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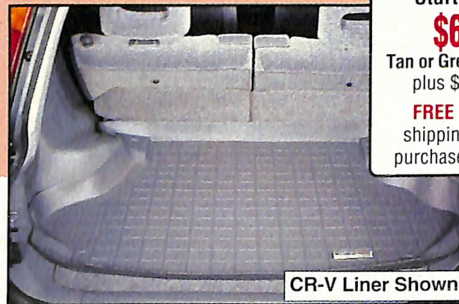
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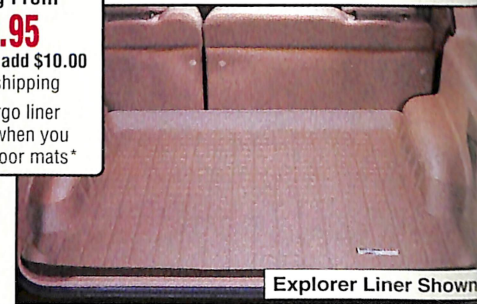
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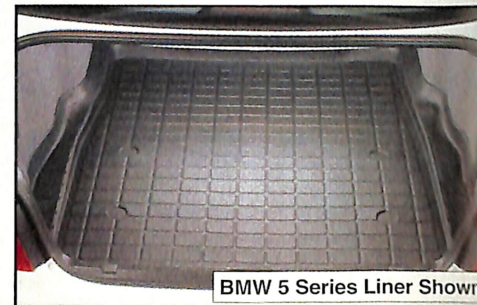
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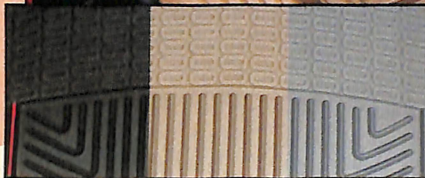
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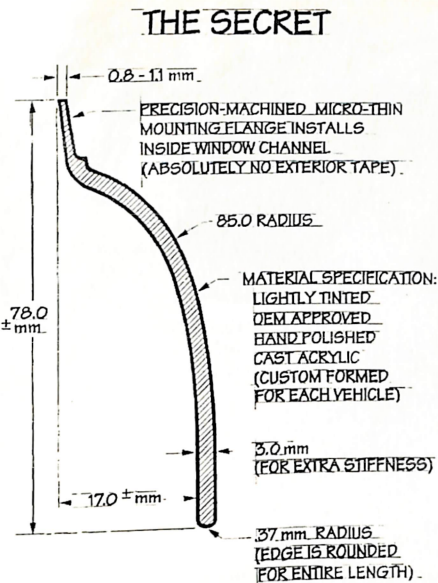
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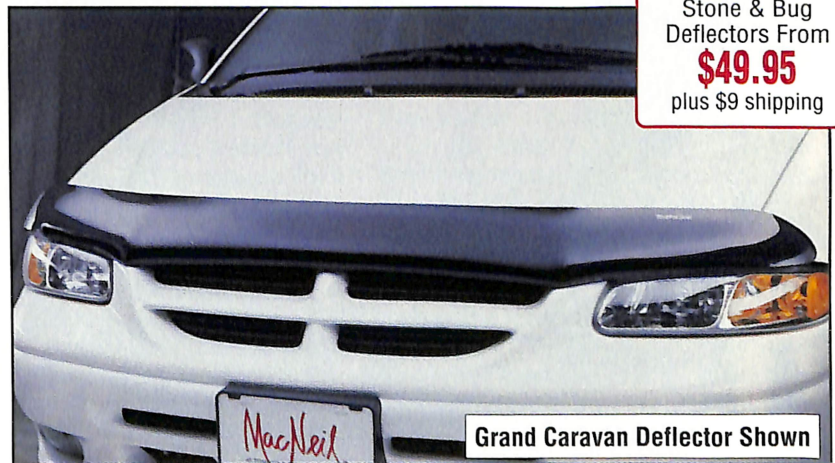
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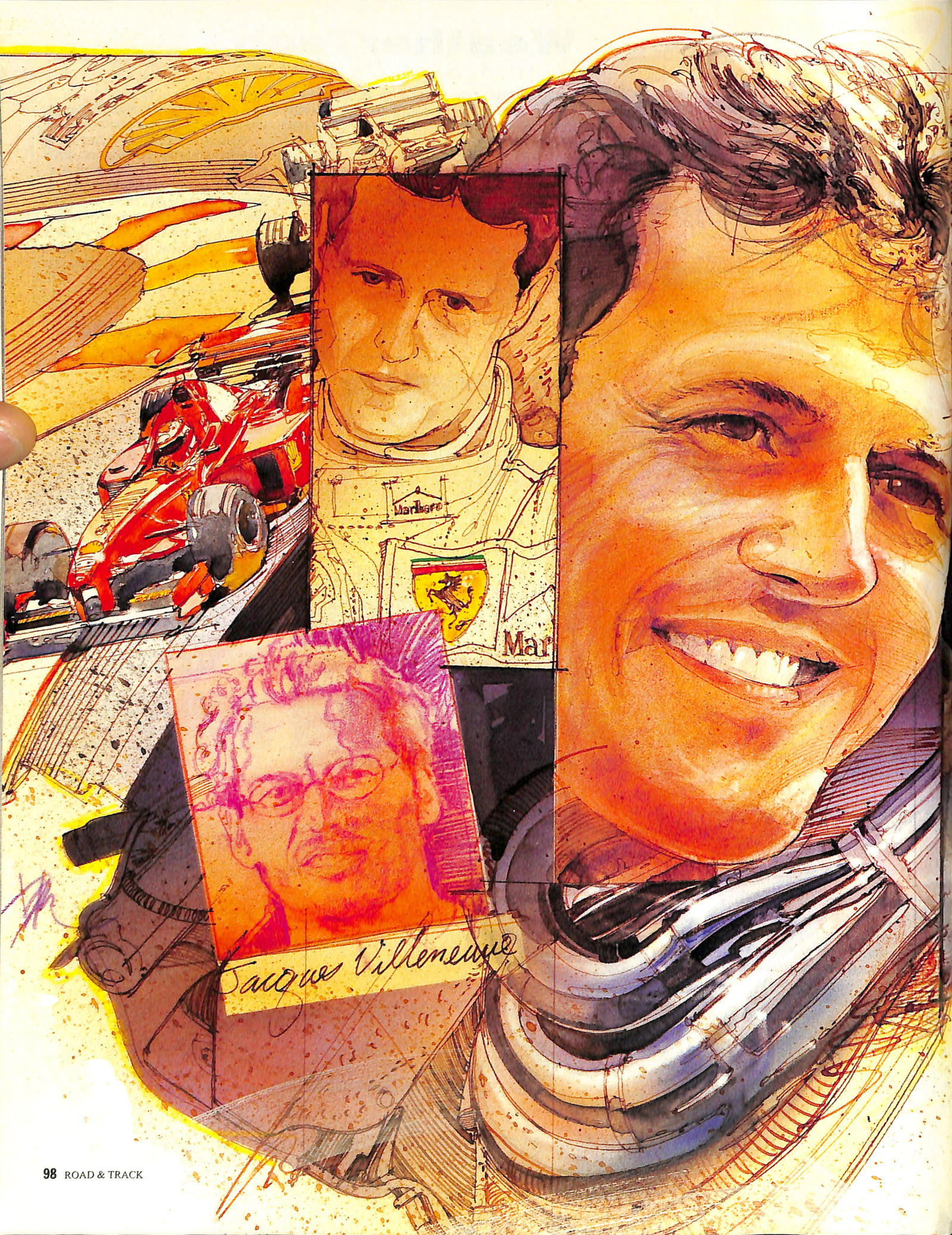
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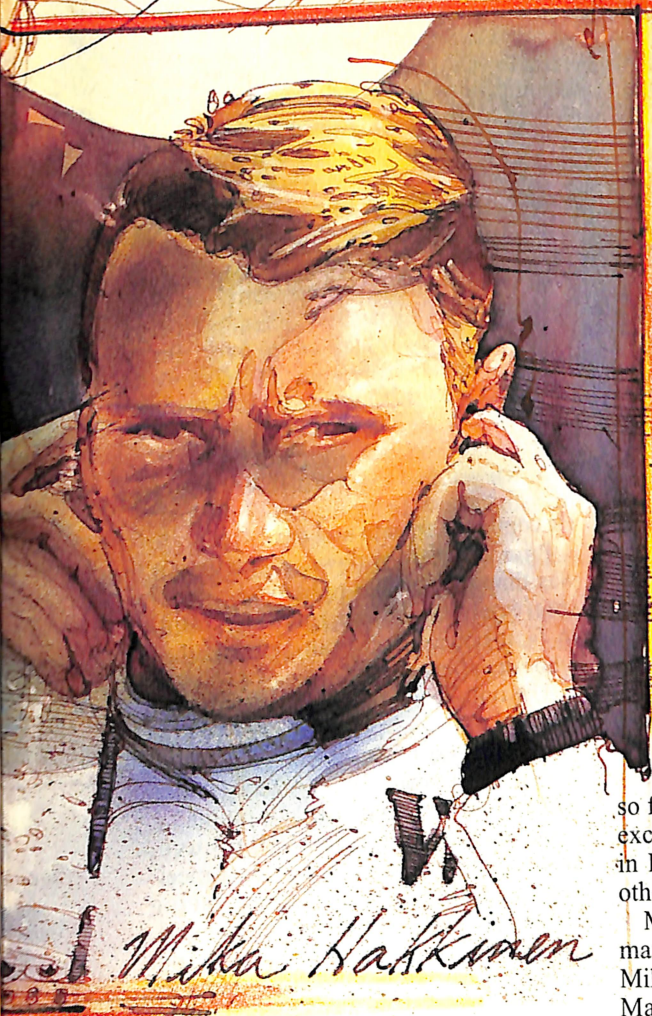


Jacques Villeneuve

WHO'S FINE IN '99?

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

BY ROB WALKER
ILLUSTRATIONS BY DENNIS BROWN



RATING THE FORMULA 1 DRIVERS FOR 1999 IS A FAR harder job than I had in the old days when I used to cover all the Grands Prix for R&T. Back then, often everyone save Ferrari had the same Ford power and all ran Goodyears, which made driver comparisons more straightforward. But today it is mainly the car and team—more than the driver—that win a championship.

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.

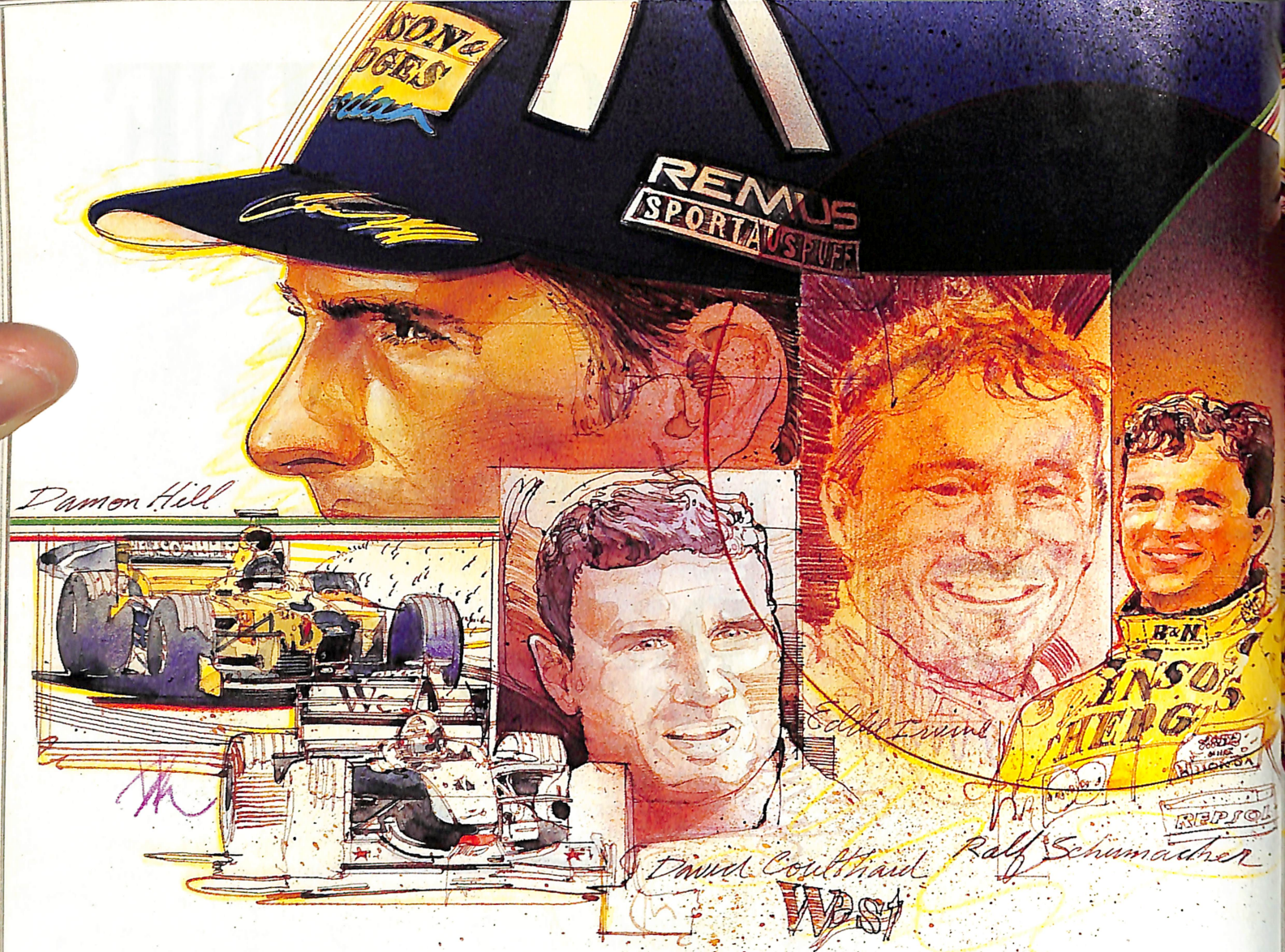
Alain Prost was asked who was better, Schumacher or Ayrton Senna. Though his reply was indirect, he mentioned how many times Schumacher went off the road. Some of Michael's accidents have been horrific, but in an

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 just 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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BORBET
LEICHTMETALLRÄDER



BORBET Type S

Size: 15, 16, 17"
Fits: Acura, Audi, BMW, Chrysler, Dodge, Eagle, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Nissan, Saab, Saturn, Sterling, Toyota, VW
Finish: Silver center with machined lip and clearcoat.
Package Example: (4) 15x7 wheels with (4) P205/60TR-15 Bridgestone Potenza RE910 \$808

BORBET Type T

Size: 14, 15, 16, 17"
Fits: Acura, Audi, BMW, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Saturn, Toyota, VW, Volvo
Finish: Silver center with machined lip and clearcoat.
Package Example: (4) 17x8 wheels with (4) 225/45ZR-17 Dunlop SP Sport 9000 \$1,680

BORBET Type M

Size: 14, 15, 16, 17"
Fits: Acura, Audi, BMW, Ford, GM, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Oldsmobile, Pontiac, Saturn, Toyota, VW, Volvo
Finish: Silver with clearcoat.
Package Example: (4) 17x8 wheels with (4) 235/45ZR-17 Dunlop SP Sport D40 M2 \$1,156

BORBET Type E

Size: 14, 15, 16, 17"
Fits: Acura, Audi, BMW, Chrysler, Dodge, Eagle, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Nissan, Saab, Saturn, Sterling, Toyota, VW
Finish: Silver with machined lip and clearcoat.
Package Example: (4) 17x8 wheels with (4) P235/45ZR17 Firehawk SZ50 \$1,608

BORBET Type H

Size: 14, 15, 16"
Fits: Acura, Audi, BMW, Chrysler, Dodge, Eagle, Ford, Honda, Hyundai, Infiniti, Lexus, Mazda, Mitsubishi, Saab, Saturn, Toyota, VW, Volvo
Finish: Silver with clearcoat.
Chrome available.
Price per wheel: (silver finish) 14".....\$109 ea. 15".....\$125 ea. 16".....\$149 ea.

BORBET Type TD

Size: 16"
Fits: Audi, BMW, Chrysler, Dodge, Ford, Infiniti, Lexus, Lincoln, Mazda, Mercedes-Benz, Mercury, Mitsubishi, Nissan, Toyota, VW, Volvo
Finish: Silver center with machined lip and clearcoat.
Package Example: (4) 18x8 wheels with (4) 225/40ZR-18 Yokohama AVS S1 \$2,148

BORBET Type C

Size: 13, 14, 15, 16, 17"
Fits: Acura, Audi, BMW, Chrysler, Dodge, Eagle, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Nissan, Saab, Saturn, Sterling, Toyota, VW
Finish: Silver with clearcoat.
Chrome available.
Package Example: (4) 15x7 silver wheels with (4) 195/50ZR-15 Dunlop SP Sport 8000 \$904



BORBET
LEICHTMETALLRÄDER



TRMOTORSPORTS

Typhoon
Size: 16, 17, 18"
Fits: Acura, Honda, Infiniti, Lexus, Mazda, Mitsubishi, Nissan, Saturn, Toyota, VW
Finish: Silver with clearcoat.
Package Example: (4) 17x7 wheels with (4) 205/40ZR-17 Continental ContiSport Contact C291 \$1,456

TRMOTORSPORTS

Sniper
Size: 16, 17, 18"
Fits: Acura, Honda, Infiniti, Lexus, Mazda, Mitsubishi, Nissan, Saturn, Toyota, VW
Finish: Silver with clearcoat.
Package Example: (4) 17x7 wheels with (4) 205/50VR-16 Dunlop SP Sport W-10 \$1,092

TGF AX

Fits: Acura, Audi, BMW, Catera, Chrysler, Dodge, Ford, Honda, Infiniti, Isuzu, Jaguar, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Nissan, Oldsmobile, Plymouth, Saab, VW, Volvo
Finish: Silver with clearcoat.
Package Example: (4) 18x8 wheels with (4) 245/40ZR-18 Bridgestone Potenza S-02 Pole Position \$2,308

TGF MX

Size: 18"
Fits: Audi, BMW, Chrysler, Dodge, Ford, Infiniti, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Nissan, Toyota, VW
Finish: Silver with clearcoat.
Package Example: (4) 18x8 wheels with (4) 285/55VR-18 Pirelli Scorpion Zero \$2,132

BORBET CW1

Size: 15, 16"
Fits: Honda Passport, Isuzu Amigo, Isuzu Rodeo, Mitsubishi Montero, Nissan Pathfinder, Land Rover, Toyota 4Runner, Tacoma
Finish: Silver with clearcoat.
Package Example: (4) 15x8 wheels with (4) 30x9.50R-15 BF Goodrich Radial All-Terrain T/A \$888

BORBET CW3

Size: 18"
Fits: Honda Passport, Isuzu Amigo, Pickup & Rodeo, Lexus LX450, Mazda Pickup, Mitsubishi Montero & Pickup, Nissan Pathfinder & Pickup, Toyota Landcruiser, 4Runner, Tacoma
Finish: Silver with clearcoat.
Package Example: (4) 18x8 wheels with (4) P285/60HR-18 Bridgestone Dueler HTS \$1,776

BORBET Type F

Size: 15, 16"
Fits: Acura, Audi, BMW, Chrysler, Dodge, Eagle, Ford, Honda, Infiniti, Lexus, Mazda, Mitsubishi, Nissan, Saab, Toyota, VW, Volvo
Finish: Silver with clearcoat.
Package Example: (4) 15x7 wheels with (4) 205/60HR-15 Pirelli P6000 Sport Veloce \$700

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MILLE MIGLIA

Daisy
Size: 16"
Fits: Volkswagen
Finish: Silver or white with clearcoat.
Package Example: (4) 16x6.5 wheels with (4) 205/55HR-16 Sumitomo HTR-4 tires \$1,068
Caps available to match factory color!

MILLE MIGLIA

Emotion
Size: 15, 16, 17, 18"
Fits: Acura, Audi, BMW, Cadillac, Catera, Chrysler, Dodge, Ford, Infiniti, Lexus, Mazda, Mercedes-Benz, Mercury, Mitsubishi, Nissan, Porsche, Saab, Toyota, VW, Volvo
Finish: Silver with clearcoat.
Package Example: (4) 17x8 wheels with (4) 225/45ZR-17 Bridgestone Potenza S-02 Pole Position \$1,668

MILLE MIGLIA

Fabula
Size: 15, 16, 17"
Fits: Acura, Audi, BMW, Chrysler, Dodge, Eagle, Ford, Honda, Infiniti, Jeep, Mazda, Mitsubishi, Nissan, Saab, Saturn, Toyota, VW, Volvo
Finish: Silver with clearcoat.
Package Example: (4) 16x7 wheels with (4) 195/65HR-15 Continental ContiTouring Contact CH95 \$732

MILLE MIGLIA

Glide II/Glide
Size: 16, 17"
Fits: Acura, Audi, BMW, Chrysler, Dodge, Eagle, Ford, Honda, Infiniti, Jeep, Mazda, Mitsubishi, Nissan, Saab, Saturn, Toyota, VW
Finish: Silver with clearcoat.
Package Example: (4) 16x7 wheels with P225/55VR16 Pirelli P6000 Sport Veloce \$872
Glide Price: 13" \$79 14" \$79-99 15" \$109-119

MILLE MIGLIA

MM 11²
Size: 16, 17"
Fits: Acura, Audi, BMW, Catera, Chevrolet, Chrysler, Dodge, Ford, Geo, Honda, Infiniti, Lexus, Lincoln, Mazda, Mercedes-Benz, Mitsubishi, Nissan, Pontiac, Saab, Saturn, Sterling, Toyota, VW
Finish: Silver with clearcoat.
Package Example: (4) 16x7 wheels with (4) P205/55VR-16 Dunlop SP Sport W-10 \$1,020

Mille Miglia

Cup 1
Size: 17"
Fits: Audi, BMW, Chrysler, Mercedes-Benz, Porsche, Toyota, Volkswagen
Finish: Silver with clearcoat.
Chrome available.
Package Example: (2) 17x7.5 and (2) 17x9 wheels with (2) 205/50ZR-17 and (2) 205/40ZR-17 Dunlop SP Sport 8000 \$1,792

Mille Miglia

Cup 2
Size: 17-18"
Fits: Porsche
Finish: Silver with clearcoat.
Chrome available.
Package Example: (2) 18x8.5 and (2) 18x10 Cup 2 silver wheels with (2) 225/40ZR-18 Dimensionale and (2) 225/35ZR-18 Asimmetrico Pirelli PZero \$2,050



ZAGATO RZ 12

Size: 16"
Fits: Acura, Audi, BMW, Chrysler, Dodge, Eagle, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Nissan, Plymouth, Saturn, Subaru, Toyota, VW
Finish: Silver with clearcoat.
Package Example: (4) 16x7 wheels with (4) P205/55ZR-16 Dunlop SP Sport 9000 \$1,016

ZAGATO GTZ 9/9

Size: 17"
Fits: Acura, Audi, BMW, Cadillac, Catera, Chevrolet, Chrysler, Dodge, Eagle, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Nissan, Oldsmobile, Plymouth, Pontiac, Saab, Saturn, Toyota, VW
Finish: Silver with clearcoat.
Package Example: (4) 17x7.5 wheels with (4) 215/45ZR-17 Sumitomo HTR Z \$1,212

ZAGATO SZ 5/5

Size: 16, 17"
Fits: Acura, Audi, BMW, Dodge, Eagle, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Nissan, Toyota, VW, Volvo
Finish: Silver with clearcoat.
Package Example: (4) 17x8 wheels with (4) 235/45ZR-17 Yokohama AVS S1 \$1,440

KOSEI

Racing Seneka
Size: 16, 17"
Fits: Acura, Honda, Infiniti, Lexus, Mazda, Mitsubishi, Nissan, Saturn, Toyota
Finish: Silver center with polished lip and clearcoat.
Package Example: (4) 17x7 wheels with (4) 235/45ZR-17 BF Goodrich Comp. T/A ZR \$1,596

MILLE MIGLIA

Replica
Size: 15"
Fits: Mercedes-Benz
Finish: Silver with clearcoat.
Package Example: (4) 15x7 wheels with (4) 195/65HR-15 Continental ContiTouring Contact CH95 \$652

Mille Miglia

Spider
Size: 15, 16, 17"
Fits: Audi, BMW, Catera, Chrysler, Dodge, Ford, Infiniti, Lexus, Mazda, Mercedes-Benz, Mercury, Mitsubishi, Nissan, Porsche, Saab, Toyota, VW, Volvo
Finish: Silver with clearcoat.
Package Example: (4) 18x8 wheels with (4) 245/40ZR-18 Bridgestone S-02 Pole Position \$2,188

MILLE MIGLIA

Star
Size: 15, 16"
Fits: Mercedes-Benz
Finish: Silver with clearcoat or silver center with machined lip and clearcoat. Chrome available.
Package Example: (4) 15x7 silver wheels with (4) 195/65HR-15 Yokohama Avid H4 \$660

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SAT 9am-4pm

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moda



<p>moda M1 Size: 15, 16, 17" Fits: Audi, BMW, Camaro/Firebird '93-, Chrysler, Dodge, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Toyota, VW Finish: Silver with clearcoat. Chrome available. Package Example: (4) 15x7 silver wheels with (4) 215/50HR-15 Goodyear Eagle GA \$1,150</p>	<p>moda Sport Size: 15, 16, 17" Fits: Acura, Audi, BMW, Chrysler, Dodge, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Saturn, Toyota, VW, Volvo Finish: Sport silver metallic with clearcoat. Package Example: (4) 15x7 wheels with (4) 195/50ZR-15 Bridgestone Potenza RE71 \$984</p>	<p>moda F02 Size: 15, 16, 17" Fits: Acura, Audi, BMW, Chrysler, Dodge, Eagle, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Nissan, Saab, Saturn, Sterling, Toyota, VW Finish: Silver with clearcoat. Chrome available. Package Example: (4) 15x7 wheels with (4) 205/50ZR-15 Dunlop SP Sport D40 M2 \$948</p>	<p>moda F03 Size: 14, 15, 17" Fits: Acura, Audi, BMW, Chrysler, Dodge, Eagle, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Nissan, Saab, Saturn, Sterling, Toyota, VW Finish: Silver with clearcoat. Package Example: (4) 17x7.5 wheels with (4) 215/45ZR-17 Dunlop SP Sport 8000 \$1,488</p>	<p>moda F04 Size: 14, 15, 16, 17" Fits: Acura, Audi, BMW, Chrysler, Dodge, Eagle, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Nissan, Saab, Saturn, Sterling, Toyota, VW Finish: Silver with clearcoat. Package Example: (4) 16x7.5 wheels with (4) 225/55VR-16 Pirelli P6000 Sport Veloce \$1,176</p>	<p>moda F05 Size: 15, 16" Fits: Acura, Audi, BMW, Chrysler, Dodge, Eagle, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Nissan, Saab, Saturn, Sterling, Toyota, VW Finish: Silver with clearcoat. Package Example: (4) 15x7 wheels with (4) 205/55VR-15 Pirelli P6000 Sport Veloce \$860</p>	<p>moda F09 Size: 15" Fits: Acura, Audi, BMW, Chevrolet, Chrysler, Dodge, Eagle, Ford, Geo, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Mercury, Mitsubishi, Nissan, Saab, Saturn, Subaru, Toyota, VW, Volvo Finish: Silver with clearcoat. Package Example: (4) 15x7 wheels with (4) 205/55VR-15 Pirelli P6000 Sport Veloce \$1,028</p>
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MSW

FITIPALDI



<p>MSW Superturismo Size: 15, 16, 17" Fits: Acura, Audi, BMW, Chrysler, Dodge, Eagle, Ford, Honda, Infiniti, Isuzu, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Plymouth, Toyota, VW Finish: Silver with clearcoat. Package Example: (4) 17x8 wheels with (4) 205/40ZR-17 Dunlop SP Sport 8000 \$1,256</p>	<p>MSW Montana Size: 16, 17" Fits: Honda Passport, Isuzu Amigo, Pickup & Rodeo, Mazda Pickup (6 lug), Mitsubishi Montero & Pickup, Nissan Pathfinder, Toyota 4Runner & 4wd Pickup Finish: Silver with clearcoat. Package Example: (4) 17x8 wheels with (4) P255/55HR-17 Michelin Pilot LTX \$1,484</p>	<p>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 HTR2 \$1,044</p>	<p>MSW Type 45 Size: 15, 16, 17" Fits: Acura, Audi, BMW, Camaro, Chrysler, Dodge, Eagle, Ford, Honda, Infiniti, Jeep, Lexus, Mazda, Mitsubishi, Mustang, Nissan, Pontiac, Toyota, Volkswagen, Volvo Finish: Silver with clearcoat. Package Example: (4) 16x7.5 wheels with (4) 225/50WR-16 Pirelli P7000 SuperSport \$1,020</p>	<p>MSW Type 55C Size: 16, 17, 18" Fits: Acura, Audi, BMW, Chrysler, Dodge, Eagle, Ford, Honda, Infiniti, Isuzu, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Plymouth, Porsche, Toyota, Volkswagen Finish: Silver with clearcoat. Package Example: (4) 17x8.5 wheels with (4) 235/45ZR-17 Dunlop SP Sport D40 M2 \$1,316</p>	<p>FITIPALDI AV3 Size: 17" Fits: Acura, Audi, BMW, Chrysler, Dodge, Eagle, Honda, Infiniti, Lexus, Mercedes-Benz, Mitsubishi, Mazda, Nissan, Toyota, VW, Volvo Finish: Silver with clearcoat. Package Example: (4) 17x7.5 wheels with (4) 215/45ZR-17 Bridgestone Potenza RE71 \$1,548</p>	<p>FITIPALDI Polarix Size: 15, 16, 17" Fits: Acura, Audi, BMW, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Mercury, Mitsubishi, Nissan, Saturn, Toyota, VW, Volvo Finish: Silver with clearcoat. Package Example: (4) 17x8 wheels with (4) 235/40ZR-17 Yokohama AVS Intermediate \$1,640</p>
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ATP

FITIPALDI



<p>ATP 7190 Size: 17" Fits: BMW, Chrysler, Dodge, Ford, Lexus, Lincoln, Mazda, Mercury, Mitsubishi, Porsche, Toyota, Volvo Finish: Silver center with stainless steel lip and clearcoat. Package Example: (4) 17x8.5 wheels with (4) 245/45ZR-17 Bridgestone Potenza S-02 \$2,240</p>	<p>ATP 7200 Size: 17" Fits: Audi, BMW, Cadillac, Catera, Chrysler, Dodge, Eagle, Ford, Infiniti, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Nissan, Saab, Toyota, VW Finish: Silver center with machined lip and clearcoat. Package Example: (4) 17x8 wheels with (4) 235/40ZR-17 Dunlop SP Sport W-10 \$1,888</p>	<p>ATP Replica II Size: 15, 16" Fits: Mercedes-Benz Finish: Silver with clearcoat. Chrome available. Package Example: (4) 16x7.5 wheels with (4) 225/55VR-16 Pirelli P6000 Sport Veloce \$912</p>	<p>ATP Spa Size: 15, 16, 17" Fits: Acura, Audi, BMW, Ford, GM, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Oldsmobile, Pontiac, Saturn, Toyota, VW, Volvo Finish: Silver with clearcoat. Package Example: (4) 15x7 wheels with (4) 195/50ZR-15 Yokohama AVS Intermediate \$936</p>	<p>ATP Spa 2-Piece Size: 17" Fits: BMW, Chrysler, Dodge, Ford, Lexus, Lincoln, Mazda, Mercury, Mitsubishi, Porsche, Toyota, Volvo, VW Finish: Silver center with stainless steel lip and clearcoat. Package Example: (4) 17x8 wheels with (4) 215/45ZR-17 Dunlop SP Sport W-10 \$1,784</p>	<p>ATP Twist Size: 17" Fits: Porsche Finish: Silver with clearcoat. Chrome available. Package Example: (2) 17x9 and (2) 17x7.5 wheels with (2) 205/50ZR-17 and (2) 255/40ZR-17 Pirelli PZero Asimetrico \$1,806</p>	<p>FITIPALDI Tubolare Size: 17, 18" Fits: Audi, BMW, Chrysler, Dodge, Eagle, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Nissan, Toyota, VW, Volvo Finish: Silver with clearcoat. Package Example: (4) 18x8 wheels with (4) 225/40ZR-18 Bridgestone Potenza S-02 \$2,432</p>
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GARA



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<p>GARA Series 56 Size: 16" Fits: Most light trucks and sport utility vehicles. Call for details. Finish: Chrome or silver. Package Example: (4) 16x7.5 silver wheels with (4) 245/75R-16 BF Goodrich Long Trail T/A \$948</p>	<p>GARA Series 805 Size: 16" Fits: Most light trucks and sport utility vehicles. Call for details. Finish: Silver, Chrome available. Package Example: (4) 16x8.5 silver wheels with (4) 235/50HR-16 Pirelli Scorpion ST \$1,592</p>	<p>GARA Series 122 Size: 17, 18" Fits: Most light trucks and sport utility vehicles. Call for details. Finish: Silver with clearcoat. Chrome available. Package Example: (4) 18x8.5 silver wheels with (4) 235/50HR-16 Bridgestone Dueler HTS \$1,400</p>	<p>'97 Camaro Take-Off Size: 16x8 Fits: '93-'97 Camaro, Firebird Finish: Silver with clearcoat or chrome. Package Example: (4) 16x8 wheels with (4) 245/50ZR-16 Goodyear Eagle F1 Steel Silver (\$79 ea.) \$1,032 Chrome (\$229 ea.) \$1,632</p>
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BBS



<p>BBS LM Size: 17, 18" Fits: '97-'00 Corvette C5, '78-'80 Porsche 911, '83-'86 Porsche 944 Finish: Silver center with machined lip and clearcoat Package Example: (2) 17x9 and (2) 18x10 wheels and (2) 245/45YR-17 and (2) 275/40YR-18 Goodyear Eagle F1 GS EMT \$4,828</p>	<p>BBS RC Size: 15, 16, 17, 18" Fits: Acura, Audi, BMW, Chrysler, Dodge, Eagle, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Nissan, Saturn, Toyota, VW Finish: Silver with clearcoat, Motorsport Edition Champagne with clearcoat Package Example: (4) 18x8.5 wheels with (4) 225/40ZR-18 Michelin Pilot SX MXX3 \$3,048</p>	<p>BBS RK Size: 15, 16, 17, 18" Fits: Audi, BMW, Chrysler, Dodge, Honda, Infiniti, Lexus, Mazda, Mitsubishi, Nissan, Saab, Toyota, VW Finish: Silver with clearcoat Package Example: (4) 17x8 wheels with (4) 225/45ZR-17 Sumitomo HTR Z \$1,832</p>	<p>BBS RKII Size: 17, 18" Fits: Audi, BMW, Mercedes-Benz, VW Finish: Silver with stainless steel lip with clearcoat Package Example: (4) 18x8.5 wheels with (4) 225/40ZR-18 Continental Sport Contact \$3,216</p>	<p>BBS RSII Size: 17, 18, 20" Fits: Acura, Audi, BMW, Honda, Lexus, Infiniti, Mazda, Mercedes-Benz, Mitsubishi, Nissan, Porsche, Toyota, VW, Volvo Finish: Silver center with polished stainless lip, Chrome available Package Example: (4) 18x8.5 wheels with (4) 235/40ZR-18 Bridgestone Potenza S-02 \$3,488</p>	<p>BBS RX Size: 15, 16, 17, 18, 20" Fits: Acura, Audi, BMW, Honda, Infiniti, Jeep, Lexus, Mazda, Mitsubishi, Nissan, Saab, Toyota, VW, Volvo Finish: Silver with clearcoat, Chrome available Package Example: (4) 16x7 silver wheels with (4) 225/50ZR-16 Goodyear Eagle F1 GS \$1,828</p>	<p>BBS RZII Size: 14, 15, 16" Fits: Cadillac, Camaro '93+, Chrysler/Dodge Eagle, Infiniti, Lexus, Mazda, Mitsubishi, Nissan, Toyota Finish: Silver or gold center with polished lip & clearcoat Package Example: (4) 15x7 wheels with (4) 205/65VR-15 Pirelli P6000 Sport Veloce \$1,136</p>
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OZ



<p>OZ Altair Plus Size: 15" Fits: BMW E36 3 Series, Ford Taunus, Ford Windstar, Mercury Sable, Volvo 850 '94-97, '960 '95-97, 'S70, 'S90, 'V70, 'V90 Finish: Silver with clearcoat Special Price: \$79 ea.</p>	<p>OZ Competition Size: 17" Fits: Audi, BMW, Camaro, Chrysler, Dodge, Eagle, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Nissan, Porsche, Toyota, VW Finish: Silver with clearcoat Package Example: (4) 17x7.5 wheels with (4) 205/45ZR-17 Pirelli PZero Asimmetrico \$1,816</p>	<p>OZ F1 Plus Size: 15, 16, 17, 18" Fits: Acura, Audi, BMW, Chrysler, Dodge, Eagle, Ford, Honda, Infiniti, Jeep, Mazda, Mitsubishi, Nissan, Saab, Saturn, Toyota, VW, Volvo Finish: Silver center with polished lip and clearcoat Package Example: (4) 15" wheels with (4) 205/50VR-15 Yokohama A509 \$1,324</p>	<p>OZ Monte Carlo Size: 15, 16, 17, 18" Fits: Acura, Audi, BMW, Camaro '93+, Chrysler, Dodge, Eagle, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes-Benz, Mitsubishi, Nissan, Porsche, Saab, Toyota, VW, Volvo Finish: Silver with clearcoat Package Example: (4) 17x8 wheels with (4) 235/40ZR-17 Yokohama AVS Intermediate \$1,632</p>	<p>OZ Navajo Size: 17" Fits: Dodge Ram 1500, Honda Passport, Isuzu Rodeo, Ford Explorer, Mitsubishi Montero, Nissan Pathfinder, Toyota 4Runner/Tacoma Finish: Silver with polished lip and clearcoat Package Example: (4) 17x8.5 wheels with (4) 265/60HR-17 Bridgestone Dueler HTS \$1,776</p>	<p>OZ Opera Size: 17, 18, 19" Fits: BMW, Chrysler/Dodge, Infiniti, Lexus, Mercedes-Benz, Nissan, Toyota Finish: Silver with clearcoat Package Example: (4) 17x7.5 wheels with (4) 225/45ZR-17 Pirelli PZero Asimmetrico \$1,816</p>	<p>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</p>
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Breyton

AMG



<p>BREYTON Competition Size: 17, 18" Fits: BMW 3 series, M3 (E36), 5 series, 7 series, 8 series Finish: Silver with clearcoat Package Example: (4) 17x8 wheels with (4) 235/40ZR-17 Bridgestone S-02 Pole Position \$2,112</p>	<p>BREYTON Inspiration Size: 17, 18" Fits: BMW 3 series, M3 (E36), 5 series, 7 series, 8 series Finish: Silver center with machined lip and clearcoat Package Example: (4) 18x8.5 wheels with (4) 235/50WR-18 Pirelli P6000 \$2,480</p>	<p>BREYTON Softline Size: 17, 18" Fits: BMW 3 series, M3 (E36), 5 series, 7 series, 8 series Finish: Silver with clearcoat, Softline available in Chrome, Chrome available Package Example: (4) 17x8 wheels with (4) 235/45WR-17 Pirelli P7000 \$1,960</p>	<p>AMG Aero 1-Piece Size: 16, 17" Fits: Mercedes-Benz Finish: Silver center with machined lip and clearcoat, Chrome available, Chrome available Package Example: (4) 17x8 wheels with (4) 235/45YR-17 Pirelli P6000 \$2,188</p>	<p>AMG Aero II Monoblock Size: 15, 17, 18, 19" Fits: Mercedes-Benz Finish: Silver center with machined lip and clearcoat, Chrome Available, Chrome available Package Example: (4) 18x8 wheels with (4) 225/40ZR-16 Sumitomo HTR Z II \$2,352</p>	<p>AMG SL 2-piece Size: 16" Fits: Mercedes-Benz SL(129), S-Class(126) Finish: Silver center with machined lip and clearcoat Package Example: (2) 18x8.5 and (2) 18x10 wheels with (2) 235/40ZR-18 and (2) 265/35ZR-18 Dunlop SP Sport 9000 \$4,772</p>	<p>AMG SLK 1-piece Size: 17" Fits: Mercedes-Benz Finish: Silver with clearcoat, Chrome available, Chrome available Package Example: (4) 17x7.5 silver wheels with (4) 225/45ZR-17 Pirelli P7000 SUPERSPORT \$1,968</p>
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Carlsson



<p>CARLSSON Design 1/6 Size: 17, 18" Fits: Mercedes-Benz Finish: Silver with clearcoat, Chrome available, Chrome available Package Example: (4) 17x7.5 wheels with (4) 225/45ZR-17 Pirelli PZero Asimmetrico \$2,176</p>	<p>CARLSSON Design 1/6 Evo Size: 17, 18" Fits: Mercedes-Benz Finish: Silver with clearcoat, Chrome available, Chrome available Package Example: (4) 19x8.5 silver wheels with (4) 255/40ZR-19 Dunlop SP Sport 9000 \$3,380</p>	<p>CARLSSON Design 2/6 Size: 17, 18, 20" Fits: Mercedes-Benz Finish: Silver center with machined lip and clearcoat Package Example: (4) 17x8 wheels with (4) 225/45ZR-17 Continental Sport Contact C291 \$2,976</p>	<p>CARLSSON Design 3/6 Size: 16" Fits: Mercedes-Benz Finish: Silver center with machined lip and clearcoat Package Example: (2) 18x8.5 and (2) 18x10 wheels with (2) 225/40ZR-18 and (2) 265/35ZR-18 Bridgestone Potenza S-02 \$4,848</p>
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- Road Springs
- Race Springs
- Coil-over Suspensions



THE **TIRE RACK**[®]
Performance Tire and Wheel Specialists[®]



Pilot[®]



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.

The Pilot XGT V4 & Z4

Ultra High
Performance
All Weather

tires are designed to help balance the tradeoffs between dry road performance and poor-weather grip. So if your sports

car, coupe or sedan will encounter slush or light snow, you'll enjoy the year-round mobility the Pilot XGTs can help provide. While maximum dry road performance requires a stable tread design, all weather traction requires smaller tread blocks and sipes to provide the necessary biting edges to slice into slush and light snow. Michelin has met this challenge by developing a directional tread design that introduces vertical "torque locking" sipes which provide additional stability during hard cornering and braking in the dry.



PILOT SX MXX3

205/50ZR-15	\$179	265/40ZR-17	269
205/45ZR-16	194	275/40ZR-17	275
205/55ZR-16	194	285/40ZR-17	262
205/55ZR-16 ^{HWZ}	187	315/35ZR-17	297
215/45ZR-16	199	335/35ZR-17	199
225/50ZR-16	199	225/40ZR-18	263
225/50ZR-16 ^{NI}	199	235/35ZR-18	285
225/50ZR-16 ^{NI}	196	235/40ZR-18	269
225/55ZR-16	199	235/45ZR-18	246
245/45ZR-16	242	235/50ZR-18	237
245/45ZR-16 ^{NI}	219	245/40ZR-18	276
245/50ZR-16	229	255/45ZR-18	256
255/50ZR-16	239	265/35ZR-18	305
205/50ZR-17 ^{NI}	212	265/40ZR-18	294
215/45ZR-17	229	275/35ZR-18	309
215/50ZR-17	209	275/40ZR-18	299
225/45ZR-17 ^{NO}	234	285/30ZR-18	329
225/50ZR-17	229	285/35ZR-18	319
235/40ZR-17	254	295/35ZR-18	324
235/45ZR-17	245	325/30ZR-18	359
245/40ZR-17	261	335/30ZR-18	364
245/45ZR-17	249	255/40ZR-19	336
255/40ZR-17	260	245/40ZR-20	336
255/45ZR-17	265	275/35ZR-20	356



PILOT SX GT

185/55VR-14	\$116	205/55VR-16	153
185/55VR-15	121	215/40VR-16	161
195/45VR-15	100	225/40VR-16	169
195/50VR-15	120	225/45VR-16	178
195/55VR-15	135	225/50VR-16	169
205/50VR-15	127	205/40VR-17	154
205/55VR-15	147	215/40VR-17	167
205/60VR-15	114	215/45VR-17	179
215/45VR-15	115	225/45VR-17	189
225/50VR-15	156	235/45VR-17	192
195/45VR-16	118	245/35VR-17	218
195/50VR-16	132	245/40VR-17	201
205/45VR-16	163	255/40VR-17	202
205/50VR-16	144		



PILOT XGT V4 & Z4

P205/50VR-15	\$124	P235/45ZR-17	179
P205/60VR-15	109	P245/45ZR-17	184
P215/60VR-15	113	P255/45ZR-17	196
P215/65VR-15	116	P275/40ZR-17	222
P225/60VR-15	114	P285/40ZR-17	222
P215/60VR-16	114	245/40ZR-18	222
P225/50VR-16	149	255/40ZR-18	229
P225/60VR-16	119	P255/45ZR-18	209
P245/50VR-16	159	275/35ZR-18	249
P255/50VR-16	169	P285/35ZR-18	256
P205/55VR-16	154	245/35ZR-19	258
P225/50ZR-16	159	255/35ZR-19	275
P225/60ZR-16	126	255/40ZR-19	289
P245/50ZR-16	169	275/30ZR-19	313
P255/50ZR-16	179	285/30ZR-19	333
P225/50ZR-17	161	245/40ZR-20	289
P225/55ZR-17	161	275/35ZR-20	304

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1998 FIA Formula 1 World Champion
Mika Hakkinen



POTENZA S-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.

205/55ZR-16	\$175		
225/50ZR-16	194		
225/55ZR-16	182		
245/45ZR-16	220		
205/50ZR-17	183	265/40ZR-17	276
215/40ZR-17	209	275/40ZR-17	292
215/45ZR-17	190	225/35ZR-18	254
225/35ZR-17	187	235/40ZR-18	193
225/45ZR-17	198	245/40ZR-18	278
235/40ZR-17	239	255/35ZR-18	302
235/45ZR-17	220	255/45ZR-18	302
245/40ZR-17	245	275/35ZR-18	340
245/45ZR-17	238	285/35ZR-18	343
255/40ZR-17	255	295/35ZR-18	355
255/45ZR-17	257	245/35ZR-19	309
		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)

=



Ultimate Tire Technology

POTENZA RE930

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.



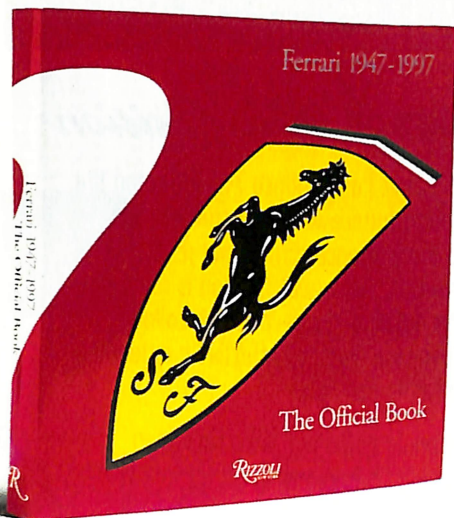
High Performance All-Season

185/60HR-14 [°]	\$49	195/65HR-15 [°]	53
185/70HR-14 [°]	47	205/60HR-15 [°]	55
195/60HR-14 [°]	52	205/65HR-15 [°]	57
195/65HR-14 [°]	53	215/60HR-15 [°]	59
195/70HR-14 [°]	49	215/65HR-15 [°]	58
185/65HR-15 [°]	51	225/60HR-16 [°]	77
195/60HR-15 [°]	52		



Reviews

Ferraristes' Paradiso



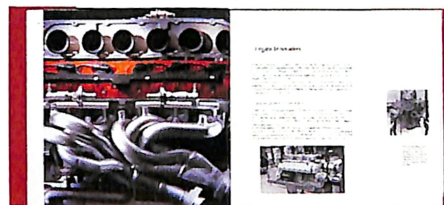
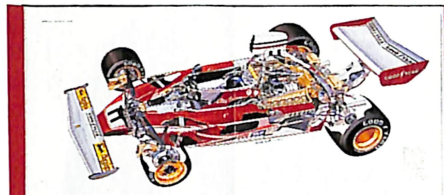
Ferrari 1947-1997, The Official Book, edited by Antonio Ghini and Giovanni Cancellieri, Ferrari Direzione Comunicazione, Giorgio Nada Editore, Rizzoli International Publications, 300 Park Ave. So., New York, N.Y. 10010, \$95.00, 11 x 11 in., 406 pp.

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-pas, to produce

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 Gianni 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



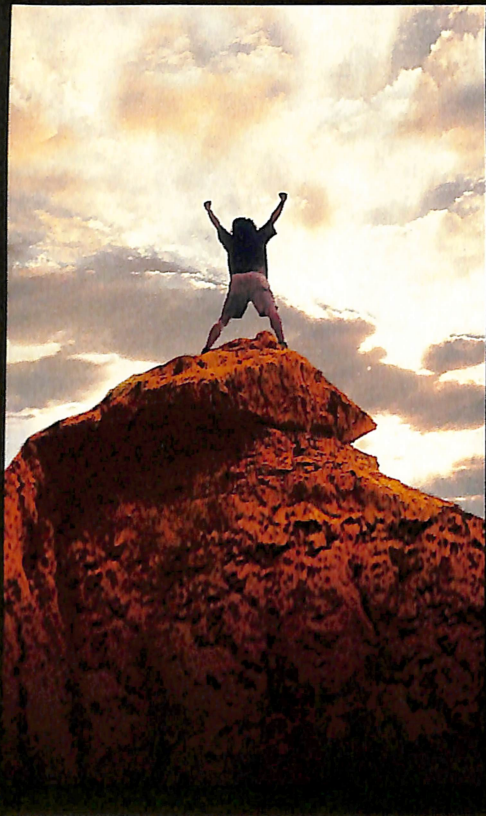
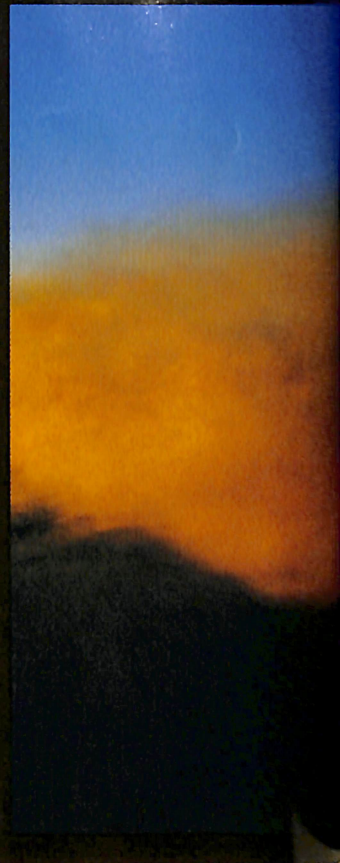
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NOT

A CAR COMPANY

THIS



IS NOT





The VehiCROSS

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



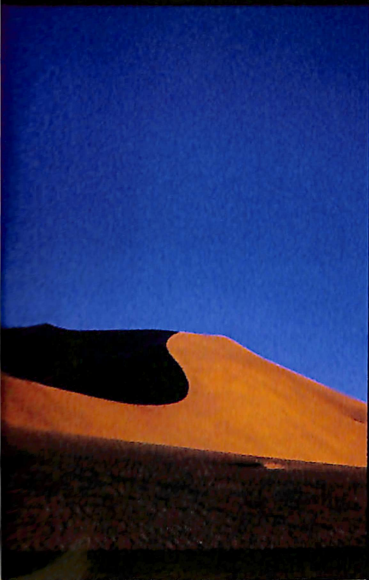
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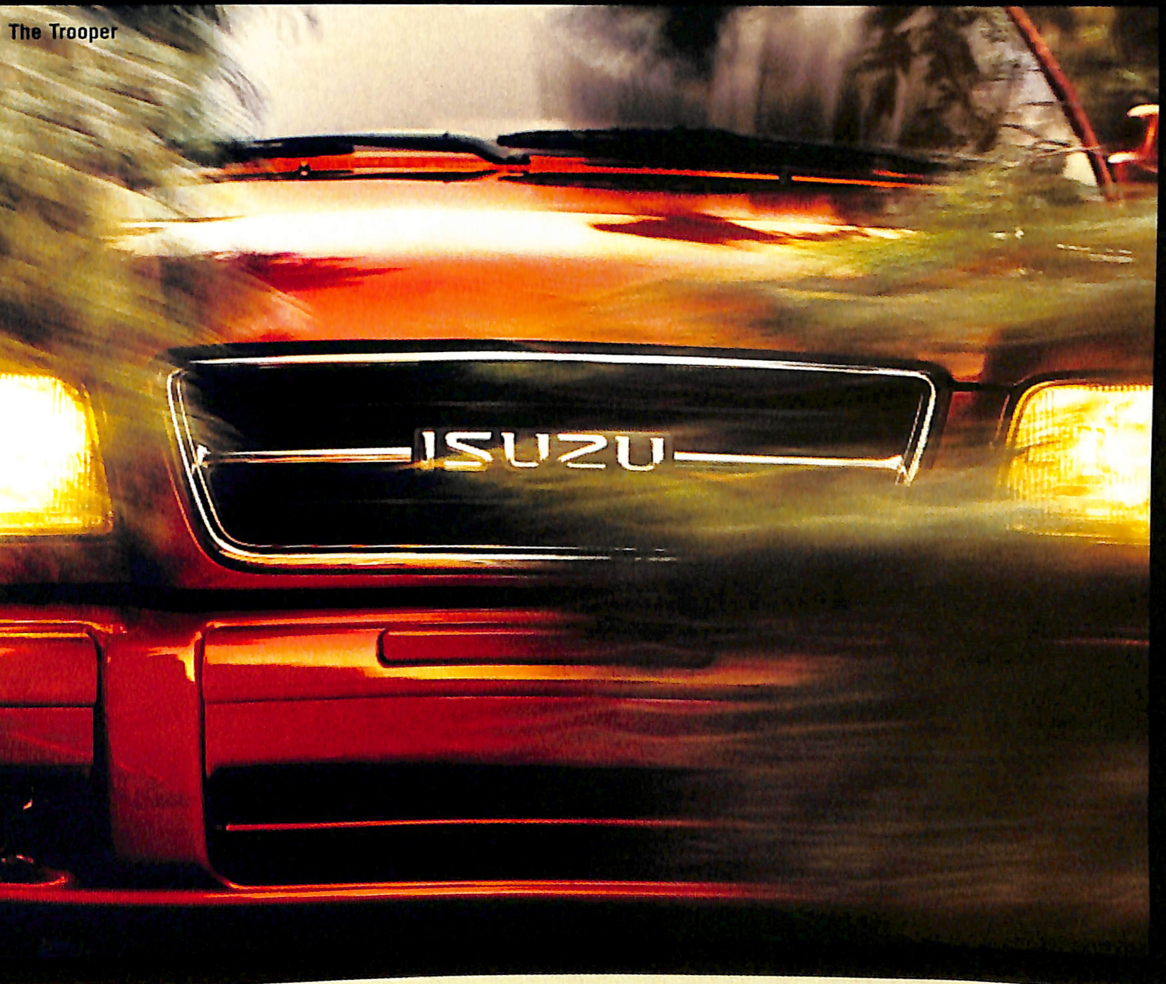


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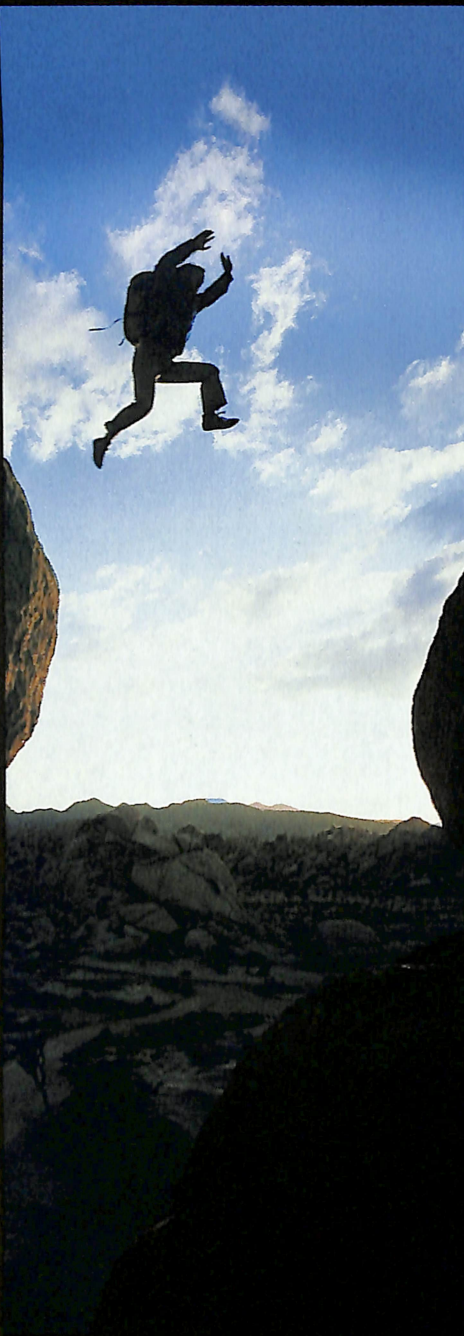
T



The Trooper

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



GET OUT M



The Trooper

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.

DON'T

UCH



The Amigo

ISUZU



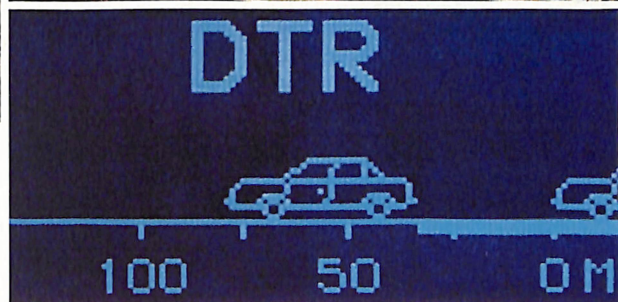
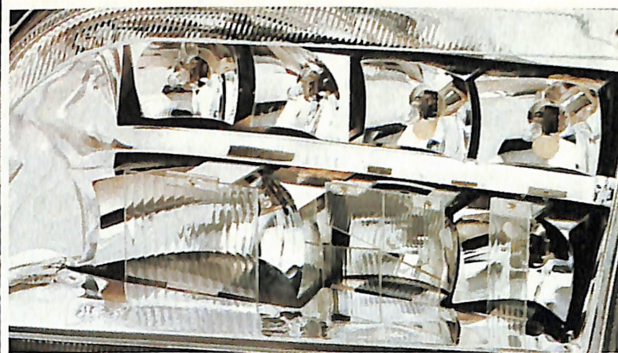
Whether your life fits best in an Isuzu Trooper, Rodeo, Amigo, Hombre, or the new Ironman edition VehiCROSS, the one thing you will always find in an Isuzu vehicle is the heart of a truck. Because we don't make cars. And we don't make any apologies for that. For a dealer near you call 1-800-795-9779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



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NO CARS



Technology UPDATE



FOUR SAFETY TECHNOLOGIES FOR THE MILLENNIUM

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

BY KIM REYNOLDS

BEFORE THE MID-EIGHTIES—AND 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 slow-motion films of heads impacting windshields? Buckling up was an unpleasant reminder of our mortality.

But with the popularization of safety features (partly propelled by savvy advertising such as depicting the accident you happily avoided instead of the car-

nage 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.

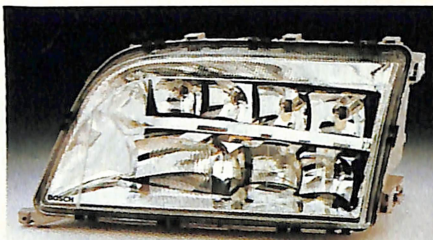
Like it or not, we're entering a brave

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.

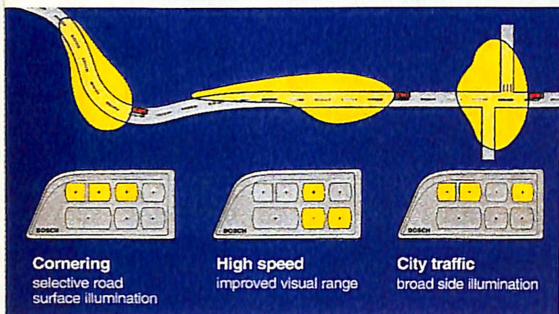
As a primer, let me introduce you to four coming safety technologies. Three are imminent, one is in serious development, but all are inevitable. And you might as well start getting used to them.

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,



■ 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 Schwarzkopf 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 buildup.

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 eye-friendly, 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

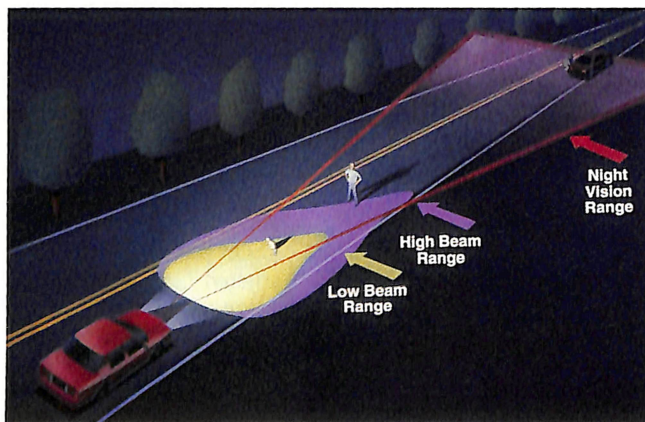
IN THE SECOND HALF OF 1999, Mercedes-Benz will introduce on its new S-Class the first U.S. example of smart cruise control, which in Daim-

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

The simplest solution—just making headlights brighter—is a dim-bulb answer, what with headlight glare already doing 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



■ 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 bugs stick'n to yer grill.



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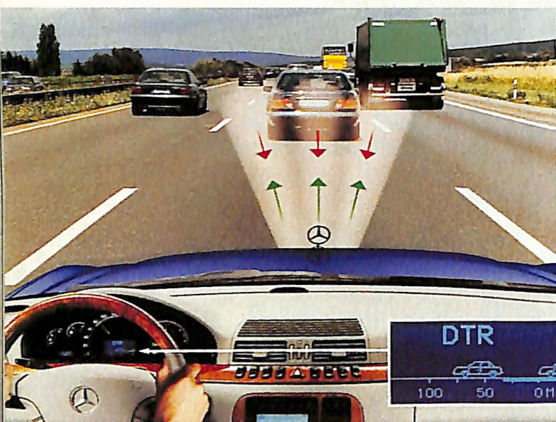
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■ Mercedes' radar-based Distronic manages its cruise-control system while displaying vehicle gap.

Chrysler'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 smart-airbag 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 airbag-caused 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.

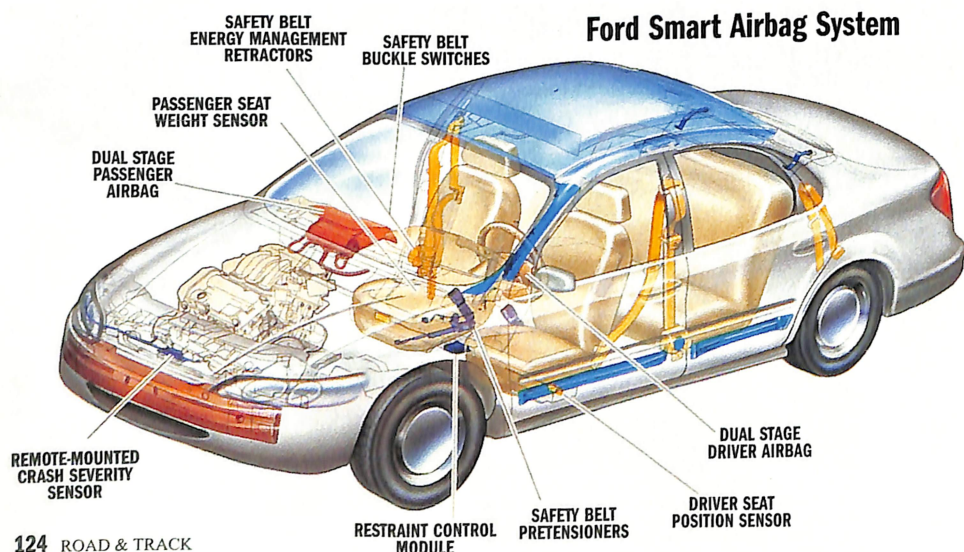
Conclusion

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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225/40ZR16	116

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245/45ZR16	115
255/50ZR16	112
205/50ZR17	157
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215/50ZR17	125
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Enkei RF-1

Finish: Silver Sizes: 15,16,17" Fits: Acura, Ford, GM, Honda, Hyundai, Isuzu, Lexus, Mazda, Mitsubishi, Nissan, Saturn, Toyota Package*: (4)15x7 wheels w/(4)195/50TR-15 tires.



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Finish: Chrome Sizes: 15,17" Fits: Acura, Honda, Hyundai, Isuzu, KIA, Mazda, Mitsubishi, Nissan, Saturn, Toyota, VW Package*: (4)15x7 wheels w/(4)195/50VR-15 tires.



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Finish: Chrome Sizes: 15,16,17" Fits: Acura, Audi, BMW, Chrysler, Dodge, Ford, GM, Honda, Hyundai, Infiniti, Isuzu, Lexus, Mazda, Mercedes, Mitsubishi, Nissan, Saturn, Toyota, VW, Volvo Package*: (4)15x7 wheels w/(4)195/50TR-15 tires.



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Finish: Silver Sizes: 15,16,17" Fits: Acura, Ford, GM, Honda, Hyundai, Isuzu, Lexus, Mazda, Mitsubishi, Nissan, Saturn, Toyota Package*: (4)15x7 wheels w/(4)195/50TR-15 tires.



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SWR Ipon

Finish: Chrome Sizes: 16,17" Fits: Acura, BMW, Honda, Ford, Mazda, Mitsubishi, Nissan, Saturn, Toyota, VW Package*: (4)16x7.5 wheels w/(4)205/40HR-16 tires.



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MB Motoring

MB5



Finish: Silver Sizes: 13,14,15,16" Fits: Acura, Chrysler, Dodge, Ford, GM, Honda, Hyundai, Isuzu, Mazda, Mercury, Mitsubishi, Nissan, Saturn, Subaru, Toyota, VW Package*: (4)13X5.5wheels w/(4)175/70TR-13 tire

MB Motoring

MB6



\$519 Package Price

Finish: Silver Sizes: 14,15,16" Fits: Acura, Chrysler, Dodge, Ford, GM, Honda, Hyundai, Isuzu, Mazda, Mercury, Mitsubishi, Nissan, Saturn, Subaru, Toyota, VW Package*: (4)14x6wheels w/(4)185/60HR-14 tire

SWR Revolution

Finish: Chrome Sizes: 15,16,17" Fits: Acura, BMW, Honda, Ford, Mazda, Mitsubishi, Nissan, Saturn, Toyota, VW Package*: (4)15x7 wheels w/(4)195/50TR-15 tires.



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w/(4)195/50TR-15 tire

MAS



MGR

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Finish: Silver Sizes: 15,17
Fits: Acura, BMW, Honda, Ford, Mazda,
Mitsubishi, Nissan, Saturn, Toyota, VW
Package*: (4)15x7wheels
w/(4)195/50TR-15 tire

MAS Oberon



Finish: Silver
Sizes: 15,17
Fits: Acura, BMW, Honda,
Ford, Mazda, Mitsubishi,
Nissan, Saturn, Toyota, VW
Package*:
(4)15x7 wheels
w/(4)195/50TR-15 tires.

MAS Proteus



Finish: Silver
Sizes: 15,16,17
Fits: Acura, Ford, GM,
Honda, Hyundai, Isuzu,
Lexus, Mazda, Mitsubishi,
Nissan, Saturn, Toyota
Package*:
(4)15x7 wheels
w/(4)195/50TR-15 tires.

MAS Madel



Finish: Silver
Sizes: 14,15,16,17
Fits: Acura, BMW, Honda,
Ford, Mazda, Mitsubishi,
Nissan, Saturn, Toyota, VW
Package*:
(4)14x6 wheels
w/(4)185/60HR-14 tires.

MAS Porsche Replica



Finish: Silver
Sizes: 17
Fits: Most Porsche models
Package*:
(4)17x7.5, 17x9 wheels
w/(4)205/50ZR17,
255/40ZR17 tires.

Konig



Reign

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Finish: Silver Sizes: 14,15,16,17,18
Fits: Acura, Honda, Hyundai, Isuzu, KIA, Mazda,
Mitsubishi, Nissan, Saturn, Toyota, VW
Package*: (4)14x6wheels
w/(4)185/60HR-14 tire

Konig



Rush

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Finish: Silver Sizes: 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

Konig



Octane

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Finish: Silver Sizes: 14,15,16,17
Fits: Acura, Honda, Hyundai, Isuzu, KIA,
Mazda, Mitsubishi, Nissan, Saturn, Toyota, VW
Package*: (4)14x6wheels
w/(4)185/60HR-14 tire

Konig



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Finish: Silver Sizes: 15,16,17,18
Fits: Acura, Honda, Hyundai, Isuzu, KIA,
Mazda, Mitsubishi, Nissan, Saturn, Toyota, VW
Package*: (4)15x6.5wheels
w/(4)195/50TR-15 tire

Concord Type 1



Finish: Silver
Sizes: 13,14,15,16
Fits: Acura, Audi, BMW,
Honda, Hyundai, Infiniti, Isuzu,
Kia, Lexus, Mazda,
Mercedes, Mitsubishi,
Nissan, Saturn, Saab,
Subaru, Toyota, VW, Volvo
Package*:
(4)13x5.5 wheels
w/(4)175/70TR-13 tires.



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Package Price

MB Motoring Fantom



Finish: Polished
Sizes: 16,17
Fits: Acura, Dodge, Ford,
GM, Honda, Infinity, Jeep,
Lexus, Mitsubishi, Nissan,
Toyota,
Package*:
(4)16x8 wheels
w/(4)LT265/75R-16/C tires.



\$939
Package Price

MB Motoring SST



Finish: Silver
Sizes: 16,17
Fits: Acura, Dodge, Ford,
GM, Honda, Infinity, Jeep,
Lexus, Mitsubishi, Nissan,
Toyota,
Package*:
(4)16x7.5 wheels
w/(4)LT265/75R-16/C tires.



\$939
Package Price

MIM San Remo



Finish: Silver
Sizes: 15,16,17
Fits: Acura, Dodge, Ford,
GM, Honda, Infinity, Jeep,
Lexus, Mitsubishi, Nissan,
Toyota,
Package*:
(4)15x7 wheels
w/(4)LT235/75R-15/C tires.



\$1219
Package Price

Concord Racing

Finish: Silver
Sizes: 14,15,16
Fits: Acura, Honda, Mazda,
Mitsubishi, Nissan, Toyota, VW
Package*:
(4)14x6 wheels
w/(4)185/60HR-14 tires.

Enkei 170

Finish: Machined
Sizes: 16,17
Fits: Acura, Dodge, Ford,
GM, Honda, Infinity, Jeep,
Lexus, Mitsubishi, Nissan,
Toyota,
Package*:
(4)16x8 wheels
w/(4)LT265/75R-16/C tires.

Enkei 186

Finish: Silver
Sizes: 16,17
Fits: Acura, Dodge, Ford,
GM, Honda, Infinity, Jeep,
Lexus, Mitsubishi, Nissan,
Toyota,
Package*:
(4)16x8 wheels
w/(4)LT265/75R-16/C tires.

Empty Field! Tracker

Finish: Silver
Sizes: 16,17,18
Fits: Acura, Dodge, Ford,
GM, Honda, Infinity, Jeep,
Lexus, Mitsubishi, Nissan,
Toyota,
Package*:
(4)16x8 wheels
w/(4)LT265/75R-16/C tires.

Konig



Burner

\$569
Package Price

Finish: Silver Sizes: 14,15,16
Fits: Acura, Honda, Hyundai, Isuzu, KIA,
Mazda, Mitsubishi, Nissan, Saturn, Toyota, VW
Package*: (4)14x6wheels
w/(4)185/60HR-14 tire

Konig



Monsoon

\$759
Package Price

Finish: Silver Sizes: 15,16,17,18
Fits: Acura, Honda, Hyundai, Isuzu, KIA,
Mazda, Mitsubishi, Nissan, Saturn, Toyota, VW
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w/(4)195/50TR-15 tire

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