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## Need for fast speed car racing video

Some automakers create plant-spec variants of their favorite models for competitive motorsport. Here are five of the most tempting. If you have the means and desire for motor racing, there are many automakers with their own spec racing series. Ferrari are running the Challenge series, while Lamborghini and Maserati have their respective Super Trofeo and Trofeo series. Porsche has a Super Cup, and watch toys like the Ariel Atom have their own. Each of these championships operates identical machines derived from their respective road sports cars updated according to the competition specifications. In 2009, the raging bull awning launched Super Trofeo. The series uses racing versions of Gallardo, and Lambo released the latest version late last year. The new Gallardo LP570-4 Super Trofeo follows the new LP560-4 coupe unveiled at the Paris Motor Show in 2012 and spyder as the third new variant based on the recently revised model. Unveiled at the Navarra circuit, where the 2012 series wrapped, the new Super Trofeo racer is 120% more aerodynamically efficient than the model it replaces and offers 50% better brake cooling. Best of all, the V10 scream, multiplied by dozens of racing Lambos on the grid. 12 Ridiculously rare Sports Cars Cool Cars can be imported in the 2021 Maserati recently updated GranTurismo for the 2013 Maserati Trofeo MC World Series. The latest GranTurismo MC Trofeo mostly has the same specifications as the 2012 model it replaces, with only slightly lower kerb weight, extended trackside, sophisticated aerodynamics and new Pirelli tyres. The same 4.7-litre V8 continues to produce 444 horsepower. So far the Maserati has signed 15 teams for the 2013 season, and hopes to attract another five before the first race on April 28 at the Paul Ricard circuit in the south of France. Porsche released the new 991-gen 911 GT3 Cup at the Geneva Motor Show in 2013. While the previous model produced 450 horsepower, the 3.8-liter flat six in the new cup was tuned to 460 horsepower, steering the rear wheels through a six-speed sequential gearbox. Ready for the track, it also has a high-flow exhaust, adjustable anti-roll rods, 18-inch alloys with Michelin slick and 15-inch brakes. The interior was also stripped down and equipped with roll cages, racing controls, an emergency escape hatch and a bucket seat with a competitive harness. The Porsche Porsche Challenge features a track-only version of the 458 Italia and the fifth model used by Ferrari in its single-make racing program. Engineers have adjusted the gear ratios and calibration of the F1 dual clutch gearbox to improve torque delivery at lower speed. It is also equipped with an E-Diff electric differential used on the street.

legal model. The race-spec 458 received a specific suspension set, a 19-inch center-nut forged alloy and a driving height reduced by 50 mm. Ferrari also reduced the weight of the car by using carbon fibre materials and Lexan. Ferrari Instead of racing Atom in the existing series, Ariel has created its own spec racing series called the Atom Cup, which starts in the UK next month with races to be held at Silverstone, Brands Hatch and other tracks in the British Isles. For the role, Ariel modified Atom into an Atom Cup, with a little extra bodywork, overturning cages, Ohlins silencers and Yokohama racing slicks. The 245-horsepower 2.0-liter i-Vtec four come from Honda carries essentially unchanged, but racing fuel should help eke out a little extra energy. Driverless behind the wheel, this self-driving race car maxed out at 124mph. While Tesla is preparing to roll out the world's consumer-ready fully autonomous cars on the road, Roborace has been busy carved out its own niche with the development of the world's first self-driving race car. After showing off a crazy prototype concept called DevBot last year, a near-final production model known as Robocar was unveiled in Barcelona earlier this year. You may also remember he appears on Top Gear - a picture of Matt LeBlanc fittingly pretending to be a jockey is hard to erase from memory. After a year of development, DevBot was showcased at the German Formula E championship a few weeks ago, where it conducted its first full-speed self-driving bike around Berlin Street Circuit. Using its four 300-KW electric motors, devbot maxed out at 124 mph without a driver behind the wheel, but the final car is expected to exceed 200 mph. The self-driving racing car is the work of Daniel Simon, a former bugatti and Volkswagen concept designer who also designed futuristic vehicles in the Tron Legacy. His vision is to create an autonomous racing league, which takes place before regular Formula E races with 10 teams using two driverless cars. From a cockpit perspective, seeing a car accelerate, brake and drive itself is disturbing. It's an impressive feat, but it still can't match the pace of a man-driven race car. Corner input speeds seem to be slow, and it often lacks racing lines. The technology is in place, but it will take a long time before autonomous racing cars can make Formula 1 obsolete. The racing car image of Goran Bogicevic from Fotolia.com Car Racing comes in different types--but each focuses on specially designed race cars competing against each other according to different scenarios. Car racing has been around since 1895 and has become one of the most popular sports in the world. Made in Maranello, Italy--Ferrari is one of the most popular race cars in existence. The Scuderia Ferrari team is a popular Formula One participant. In 1993, German racecar driver Michael Schumacher drove a Ferrari 412T---laying World Formula 1 championship---made Ferrari one of the most successful brands in the race. Company manufactured cars for other motor racing events, such as the A1 Grand Prix series, from 2008 to 2009. They also produced 599 GTB Fiorano and F430 GT driven on the GT racing series during other Grand Prix events. Porsche has built many successful racers. He produced the legendary Porsche 917, which won two consecutive championships at Le Mans in 1970 and 1971. The Porsche 917 also won the Racing Series World Championship, collecting 8 out of 10 championships. Formula 1 races are considered to be the highest form of motor racing sanctioned by the Federation Internationale de l'Automobile. In the 2006 season, the top speed of Formula 1 cars was just over 300 km/h. In the establishment ---NASCAR races, such as the Sprint Cup Series and Daytona 5000, are the most popular types of races. Race cars used in NASCAR racing have a top performance of around 830 BHP per 9000 rpm, with a maximum torque of 520 pounds per foot. They shall be strictly limited as regards the permissible parts, materials, dimensions, minimum masses of components and other parts. NASCAR races are typically 300 to 500 miles in length and the design life of the engine for cars ranges up to 800 miles. Cars used in Formula 1 races are single-seat racers, generally with 2.4 ml of their own V8s. Ignition and fuel systems are controlled by a systematic computerised digital engine management system. With a minimum weight of 95 kilograms, these cars produce a peak output of around 755 BHP at more than 19,000 rpm and a maximum torque of 214 pounds per foot. Every Formula 1 race car has far fewer restrictions compared to NASCAR. Author: Stephanie Dube Dwilson Automotive Mechanic must stay under pressure cool. If the car breaks down in the middle of the race, the mechanic must be able to jump, detect the problem and get the car back on track as quickly as possible. Racing car mechanics are also responsible for keeping these cars running smoothly between races and for finding ways to help the car become a bigger rival during the race. Being an automotive mechanic is often a well-paid job, as the annual budget for a team of race cars - including mechanics, bodywork and engineers - can top \$20 million. Getting a job as a race car mechanic is a highly competitive endeavor, so you'll want as many points in your favor as possible. Although there is not one particular way to become an automotive mechanic, how to get ASE certification from the National Institute of Automotive Service Excellence is a good way to build your credentials. To pass an ASE exam, you should take a study course and take practice tests on the ASE website for \$14.95 each. You will also need two years of experience in the motor vehicle service sector to qualify, or three years for advanced certification. You can replace two secondary education or by completing a mechanics mechanics education programme requirements for practice. Completing vocational or technical school training is one way to become a mechanic for racers. Schools like WyoTech or NASCAR Technical Institute offer race car training programs. The WyoTech program lasts nine months and students can choose to specialize in high performance powertrain in order to focus on racing car mechanics work. NTI requires students to take not only standard training techniques, but also NASCAR-specific courses. Teaching and training takes 48 to 78 weeks. After getting a degree from this type of training program, you are more likely to get a racing car mechanic job, especially if someone from the program recommends it. Vocational school is not the right choice for everyone. Some people prefer to be trained to work and build connections through networks. One mechanic who works with Felix Sabates at chip ganassi racing shops got the job done by starting to build race cars at home. He worked on small, local tracks as a mechanic until he earned a reputation for his good work. After a while, one of the many racers he met through his work recommended him to CGRFS. Another way to get a job as an automotive mechanic is by completing certification by attending a training program or working on smaller tracks and then submitting your resume online to as many race car organizations as possible. This method, however, tends to be a harder way to get referrals from someone you've worked with or someone at a mechanics school. CGRFS receives hundreds of CVs and states that very few are selected through this method. Method.

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