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A NASCAR racing car is primarily a cleft of strong metal drains covered with thin, metal sheets. Cars are equipped with a type of protective equipment that is produced during the year in response to accidents and has injured or killed drivers. Let's start how to protect the vehicle driver. The key to the ad survive is to remove energy from the driver's body as much as possible. Road cars many protective devices are designed with this in mind. A road car is designed to be structure-run and thus absorb a lot of energy, like other protective devices, seat belts and airbags, much more time to slow the driver's body. A NASCAR racer uses the same technique. There are three sections of frame: the front klepperer-kalupamdli section (including roll-edge) front and back clip are constructed from thin steel veins so that they will kill when the car is another car or a wall. The Middle Section is designed to be strong enough to maintain its integrity during an accident, thus protecting the driver. In addition to being a colabi, the front clip is designed to push the engine out of the lower part of the vehicle-instead during an accident. There are several important jobs in the seat seat: it is important to keep the driver inside the roll cage of his car. It is important to keep the driver from contacting any difficulty during an accident. It is important to absorb some of the energy of the accident by turning it. In the past, several casualties have occurred when drivers threw their seats from vehicles too. To counter this, NASCAR rules now need that its seat be attached, at several points, directly to the tubulearn structure that forms the roll-edge, which is sometimes only a part of the vehicle that is left unchanged after the accident. The shape of the set is also important. Most seats found in NASCAR race cars wrap around the driver's oily cage. It provides some support during an accident, instead helping spread the load on the entire oily cage. Some new seats as well as wrap around the driver's shoulder, which provides better support, because the shoulder is much more durable than the oily cage. The head is probably the most weak part of the human body during an accident. While the driver's body is very strongly bonded, the head can be jike around uncontrollably. The helmet is designed to filter the impact energy on the entire helmet and prevent the waste from ponkhong. Every NASCAR driver needs to wear some type of helmet. Most wear a full face helmet, covers the whole head and wrap around the mouth and chin. Others wear an open face helmet, which just covers the head. Drivers wearing open face helmet usually wear protective glasses. They claim that a full face helmet limits their perditive approach. Posted For helmet industrialist Simpson Race products, there are three parts of their race helmet: outer shellbedall linerInner liner, phading and hardware once a shell design has been approved, a customized exit model is generated for this particular helmet. The outer shell construction starts with a thin coat of suncoat. Then a special resin, consisting of several varieties of glass, carbon, keular and other exotic resins and weaves, is added to the shell. It's all hard, the chachian alike to make the outer shell. Just below the outer shell is the BeadALL lineer, which has a special foam inglet in the helmet crown. The purpose of this liner is to absorb energy that does not absorb external shell. This is made of the plystyrene or polystylene. The most helmet interior sion is a form-fit difleting bed made of either Naelan or Noex. Noex is a special fire retardent material made by Dupont. It does not melt, drop, burn or support. Helmet is also equipped with a gaul pad, chin lease and visa. The wessor is made of a hard-to-be-made-up of leaxplastics. Laisson, which is also used in NASCAR windshield, is commonly known for its use in the blelperanf glass. They are considered safe enough for the fast race before all helmet go through some kind of testing. The Snall Memorial Foundation is an independent organization that set voluntary standards for auto racing helmet. To test the impact resistance of a running helmet, Snall drops it on a metal head form on different types of helmet space and anvils. If the peak affect the regression then the metal head exceeds an intensity of power equal to 300 Gs, or 300 times the power of gravity, it is rejected. This level of effect is difficult for concapitalization--30 mph (48 kph) in a concrete wall that is used to impact a head on 80 Gs. The most impact on the race track are between 50 and 100 Gs. A 100-G effect for a 160 lb (72 kg) feels that it will start pressing 16,000 pounds (7,257 kg) on top. Another piece of driver safety equipment is called the goose device. This one is still going to be debated. In the next section, you will learn what the goose device is and what is the conflict. Some carmakers create race report variables of their favorite model for competitive outsourcing. Here are the five most dressed. If you have resources and a lot of resources for motor racing, then there are a lot of otomakrs with their own report racing series. Ferrari plays the Challenge Series, while Lamborghini and Muscat Erati have their related Super Trofeo and Trofeo series. Have excellent super cups, and track toys like the aeral atoms are their own. Each of these championships run the same machinery which is upgraded to compete with their relevant road going sportsaries. In 2009, the angry Bill Marque launched Super Trofeo. The series uses the run version of The Gallaurdu, and the lebo continues Version at the end of last year. The new Galladrd A-4 Super Trofeo has been revealed at \$6 for the 2012 Paris Motor Show and Spedar as the third new type based on the recently revised model. The sun in the Nawarra circuit where the 2012 series wrapped, the new Super Trofeo Reser is 120 more efficient than this model and takes its place 50% better brake cooling. The best is that the V10 is spread by screaming, racing dozens on the grid. I recently updated GranTurismo for the 2013 Maserati Tofeo MC World Series. The latest Graphiasmo CMCCCCCCCCCCCL 2012 model takes place, only slightly lower stop weight, wide track, reworked iro dinamax and new Pi tyres. The same 4.7 liter V8 production is continuing for 444 horsepower. Since now Muscat Erati has signed 15 teams for the 2013 season, and is expected to attract another five before the first race on April 28 on the Paul Richard Circuit in the south of France. Fine released the new 991-gen 911 GT3 Cup at the 2013 Geneva Motor Show. The previous model has been produced on 450 horsepower, 3.8 liter fiat 6 in new cups, 460 for driving back-wheel with a six-speed setting. Ready for the track, it also has a high flow path, the lead-up anti-roll bar, with Michael in 18-inch Al-Laves Slackex and 15-inch brakes. The entrance has also been snatched and installed along with a roll-up, racing control, emergency escape swatch and balti set competition. The excellent fine Ferrari Challenge is used by Ferrari in its single make-up race program features only versions of 458 track of Italy and fifth model. Engineers modify the gear ratio and insacan of F1 double-clot-klotkon to improve torque delivery in lower revs. It is also equipped with different electric differences e used on the road legal model. Race Report 458 achieves a specific suspension set, 19-inch center-nat fake al-Laves and a ride height of less than 50 mm. Ferrari also decreased the weight of the vehicle by using carbon fiber and light lyson materials. Ferrari instead of running the atom in an existing series, Aerile called his own report racing series the Atom Cup, which is held next month in britain on The Salorstone, Brands, And other tracks on the British Islands. For work, Aerial has modified the atom in the Atom Cup, with a little extra boudivork, rollover cage, ohlance dampers and yuko-haama racing slaaks. The 245-horsepower 2.0-liter vtec has more than four which is essentially unchanged, but should help to pull out the racing fuel spread with a little extra power. Fotolia.com car race comes from a bogakawalk in a variety of different types of car image--- but each especially designed race race focused on each other under each other against each other Car racing has been around since 1895 and has become one of the most popular sports in the world. Developed in Maranilou, Italy--Ferrari is one of the most popular racing cars in existence. The Skodara Ferrari team formula is a popular entry into a world. In 1993, German race car driver Michael Shomekar won a formula to win a formula to ferrari 412T1--- which is one of the most successful brands in a championship race. The company has also built vehicles for other car race events, such as the a1 series before grand, 2008 to 2009. He also has 599 GTB Fiorano and F430 GT other grand events during rt racing series. Many successful race cars have been built by Fine. It's a legendary fine 917 that won two consecutive championships in Le Mans in 1970 and 1971. The excellent 917 also won the Race Series World Championship, news out of 8 10 championships. Formula One race federation is considered the most shape of car racing approved by internationally de l. In 2006 season, the top speed of Formula 1 cars was a little over 300 km/hr. America---NASCAR, within generations, like the Sprint Cup Series and daytona 5000, are the most popular breed types. Racing cars used in the NASCAR race have an electric peak of around 830 BHP at 9000 RPM, with a peak torque of £520 per foot. They are restricted to allowable parts, materials, dimensions, component stake, minimum weight, and stiffness in terms of other parts. NASCAR races are usually up to 300 miles in length and an engine design life for cars up to 800 miles. The cars used in the formula are a race racers, usually 2.4 L customv8s. And fuel systems are controlled by a managed, computerized digital engine management system. With a low weight of 95 kg, these cars produce a peak strength of around 755 BHP in a peak torque of 19,000 RPM and 214 per foot. Every formula is much less restrictive in a race vehicle than NASCAR. NASCAR.

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