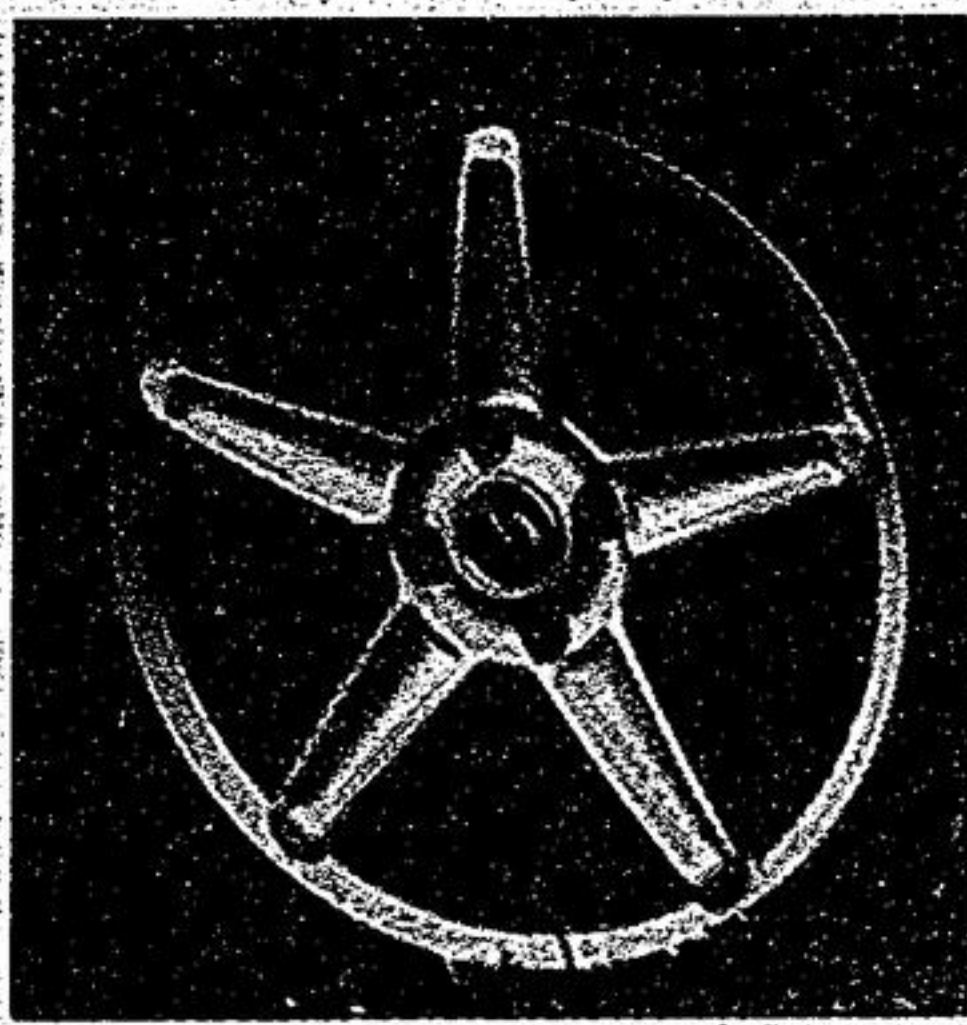


Focal point of the Focus

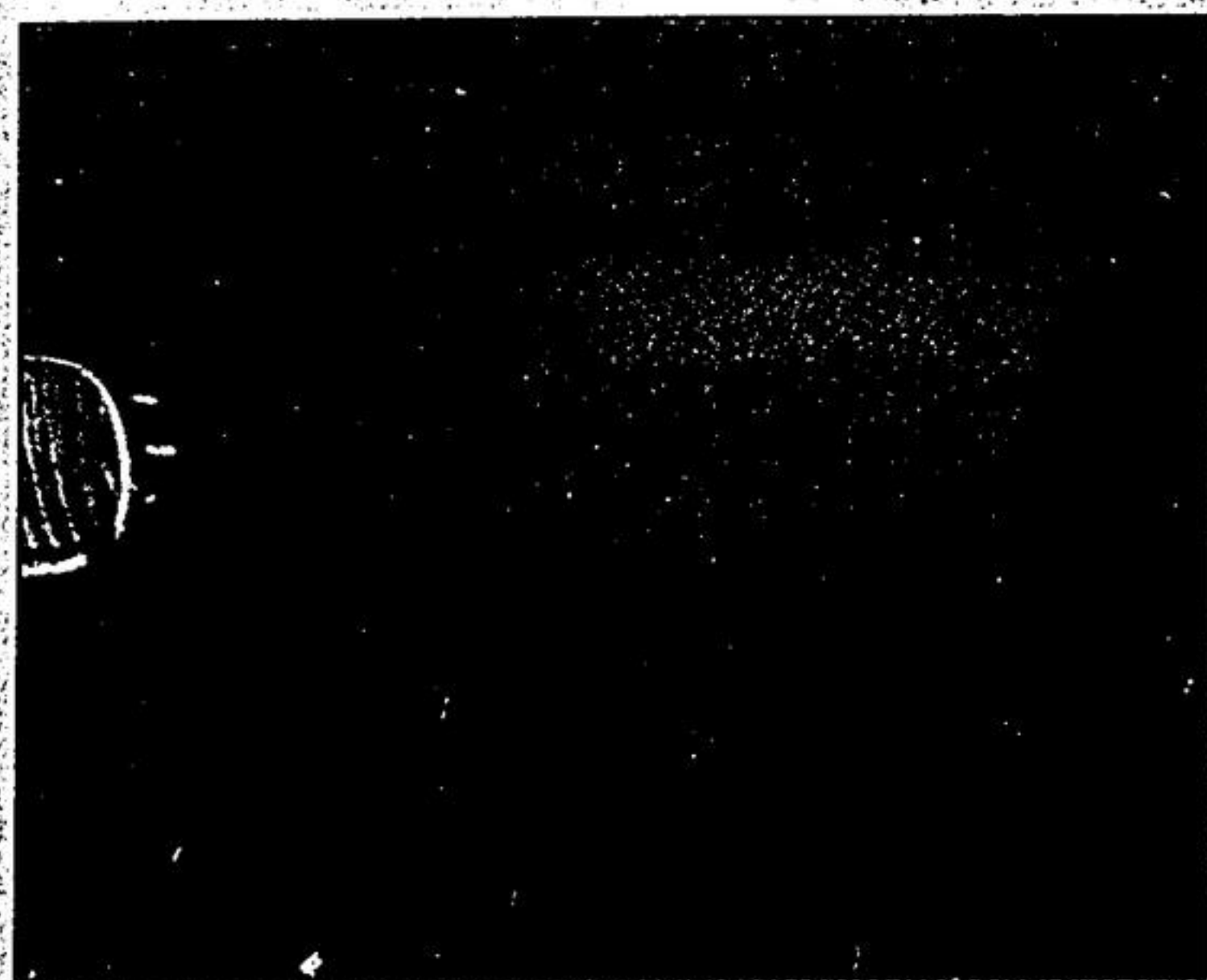
Sean Hyland Motorsports, a seller of performance Mustang parts, has released a new performance-oriented alloy wheel exclusively for the Ford Focus with features that allow it to be used for both street and occasional blasts at the race track. The rims, priced at just \$219 each, measure 17x7 inches with the correct four-bolt Focus



pattern and proper 42-millimetre offset. That means the wheel clears the brake calipers and at the same time remains neatly tucked under the fender. In fact, it's capable of clearing larger-brake calipers that might be added in the future. This five-spoke design weighs in at just 10 kilograms (22 pounds) and is ideally made to fit the 215/40-17 tire of your choice. Nicely finished in silver powdercoating, the wheel is finally slathered in 'clear' for extra protection and low maintenance. To see more, go to www.seanhylandmotorsport.com, or call 1-519-421-2291.

Carbon-fibre look... in a bra

Are you looking for a car bra that's a little out of the ordinary without being too wild? Colgan Custom of Fountain Valley, California, which has been making car bras since 1961, has come up with a hi-tech carbon-fibre look. The major difference between it and others on the market is in the texture of the vinyl. The Colgan Custom has the same herringbone look found in the weave of carbon fiber, which gives the bra its one-of-a-kind appearance. To ensure quality, Colgan uses heavy vinyl and a 25-ounce flannel backing to buffer any contact with road debris. Added to this, all critical areas are double-padded as well as double-stitched on top for durability and a better fit. For people with special needs, Colgan can customize the bra's openings for factory fog lights and headlight washers, or they can even omit the opening for a front licence plate. Prices start at about \$80 and work their way up from there. For a better look and more information, see www.colgancus




The injection question

Fuel-injection is a great thing, certainly when compared to a carburetor. Although we've seen tests where peak performance between the two is nearly equal, fuel-injection offers better starting — on any day, cold or hot — the potential for better fuel economy and better part-throttle driveability without stumbles and hiccups. You can add fuel-injection to your older carbureted vehicle now with the help of Holley Performance, which has a complete line of systems. Fuel injection works by giving the engine the precise amount of gas it needs at precisely the right time. It's this method of 'metering' that gives an engine the power to work at its full potential. By using the intake manifold already on your car and then adding a Holley fuel-injection system, you can expect up to a claimed 25-per-cent increase in power. Whether you choose a throttle-body or a multi-point system, Holley supplies all the right sensors to make the transition trouble free. Kits range from single-barreled units that flow 300 cubic feet of air per minute (CFM) for four-cylinder engines, on through to big multi-point 2000-CFM systems for big-block V8s. Starting prices, depending on the application, range from US \$1,400-\$1,700. Multi-point injection systems (with injectors at each intake port) start at about US \$2,600. For more information, visit your local speed shop or look up www.holley.com.



**STILL WAITING FOR YOUR
FIFTEEN MINUTES OF FAME?
TEST DRIVE A MINI TODAY.**



THE MINI COOPER STARTS AT \$24,950*. THE MINI COOPER S FROM \$29,600*.

*Tax, transport and preparation extra. The model shown is a 2002 MINI Cooper with optional bonnet stripes, foglights and chrome bumper inserts. The white contrast roof and mirror caps are optional and available at no charge.
© 2002 MINI Canada, a division of BMW Canada Inc. "MINI" and the MINI logo are trademarks of BMW AG used under licence by BMW Canada Inc.

the
new

MINI Markham

8111 Kennedy Road at Hwy 407 + Kennedy
(905) 513-8900

