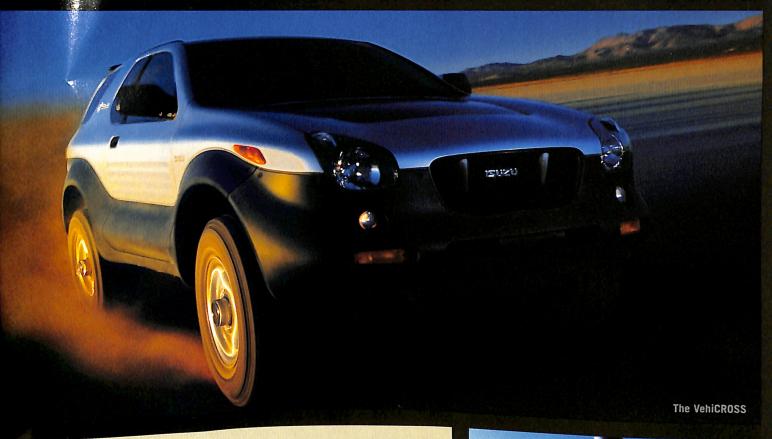


A CAR COMPANY

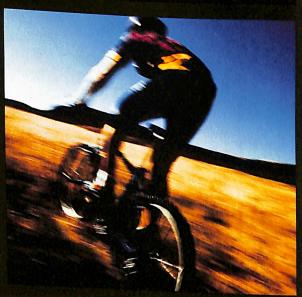








A CAR



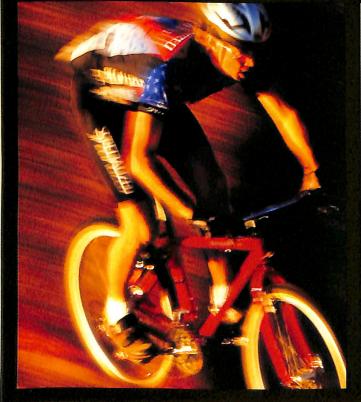
At Isuzu, we don't make cars. Instead of trying to build a vehicle for every niche in the marketplace, we do one thing and one thing only. SUVs. We spend every moment of every day thinking about 4-wheel drive systems. About ABS brakes that work in 4-wheel drive. About steel skid plates, energy-absorbing body-to-frame mounts, and maximum cargo space. Maybe that's why the most exciting new SUV to come along in years has an Isuzu nameplate on the front grill. The Isuzu VehiCROSS. As with all our vehicles, 4-wheel drive is only the starting point. The VehiCROSS is the only production truck on the market with expansion chamber shocks front and back (a feature found only on competition vehicles.) Proven to not overheat on Isuzu's Paris-Dakar rally vehicle, these aluminum monotube shocks let you attack bumps and turns with more speed and control than any other SUV available.

The Amigo

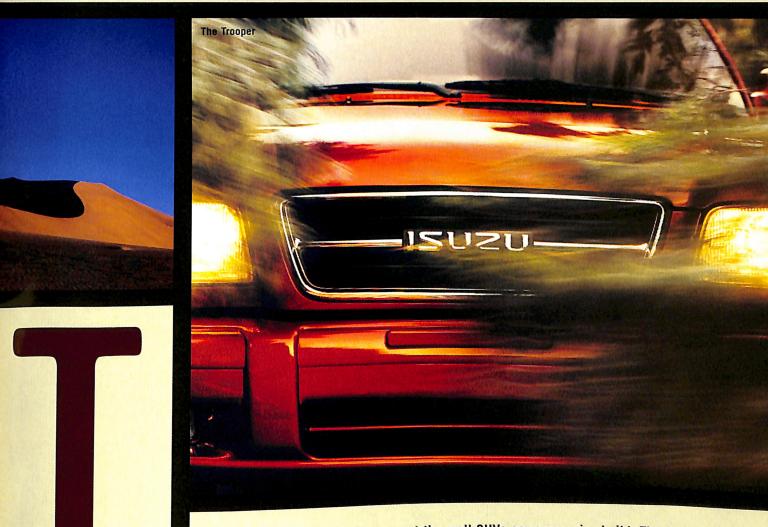
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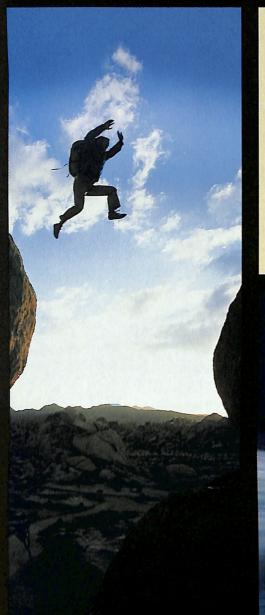




RS BRAKE



These aren't the kind of camp-at-the-mall SUVs car companies build. The Amigo has a 205 horsepower V6 that makes it one of the fastest SUVs available. The Trooper and VehiCROSS have a patented, terrain-sensing Torque-On-Demand® system that doesn't wait until a tire starts slipping to transfer torque. Instead, an on-board computer continuously monitors the brakes, throttle, and road conditions to anticipate slippage and can transfer torque between the front and back tires up to 50 times a second to limit wheelspin.



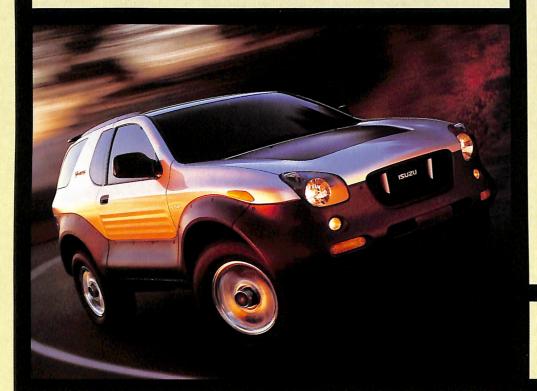
CARS GARS





While car companies are busy turning SUVs into cars, we continue to insist that real SUVs are meant to get dirty. Maybe that insistence is why the Isuzu Rodeo has twice won the Alcan Winter Rally. (It's still the only SUV that's ever won.) Why the Isuzu Trooper has won the grueling Paris-Dakar rally. These are the kind of SUVs that can go anywhere your life wants to go. Because trucks can follow your heart. Cars can't.







Whether your life fits best in an Isuzu Trooper, Rodeo, Amigo, Hombre, or the new Ironman edition VehiCROSS, the one thing you will always find in an Isuzu vehicle is the heart of a truck. Because we don't make cars. And we don't make any apologies for that. For a dealer near you call 1-800-795-9779 or for more information check us out at www.gofarther.com.

ISUZU

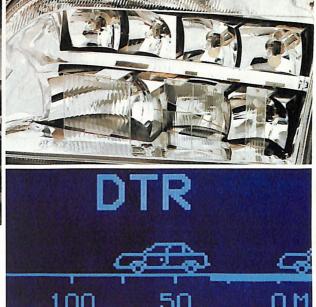
Go farther.

NO CARS









FOUR SAFETY TECHNOLOGIES FOR THE MILLENNIUM

There's a strange new world of automotive safety coming —and sooner than you think

BY KIM REYNOLDS

specifically, the Chrysler airbag PR blitz—safety was something people just didn't think about. We didn't want to. Crash testing—its most visceral aspect—was grim work done by lab-coats in windowless block buildings. Who in their right mind would want to see slowmotion films of heads impacting windshields? Buckling up was an unpleasant reminder of our mortality.

But with the popularization of safety features (partly propelled by savvier advertising such as depicting the accident you happily avoided instead of the carnage that could have happened), that's all changed. Indeed, there's now an almost endless appetite for things that will protect us from highway harm. And the automotive safety community has been most eager to feed it, abetted by technologies that have been accelerated (like so much else in our lives) by the bounding progress of the microprocessor revolution. On just about a weekly basis we're targeted here by faxes and mailings detailing some complex new safety concept—things that were, to all intents and purposes, pretty much impossible a couple of years ago.

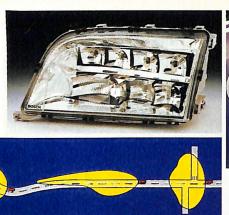
Like it or not, we're entering a brave

new world of safety technology. Sometimes it borders on the bizarre. And sooner than we think, we're going to be face to face with it in showrooms.

As a primer, let me introduce you to four coming safety technologies. Three are imminent, one is in serious development, but all are inevitable. And you might as well start getting used to them.

Adaptive light control

ALTHOUGH 20 PERCENT OF OUR driving happens at night, more than 50 percent of our accidents occur after sunset. To be sure, driver fatigue is a big factor in this disproportionate ratio,



but clearly, nighttime is not the right time for seeing where you're going.

broad side illumination

improved visual range

Cornering

The simplest solution—just making headlights brighter—is a dim-bulb answer, what with headlight glare already something of a problem in its own right. But by applying some novel optical and computer smarts, engineers are finding they can at least redistribute a headlight's existing photons a whole lot more effectively.

Indeed, there are now plenty of competing strategies being concocted to selectively aim and modify a headlamp's candlepower, with three of the leading concepts coming from Bosch, Valeo and Hella. In Bosch's system, today's typical high/low-beam headlamp is replaced by a cluster of seven smaller light sources, each with its own miniature reflector, and (intentionally) slightly different aim, intensity and lighting pattern. By powering them up in the right combinations, quite a flexible mix of light distribution becomes possible, including variations in pattern width and length, and even asymmetrical side lighting for cornering. Compared with Bosch, Valeo's approach accomplishes much the same thing, but through movable lenses that surround the traditional high/low-beam sources, seamlessly varying beam pattern with speed. And in Hella's case, the reflector actually swivels side to side for better cornering illumination (take a bow, Preston Tucker).

Whichever way it's done, the other half of the trick is deciding when to use which light pattern. Enter some savvy sensors and computer judgment. At the moment, the likeliest scenario will have the black box's silicon synapses consider such factors as vehicle speed, steering angle and perhaps



Bosch's seven-source headlamp assembly can broadly vary its beam pattern just by switching on or off individual lights. BMW's solution (above) actually swivels the headlamps' reflectors.

nearby vehicle proximity.

Down the technological road a little further are more experimental systems that add GPS and CD map-based road knowledge to the information-input soup, providing anticipation of what's generally coming ahead, plus lateral-g sensors to precisely signal entry into the corner. For instance, a Hella demonstration system (in partnership with BMW), swivels its headlights to automatically "look into" a bend before you're actually in it (just as your eyes do). And even wilder is work on CD maps that store specific knowledge about your route. If it's a city street, say, with sidewalks, the beam will automatically widen to better illuminate pedestrians; on an unpopulated rural road, quite autonomously, the light is redirected more usefully farther ahead. Clever.

Night vision

BUT NO MATTER HOW CLEVER Adaptive Lighting becomes, it can't help you see what's waiting for you in the black of night beyond your headlights' reach.

That's where a nicely dovetailing technology, Cadillac's Night Vision system, comes in. Due to be available on the 2000-model DeVille, Night Vision (sounds like a video game-gee, it sort of is) basically consists of an infrared sensor plus a black-and-white head-up projection of what it "sees" presented on the lower portion of the windshield.

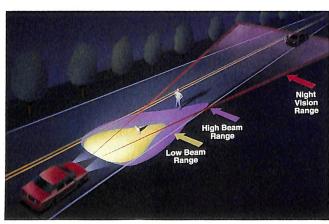
And what it sees is the heat signature of everything up ahead (to a distance of maybe twice your high beams' range), depicting hotter objects as white, cooler ones in shades of gray. Basically it's the sort of thing General Norman Schwartzkopf introduced us to during televised Desert Storm briefings (except the purpose here is to miss the unlighted bicyclist instead of nailing Saddam's Scuds).

The sensor itself, developed by Raytheon, resides just behind the grille (where it can benefit from car washes), with its critical glass face electrically heated to melt off any ice or snow

Operable only at night (dusk being determined by the headlights' darkness sensor), Night Vision's projected image has been optically engineered to appear to hover just above the grille (where it minimally blocks your regular view and requires modest eye refocusing). And if there's a deer, a hitchhiker, or any other heat-producing object out there beyond your headlights' reach, it'll appear, ghostlike, in your lower peripheral vision. Helpful, too, is that when glare from oncoming cars momentarily blinds you, your normal instinct is to look down-and right into the Night Vision display and its eyefriendly, alternative perspective. A peculiar personal security benefit (which Cadillac suggests, not I) is your ability to spot any no-gooders lurking in the bushes as you pull into the driveway at night. A bit paranoid, perhaps, but a technology that also might be the end of things that go thump in the night.

Smart cruise control

IN THE SECOND HALF OF 1999, Mercedes-Benz will introduce on its new S-Class the first U.S. example of smart cruise control, which in Daim-



Cadillac's Night Vision infrared detector can see well beyond your headlights' reach, sensing heat instead of visible light (see image on preceding page).

About the only thing it doesn't clean are those b stick'n to

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■ Mercedes' radar-based Distronic manages its cruise-control system while displaying vehicle gap.

lerChrysler's parlance is called Distronic. One small step for cruise control—maybe one giant leap for the concept of automated highways.

Employing a compact radar unit behind the grille, the S-Class uses the device's reflected microwave emissions to calculate the distance to the car ahead of you, and more significantly, to help decide whether you're worrisomely closing on it. If you are, the S-Class will automatically back off the throttle and even apply up to 20 percent of maximum braking force to keep the gap safe. If firmer braking is needed, a red warning triangle lights up and an alarm sounds, suggesting it's time you took over. You predetermine both cruise speed and the gap between your car and the one ahead. (By the way, radar detector wizard Mike Valentine says smart cruise control's signal frequencies are unlikely to interfere with his, or his competitors', products.)

Not yet a feature of Distronic, but an idea being examined by plenty of safety engineers, is the coupling of smart cruise control's radar data with smart airbag-deployment strategies. The idea

here is that the radar alerts the car to an impending crash, predicts its time and severity, and then sets the optimal seatbelt pretension and airbag deployment timing. Wow.

And, longer term, there's the potential that sophisticated software analysis can actually permit observing the behavior of the car two vehicles ahead. This is accomplished by extracting clues from the percentage of radar signal that can bounce right under the vehicle immediately in front of you, off what's in front of it, and then back again. In other words, the system could detect a vehicle up ahead (invisible to you) initiating a sudden panic stop well before you're aware of it. And—repeat after me—reaction time is everything.

Smart airbags

As YOU MAY HAVE READ, FORD recently announced the industry's first effort to produce an integrated smartairbag system, intending to feature this technology on all its redesigned cars and trucks, beginning with 2000 year models. In overview it's quite a sophisticated system—which it had better be, to address airbag deployment's worst-case scenarios: specifically, how to deal with children, short drivers and variable impact speeds.

In Ford's case, the driver's seat position, the front passenger's weight (this suggesting stature), seatbelt usage, and impact severity are all measured, and the system's silicon mind rapidly determines the most logical course of action. For instance, the passenger bag will not deploy if no weight is detected on its seat; it might not deploy in a low-speed collision if the seatbelt is used and the occupant is small; it might inflate slowly if the seatbelt isn't buckled; and will quickly inflate if the impact is severe. And this is just a taste of its catalog of tailor-made responses.

What's key here to any smart airbag system's judgment is high-quality information-minimally, of the occupant's size, proximity to the airbag and impact violence. For instance, we all know too well the dreadful consequences airbags can have on children in the front passenger seat. But less publicized is the death rate among short drivers: According to a report in Automotive Engineering, of the 35 slow-speed steering-wheel airbagcaused deaths recorded through October 1997, 25 were women 5 ft. 5 in. or shorter. You guessed it, to reach the pedals, they were too close to the steering-wheel's single-inflation-rate airbag (and in some instances, not buckled in). Ford's seat position sensor would know all this, and its two-rate airbag would respond accordingly (including maybe not at all).

And even more sophisticated interior sensors are just over the horizon. Bosch, for one, is developing a system of infrared and ultrasonic sensing that can deduce the occupant's orientation on the seat—important for gauging whether it's even wise to fire a side airbag.

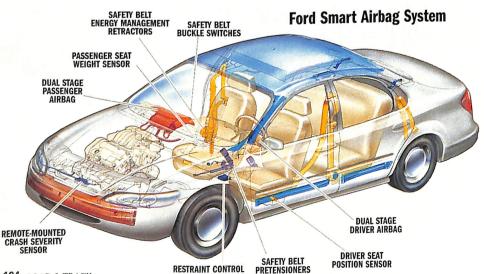
Conclusion

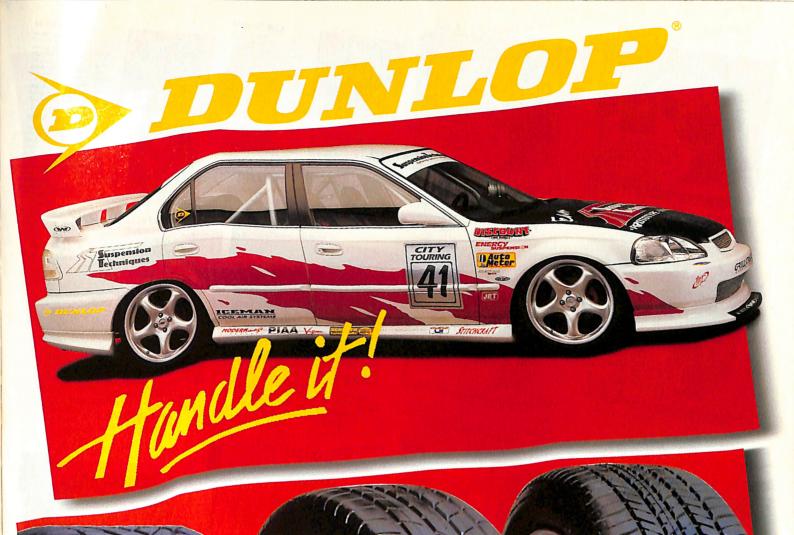
LIKE SO MUCH ELSE IN OUR LIVES, the veritable free-fall in the cost of micro-electronics is about to recast the experience of driving as well—including our odds of survival behind the wheel.

And even without dreaming up any more safety systems than the four I've mentioned, by just cleverly blending their existing elements, engineers are envisioning additional benefits at virtually no extra cost. For instance, employing smart cruise control's radar data to optimally time airbag deployment, or asking that infrared occupant sensor to also recognize the nodding head of a sleepy driver (and then sound an alarm).

The flip side is that there are some significant, lip-biting questions we're going to have to address along the way—say, won't smart cruise control only encourage distracting cell phone use? Might Night Vision encourage faster driving on dimly lighted roads?

A cautionary tale is the recent newspaper story about a couple in Germany whose luxury car's navigation system erroneously instructed them to proceed over a bridge that was actually a ferry crossing. The car went into the river—which we all will be doing if we let our reliance on electronics, no matter how clever it becomes, ever displace the sensors called eyes and ears, and the smart system called a brain.





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w/(4)175/70TR-13 tire



Package Price

Finish: Silver Sizes: 16,17

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Package*: (4)16x7wheels

w/(4)205/40HR-16 tire

Finish: SilverSizes: 14,15,16°
Fits: Acura, Chrysler, Dodge, Ford, GM, Honda, Hyundai, Isuzu, Mazda, Mercury, Mitsubishi, Hyundai, Isuzu, Mazda, Mercury, Mitsubishi, Saturn, Subaru, Toyota, WW. Nissan, Saturn, Subaru, Toyota, WW. Package*: (4)14x6wheels

w/(4)185/60HR-14 tire



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SWR Infinity

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w//4)205/40HR17 tires.

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SWR Revolution

Finish: Chrome Sizes: 15,16,17" Fits:Acura, BMW, Honda, Ford, Mazda, Mitsubishi, Ford, Mazda, Mitsubishi, Nissan, Saturn, Toyota, VW

Package*: Package*: (4)15x7 wheels w/(4)195/50TR-15 tires



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TSW Hockenheim R

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Nissan, Saturn, Toyota
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Finish: SilverSizes: 15,16,17 Fits: Acura, Honda, Hyundai, Isuzu, KIA, Mazda, Mitsubishi, Nissan, Saturn, Toyota, VW Package*: (4)15x6.5wheels w/(4)195/50TR-15 tire Concord Racing



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40	225/45ZR-17	171
40	235/45ZR-17	171
45	235/40ZR-17	167
45	245/40ZR-17	176
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205/55VR-16	113
205/55ZR-16	94
225/55ZR-16	102
225/50ZB-16	98
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75	195/60HR-14	59
92	205/60HR-14	65
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	215/65HR-15	69
	215/65VR-15	71
A.	195/60HR-15	62
10A	195/50VR-15	78
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250	205/50VR-15	92
	215/60HR-15	72
96	225/60VR-15	78
117	225/50VR-15	104
174	205/55VR-16	99
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187	245/50ZR-16	112
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225/40VR16	119
205/45ZR17	125
205/40VR17	119
215/45ZR17	123
215/40ZR17	121
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G/T Qualifier SR All Season 205/60TR-13 RWL 195/70TR-14 RWL 42 43 44 47 51 49 51 53 49 51 53 54 56 73 60 72 195/70TR-14 RWL 205/70TR-14 RWL 215/70TR-14 RWL 225/70TR-14 RWL 225/70TR-14 RWL 225/70TR-14 RWL 225/70TR-14 RWL 235/60TR-14 RWL 245/60TR-15 RWL 215/70TR-15 RWL 235/70TR-15 RWL 235/70TR-15 RWL 255/70TR-15 RWL 295/50TR-15 RWL 295/50TR-15 RWL



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205/55ZR-16	112	1
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245/45ZR-16	135	1
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235/40ZR-18	235	2
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Touring T\A SR4\T	
175/70SR-13	40
185/70SR-13	41
175/70SR-14	42
185/70SR-14	48
185/60TR-14	43
195/70SR-14	49
195/60TR-14	47
205/70SR-14	53
195/65SR-15	42
195/60TR-15	47
205/70SR-15	42
205/65TR-15	54
205/60TR-15	50
215/70SR-15	53
215/65TR-15	58
215/60TR-16	59
225/60TR-16	65
Touring T\A VR4	
205/65VR-15	69
205/55VR-15	64
225/60VR-15	64
205/55VR-16	80
225/60VR-16	81
Radial T/A	
Raised White Lette	ers
275/50SR-15	88
295/50SR-15	90
275/65SR-16	102



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	Comp T\A HR4-2	
40	185/55HR-13	49
49	185/60HR-14	51
53	195/60HR-14	51
84	215/60HR-14	54
50	195/60HR-15	51
Call	205/65HR-15	57
46 52	205/60HR-15	52
53	215/60HR-15	59
51	225/70HR-15	58
57	225/60HR-15	59
55	225/55HR-16	94
59 60	225/50HR-16	98
86	245/50HR-16	114
49	255/50HR-16	114
Call	235/45HR-17	125
56	245/50HR-17	129
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54	255/60HR-17	141
57	275/40HR-17	142
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62	Comp T\A HR4	
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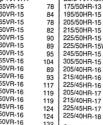


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	Comp T\A VR4	
ı	195/65VR-15	78
	195/60VR-15	84
	205/65VR-15	78
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ı	225/55VR-16	117
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205/50HR-15	77		19
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25/50HR-15W	96		21
245/50HR-15	96	П	18
305/50HR-15	113	П	19
205/40HR-16	85	П	19
215/40HR-16	92		19 20
25/45HR-16	98		20
205/40HR-17	111		20
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215/60R-14			22 22
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215/40HR-17	113
225/45HR-17	125
225/40HR-18	140
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205/50R-15	116
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P215/60R-14 91H
P195/60R-15 97H
P205/60R-15 90H
P215/60R-15 90H
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	Interceptor ZR-X Al	ı
49	Season	
49	195/50ZR-15	5
54	205/55ZR-15	6
61	205/50ZR-15	6
72	225/60ZR-15	6
75	205/55ZR-16	8
75	225/60ZR-16	7
	225/55ZR-16	11
	225/50ZR-16	8
65	245/50ZR-16	9
67	245/45ZR-16	9
89	255/50ZR-16	g
102	245/45ZR-17	14
112	275/40ZR-17	15
112	HRY II All Cosses	



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Pilot SX MXX3	
205/50ZR-15	179
205/55ZR-16	194
205/45ZR-16	194
215/45ZR-16	199
225/55ZR-16	195
225/50ZR-16	199
245/50ZR-16	219
245/45ZR-16	219
255/50ZR-16	229
205/50ZR-17	212
215/45ZR-17	225
225/45ZR-17	229
235/45ZR-17	239
235/40ZR-17	249
245/40ZR-17	259
245/45ZR-17	249
255/45ZR-17	259
255/40ZR-17	254
265/40ZR-17	259
275/40ZR-17	269
285/40ZR-17	254
315/35ZR-17	289
335/35ZR-17	300
225/40ZR-18	259
235/50ZR-18	234
235/40ZR-18	265
245/40ZR-18	269
255/45ZR-18	254
265/40ZR-18	289
265/35ZR-18	300
285/35ZR-18	310
295/35ZR-18	320
325/30ZR-18	350
255/40ZR-19	330
245/40ZR-20	329



Eagle F1 GS EMT 245/45ZR-17 275/40ZR-18

Eagle FI GS 205/55ZR-15 205/55ZR-16 225/55ZR-16

5/50ZR-16

245/50ZR-16 245/45ZR-16

245/45ZH-16 255/50ZR-16 245/45ZR-17 255/45ZR-17 275/40ZR-17 285/40ZR-17 275/40ZR18

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AM	117
Eagle GS - C	
205/55ZR-16	129
225/50ZR-16	157
245/50ZR-16	169
255/50ZR-16	159
245/45ZR-17	165
255/45ZR-17	189
275/40ZR-17	206
285/40ZR-17	216
315/35ZR-17	205
Eagle GS-C FMT	







		225/55HR-1 245/50ZR-1 215/50HR-1
Eagle F1 GS-D2		215/50VR-1
205/50ZR-16	163	225/55HR-1
205/45ZR-16	183	EAGLE LS
215/40ZR-16	204	195/65HR-1
225/45ZR-16	191	205/60HR-1
215/45ZR-17	191	215/70TR-1
215/40ZR-17	205	215/65SR-1
225/45ZR-17	192	215/55HR-1
235/40ZR-17	219	225/60HR-1
255/40ZR-17	232	225/60SR-1
225/40ZR-18	219	225/50SR-1
255/35ZR-18	248	225/55HR-1



100	000
Eagle HP Ultra	
205/50HR-16	122
205/45HR-16	135
215/55HR-16	129
205/40HR-17	136
215/45HR-17	143
215/40HR-17	142
235/45HR-17	135
235/40HR-17	139
255/40HR-17	145



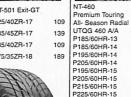
195/55VR-15**	98
205/65HR-15	105
205/60HR-15	105
215/60HR-15	106
225/70VR-15 W	101
225/70VR-15	89
235/70VR-15 W	104
235/70VR-15	110
205/55HR-16	107
205/55HR-16*	110
205/55VR-16	118
215/55HR-16	109
225/60HR-16	104
225/55HR-16	114
245/50ZR-16	150
215/50HR-17	109
215/50VR-17	124
225/55HR-17	97
EAGLE LS	
195/65HR-15	60
205/60HR-15	69
215/70TR-15	69
215/65SR-16	98
215/55HR-16	121
225/60HR-16	109
225/60HH-16	109



1944	
ormance	NT-501 Exit-GT
Α	225/40ZR-17
66 79	235/45ZR-17
72	235/40ZR-17
99 89	275/35ZR-18
96	NO.
99 109	11/82
94	HIII.
102 109	311
99	110
114 116	NT-505 Exit-GS
129	175/50VR-13
129 132	195/55VR-15
125	195/50VR-16



NT-555 R- Type Drag Radia 205/55R-14 85V 205/45R-15 81V 109 205/45R-16 81V 275/50R-15 101V 225/50R-16 92V P245/50R-16 96V 129 P275/40R-17 93V



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P235/75R-15 OWI

P215/70SR-16OWI

P225/70SR-16OWI

33-1250R-15/C OWL LT225/75R-16/D LT225/75R-16/E P235/70SR-16OWL

LT245/75R-16/F OWI

P255/70SR-16/D OWL LT265/75R-16/D OWL P265/70SR-16OWL

P245/45R-160WL

LT235/75R-15/C OWL P255/70R-15/C OWL P265/70R-15OWL P265/70R-15/C OWL 30-950R-15/C OWL 31-1050R-15/C OWL 32-1150R-15/C OWL

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P225/60R-16 997 78
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L1265/75H-16/D OWL LT305/70R16/D OWL LT265/70R-17/C OWL 30-950R-15/C OWL 31-1050R-15/C OWL 32-1150R-15/C OWL

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P225/75R-15	
P235/75R-15	
P235/75R-15XL	
P265/75R-15	
n -lan Grandtrok	

1	
1	Dunlop Grandtrek
١	P215/75R-15OWL
1	P235/75R-15OWL
١	30-950R-15 OWL
١	21-1050R-150WL
١	LT265/75R-16/C OWL
١	LT215/85R16/D
	LT225/75R-16/D
ı	LT235/85R-16/E
	LT245/75R-16/E
	L1245/75H*10/E



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79	11-11	100
79		LTON
53	Yokohama	
62	AVS S/T	
57	245/70HR-16	129
69	265/70HR-16	141
00	285/70HR-16	150
	225/55VR-17	156
	255/50VR-17	175
	265/60VR-17 275/60VR-17	160
2	2/5/60VH-17 285/60VR-17	167
-	200/0UVH-17	470



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132
32-1150QR-15/C RWL
132
32-1150QR-15/C RWL
132
33-125QOR-15/C RWL
133
33-125QOR-15/C RWL
128
33-125QOR-15/C RWL
128
17215/70A-16/C RWL
11225/70QR-16/C RWL
11225/70QR-16/D RWL
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1225/S7QR-16/D RWL
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LT255/S7QR-16/D RWL
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17255/70QR-16/D RWL
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LT345/55R-17/C B	169
Yokohama Geolander A/T	
30x9.50R-15 OWL	78
31X10.50R-15 OWL	87
32X11.50R-15 OWL	95
33X12.50R-15 OWL	100
LT215/75R-15 OWI	70
LT225/75R-16 OWI	89
LT235/75R-15 OWI	74
LT235/85R-16 OWI	9
LT245/75R-16 OWL	95
LT265/75R-16 OWL	100
LT285/75R-16 OWL	
P225/70R-15 OWL	114
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P245/70R-16 86 | 25565HR-16 RBL 139 | 14.501550718E 77 | 21570R-16 22 | 25565HR-16 RBL 139 | 155 | 172 | 21570R-16 22 | 25565HR-16 RBL 139 | 155 | 172 | 21570R-16 22 | 27565HR-16 RBL 139 | 155 | 172 | 21570R-16 22 | 27565HR-16 RBL 139 | 155 | 172 | 21570R-16 22 | 27565HR-16 RBL 139 | 155 | 172 | 21570R-16 22 | 27565HR-16 RBL 139 | 155 | 172 | 21570R-16 22 | 27565HR-16 RBL 139 | 155 | 157 | 21570R-16 22 | 27565HR-16 RBL 139 | 155 | 157 | 21570R-16 22 | 27565HR-16 RBL 139 | 155 | 157 | 21570R-16 22 | 27565HR-16 RBL 139 | 155 | 157 | 21570R-16 22 | 27565HR-16 RBL 139 | 155 | 157 | 21570R-16 22 | 27565HR-16 RBL 139 | 155 | 157 | 21570R-16 22 | 27565HR-16 RBL 139 | 155 | 157 | 21570R-16 22 | 27565HR-16 RBL 139 | 155 | 157 | 21570R-16 22 | 27565HR-16 RBL 139 | 155 | 157 | 21570R-16 22 | 27565HR-16 RBL 139 | 155 | 157 | 21570R-16 22 | 27565HR-16 RBL 139 | 155 | 157 | 21570R-16 22 | 27565HR-16 RBL 139 | 155 | 157 | 21570R-16 22 | 27565HR-16 RBL 139 | 155 | 157 | 21570R-16 22 | 27565HR-16 RBL 139 | 155 | 157 | 21570R-16 22 | 27565HR-16 RBL 139 | 155 | 157 | 21570R-16 22 | 27565HR-16 RBL 139 | 155 | 157 | 21570R-16 22 | 27565HR-16 RBL 139 | 155 | 157 | 21570R-16 22 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | 275 | ELS CAN BE PURCHASED SEPARATELY. PLEASE CALL FOR SECOND FAX: 602-483-9230
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