



I'm not robot



Continue

How many zero are there in a million

Simple steps and tips on how to live waste-free by removing packaging and using reusable containers to create as much waste as possible. It says there is an addiction to everyone, a adage that surely applies to Denizen Hogback's 2002. Our agent of choice? Horsepower and speed, of course. And we just did a bender that plunged us straight to rock bottom by running five modified sports cars — three of which produced more than 1000 horsepower — from stalling to 200 mph and returning. This is the first 0-to-200-to-0 punch in the world, and it has left us with one question: Where's that number for Betty Ford? Five years ago, this test probably wouldn't even have been possible. In those days, every car that boasted four figures in the horsepower column was most likely a temperamental drag racer who burned special high-octane racing gas and was generally unfit for use on the road. But thanks to advances in electronics and turbocharging, some companies currently claim to produce modified production cars with 1000 and more horsepower running on 93 octane gas pumps and are civilized enough to drive daily. To prove this seemingly preposterous idea, we assembled five speed sleds—four tuned cars and one production unit. Very soupy entries are the Ford GT, Dodge Viper, Chevrolet Corvette Z06, and Lamborghini Gallardo. The single production car is the most powerful domestically available, the Saleen S7 Twin Turbo 750-hp. Once the contestants approved our game, we had to come up with a suitable playground to show the ability of the car. Most readers are familiar with the standard 0 to 100 mph-and-back-to-0 test, which has been used intermittently by various sources since the 1960s. In 1965, the Shelby 427 Cobra was credited with a record 13.8 seconds. In 1998, we increased the highest number of speeds by introducing a 0-to-150-to-0 test. The fastest runner is the Corvette ZR-1 produced by Indiana-based Lingenfelter Performance Engineering; produced 640 horsepower, reached 150 mph in 15.6 seconds, and stopped 7.7 seconds later. Total time: 23.3 seconds. Today Lingenfelter Vette, twin-turbo Z06, makes an astonishing 1109 horsepower by our calculations. With this mega jump in horsepower, we stepped up our game, and the 0-to-200-to-0 madness lit up. We know this competition will be a journey into uncharted territory — especially the section about stopping from 200 mph – and will require some extra space to perform. So we rented an 11,800-foot airfield in Oscoda, Michigan, that was once part of the U.S. Air Force Base Wurtsmith. To make sure all cars use 93 octane pump fuel, we begin the journey 200 miles, 5000 hp day before the test to burn the fuel the car came up with. Along the way we stopped at the Wheel to Wheel Powertrain in Madison Heights, Michigan (w2wpowertrain.com; 866-903-4905). There we tied each car to a brand of chassis dynamometer called mustang and measured horsepower at the wheel. It's a wheel. the figure is usually 15 percent less than the output of the machine due to the loss of the parasite drivetrain. Since each new vehicle brochure and our usual specifications list engine horsepower, not at-the-wheels numbers, we calculate the engine's horsepower, assuming a 15 percent loss, and use that number for the specifications here. We also make changes to our routine testing procedures. To give these cars the opportunity to put this great power to the ground, we allowed all teams to install sticky road race tires. We don't run these cars in two directions to undo the wind effect, nor do we apply our usual weather correction techniques. If we have, the amount of acceleration will drop by 10 or two because the weather conditions are not ideal, so remember that when comparing these results with those of our usual road tests. There are three main rules: Gas must be 93 octane, and nitrous-oxide injection is prohibited, as should water-cooled brakes. The finishing sequence is based solely on time —the car with the fastest time of 0-to-200-to-0 wins. Each car was given four runs, and the team was allowed to supply the driver or use one of us. Every team supplies drivers, too, because we can't be blamed for the mechanical problems that occur. That's right, stressing the engine for 1000 horsepower, and it could very well go boom. Hey, there's no glory without some victims. Road rage: 3 starsZero to 200 mph: DNF1/4 miles: DNF200-to-0-mph braking: DNFTotal time, 0 to 200 to 0 mph: DNFAfter witnessing what the Lingenfelter boys went through this time, we've stopped believing that you can make your own luck. The twin-turbo Vette who was the early favorite couldn't take a break on race day, and two seemingly inserous events made the car a single DNF. In fact, it is dubbed a science project for all tubes, solenoids, cooling tanks, electronics, and air tanks. Spectators, give the car one more time, must be muttering, Hey, whazzat? Getting big horsepower is not the most difficult task in this competition. The hard thing is getting all that power onto the sidewalk without any point smoking tires. Compared to the mid-engined Ford GT, the Corvette has inherent drawbacks due to its less than weight on the rear tires. So Lingenfelter's crew developed a system that limits the amount of horsepower the engine is available when the transmission is in the first three gears and the car will most likely melt the tires. The system relies on compressed nitrogen to control turbo waste gates and limit the amount of turbo thrust. In the first tooth, the thrust is limited to 6.0 psi; then successive ramps with each gear selection. In the fourth tooth, it makes 15.5 psi. Another useful modification is to switch from the standard final-drive ratio to the higher end of the rear (2.73:1) which, combined with a red line 500 rpm higher (7500) than the standard, allowed vette to reach 200 mph fourth tooth. Every other car has to make a time-consuming shift to the fifth or sixth somewhere north at 140 mph. Getting a good launch is much more difficult because the 7.0-liter V-8 still produces about 750 horsepower in first gear. The engine block is a stock L57 Z06 unit, quite true, but the internals have been completely replaced with stouter pieces and a second fuel system, and a set of injectors are added to satisfy the extra fuel appetite. A pair of pumpkin-sized turbos flanking the engine did not sit watering with it, so a new bonnet was set up to give permission. The list of engine modifications includes a full page, but you need to know two things: 1109 horsepower — the most here – and to replicate this machine, expect a bill of \$186,515. 35 thousand and other changes were spent on Baer's large brake kit, LPE-Penske shock, Corsa exhaust, and dual disc clutch. Cost of Z06 combined with mod: \$288,540. Working against automotive happiness is a very rigid clutch, a journey that is too firm, and has to crawl around the safety cage just to get inside. While certainly acceptable as a daily driver, this car and Saleen are the least civilized of the bunch. The problems for Lingenfelter's car began on his maiden run. The company driver threw two-three shifts, effectively ending that run. On the second run, everything seemed fine, and then a small plane swooped down and tried, but failed, to get along with this killer Vette. We mentioned the plane because of what happened next: Our VBOX test equipment did not record the running. We theorize that maybe the plane has interfered with the antenna. It's an unlikely story, but it's the only one we have. The tragedy was that Vette was unable to do another run, with the machine making some very unhealthy noises after running No 2. Since the engine bay is so packed with turbos, intercoolers, channels, etc., so it takes six hours to replace the spark spark, repairs are not attempted. Back home in Decatur, Indiana, the crew determined that when the driver missed the shift, the engine spun wildly to 8878 —about the magnificent red lines of the past—and broke pistons and valves. We had trouble sleeping afterwards, wondering what exactly this Vette could do, so we gave Lingenfelter's crew a second chance. Four weeks later, we returned to Oscoda for a re-test, although we decided it would not be fair to include these results in the main competition. You'll need to read the sidebar on the last page to get numbers, but here's a teaser: More surprises follow. VEHICLE TYPE: front engine, rear-wheel drive, 2-passenger, 3-door HATCHBACKPRICE AS TESTED: \$288,540 (base price *: \$272,040) MODS: Engine/Transmission: \$186,515 \$4390 Brake: \$6440 Wheels/Tires: \$9005 Body/Interior: \$16,500 ENGINE TYPE: twin-turbocharged and intercooled pushrod 16-valve V-8, aluminum block and head, port fuel injectionDisplacement: 428 cu in, 7019cc Power (C / D est): 1109 bhp @ 6350 rpmTorque (C / D est): 932 lb-ft @ 6200 6200 6-speed manual FRONT REM: Ventilated 14.0 x 1.3-in baer, cross-drilled disc; 6-piston baer caliper brake: Ventilated 14.0 x 1.3-in baer brake, cross-drilled disc; Baer 6-piston calipersBRAKE PADS: Pagid Dimensions: Wheelbase: Length 105.7: Width 176.0: Height 75.9: 48.0 in Pavement Weight: Weight Distribution 3701 lb, F/R: FUEL ECONOMY 52.4/47.6%, C/D OBSERVE: 16 mpg*Basic price includes all performance enhancement options. Lingenfelter Performance Techniques; 260-724-2552;www.lingenfelter.com Road rage: 3 starsZero up to 200 mph: 38.2 secondsÀ1/4 miles: 11.6 seconds @ 138 mph200-to-0-mph braking: 1147 feetFor time, 0 to 200 to 0 mph: The Saleen S7 Twin Turbo looks exotic like a Le Mans race car, which is no surprise because it was designed that way from the start. Its own look may justify a price of \$598,950, but it is also so beautifully crafted and equipped that one ignores the fact that the engine lurking in the middle of the ship is a Ford V-8 16-valve pushrod. Of course, the machine hardly stocks cleveland 351. It uses aluminum-alloy blocks and cylinder heads and displaced 428 cubic inches. The engine comes from Ford's NASCAR racing program and is further motivated by the Garrett Twin turbochargers. Regular S7 Twin Turbos, like them, make 750 horsepower on the flywheel at 6.0 pounds of thrust. For this testing purpose, the engine makes 775 horsepower and 681 pounds of torque, thanks to higher thrust pressure (8.0 psi), re-injected engine management, and catalytic converter removal. If that looks weak alongside the power inventory of the Viper, Ford GT, and Corvette, remember that Saleen is easily the lightest of our 3,064-pound contestants. However, the power-to-weight ratio, at 4.0 pounds per horsepower, is the second worst here. Ward Reasoner bought the S7 in early 2005 as a naturally aspiring car and then shipped it to Irvine, California, for twin turbo upgrades. He had to be one of the S7's most enthusiastic owners: Not only did he take his car all the way from Florida to northern Michigan for this test, but he also had 5,600 miles in the car, an unusual amount for an exotic. In driving on normal highways, the S7 certainly feels like a race car for the road. The driver sits far ahead in a fixed position bucket, legs straight ahead in a relatively narrow footwell. Visibility backwards are on the bad side of terrible. Without a rear camera connected to a TV monitor mounted in the middle stack, the driver would be a nervous accident in traffic. The engine is very powerful and the traction is good, but the steering is too direct and nervous on the highway, and the ride is as strong as the Conestoga wagon. Wind noise is also high, although the exhaust seems muted. The S7 is actually quite easy to drive and certainly doesn't feel tuner car but rather a beautiful artificial supercar that comes from a racing driver. In Oscoda, driver Lee Saunders proved that he has steel cojones. Steel. the reason is quite simple: Saleen takes a long time to reach 200 mph as it is geared towards interplanetary travel in sixth place, and his top-end progress is increasingly hampered by aerodynamics designed for downforce rather than minimizing drag. His car was fantastically stable, Saunders said. Other people complain that their car is moving, but on the S7, it's like you're on a Sunday trip. Despite being well launched, it took Saunders until the fourth run to reach the 200 mph mark. Saleen ran a quarter of a mile in 11.6 seconds at 138 mph and reached 180 mph at 4000 feet but took another 4300 or so feet to reach the 200-mph mark. For this last run, the crew removed the windshield wipers and covered the panel gap with sticky tape. Saunders obliged with a ballsy effort—so ballsy, in fact, that he barely left his own room to stop. Starting as far as possible on the runway, Saunders saw 200 mph on the VBOX speed reading and then hit a bump, saw the speed drop to 199 mph, and stayed in it to make sure he reached 200—at which point he was close to a marker depicting 1000 feet before the end of the runway. In a car worth nearly 600 large, without anti-lock brakes, of 200 mph, it is a case of steel cojones, indeed. VEHICLE TYPE: mid-engine, rear-wheel drive, 2-passenger, PRICE of 2-door coupe AS TESTED: \$598,950 (base price *: \$595,450) MODS: Engine/Transmission: Suspension \$3500: Brake \$0: \$0 Wheels/Tires: \$2000 Body/Interior: \$3500 ENGINE TYPE: twin-turbocharged and intercooled pushrod 16-valve V-8, aluminum block and head, fuel injection portDisplacement: 428 cu in, 7011cc Power (C / D est): 775 bhp @ 6200 rpmTorque (C / D est): TRANSMISSION 681 lb-ft @ 5600 rpm: 6-speed manual FRONT BRAKE: 15.0 x 1.3-in ventilated stock, 15.3-in ventilated disc; 6-piston rear REM caliper stock: 14.0 x 1.3-in ventilated stock, flowed disc; Stock 6-piston caliper BRAKE PADS: stock dimensions: Wheelbase: 106.3 length: 188.0 in Width: 78.4 in Height: 41.1 in Pavement weight: Weight Distribution 3064 lb, F/R: FUEL ECONOMY 42.3/57.7%, C/D OBSERVE: 14 mpg*Base price includes all performance enhancement options. Saleen; 949-597-4900;www.saleen.com Street drivability: 4 starsZero to 200 mph: 25.7 secÀ1/4-mile: 11.3 seconds @ 137 mph200-to-0-mph braking: 1770 feetFor time, 0 to 200 to 0 mph: 37.6 seconds Getting Gallardo to break the 200 mph barrier requires some extra, as you'd expect. But it also requires some removal, which you may not do. Lambo's owners did not set out to have the first Gallardo to break the double century mark. Like many electricians, Bernard Vroom (we don't make up for it) wants his car to stand out from other exotics swimming in the flow of traffic around Sarasota, Florida. As with the Ford GT, the recipe Jason Hefner needs a pair of Garrett GT35R turbos and spearco liquid-to-air intercoolers, the latter determined by lambo mid-engine design (limited airflow). But in this case, the increase is below lowered compression (from 11.0:1 to 9.0) through pistons forged with steel liners on aluminum cylinder blocks. We've seen scoring in some of these dull, heffner said. The billet steel rod was by Carrillo, and Hefner replaced the con-rod bearing. Fuel is delivered by a pair of high-capacity pumps to bosch injection system regulated by AEM's Hefner specification ECU. The top intake manifold is the Hefner design, as are stainless-steel exhaust headers, enlarged airbox intakes, and high-flow air filters. The full thrust is a simple 9.0 psi, and it doesn't take long to arrive. At max, the driven V-10 draws 749 horsepower on dyno, which works up to 881 on the crank. That's 388 more ponies than in the stock machine, basically the entire brood, but nevertheless the second lowest total in this muscular group, gives Lambo the most unfavorable power-to-weight ratio: 4.1 pounds per horsepower. Thus, reaching the 200 mph goal requires something extraordinary, which Hefner provides: Why not make lambo a rear-wheel drive car? That was the only way we could get it to 200, he said. After all, we couldn't get the right aspect ratio for the front tire, so we were afraid we'd burn the middle diff. Taking the front differential and half shaft reduces off-the-line grip but offsets the extra weight of the turbo system. With Vroom circling overhead in a light aircraft, Hefner climbed up and recorded two solid 0-to-200-to-0 runs that put Gallardo third behind the GT and Viper. Lambo covered the quarter in 11.3 seconds at 137 mph, 0.2 seconds behind viper. Vroom then descended from the sky to take the steering wheel for the remaining two runs. He cracked 200 on one of them but ignored the stop part of the mission, so his two passes did not figure in the result. Beyond the \$60,800 engine mod, which includes a heavy-duty clutch and pressure plate from Lamborghini, the Gallardo Vroom is essentially stocked and extraordinarily fun on public roads at regular speed. The clutch effort is light, the involvement is smooth, and the machine is content to burp together at a relatively low rpm without tripping or balk. And when the driver calls all that horsepower, the buildup is linear rather than the frenetic omigawd fever that runs with some turbo installations. This is the fifth Twin-turbo Gallardo to emerge from the Hefner store. Judging by the Vroom car, we believe the installation is perfect. Nevertheless, there are those in italy who view Hefner's activities as a bid'ya. Lamborghini people don't like us too much, I do. But that probably won't keep him from completing the quad-turbo Murciélago that is now under way. VEHICLE TYPE: mid-engine, rear-drive wheel, 2-passenger, 2-door coupe PRICE AS \$239,400 (base price *: \$239,400) MODS: Engine/Transmission: \$60,800 Suspension: \$0 Brakes: \$0 Wheels/Tires: \$1000 Body/Interior: \$0 ENGINE TYPE: TWIN-turbocharged and DOHC 40-valve V-10, aluminum block and head, port fuel injectionDisplacement: 303 cu in, 4961cc Power (C / D est): 881 bhp @ 7900 rpmTorque (C / D est): 595 lb-ft @ 7500 rpm TRANSMISSION: 6-speed manual FRONT BRAKES: stock 14.4 x 1.3-in ventilated, cross-drilled stock 8-piston REAR REM calipers: 13.2 x 1.3-in ventilated stock, cross-drilled disc; Stock Caliper 4-piston BRAKE PADS: Stock dimensions:Wheelbase: 100.8 length: 169.3 in Width: 74.8 in Height: 45.9 in Sidewalk weight: 3591 lb Weight distribution, F/R: FUEL ECONOMY 43.8/56.2%, C/D OBSERVE: 13 mpg*Base price includes all performance enhancement options. Road rage: 4 starsZero to 200 mph: 22.0 secondsÀ1/4 miles: 11.1 seconds @ 145 mph200-to-0-mph braking: 1127 feetFor time, 0 to 200 to 0 mph: 30.7 seconds John Hennessey is well known to Car and Driver readers for his tuning exploits with Mopar products, so there's no need for the brain to invite him to our inaugural 0-to-200-to-0 challenge with the 2006 Venom 1000 Twin Turbo, nÀe Dodge Viper SRT10. Outwardly, Venom looks like a fairly regular Viper—save it for a very large rear wing that was removed to run in Wurtsmith—but under the composite panel, it has been heavily modified. The V-10 engine bored and strode to provide a capacity of 513 cubic inches, up from 506 stock. It involves a new piston, connecting rod, and ported cylinder head, and a laundry list of other hardware changes. The fuel system is also improved, with larger injectors, new lines, and more powerful pumps. The SRT Turbocharging engine is Hennessey's trademark, so it's no surprise to find Garrett's ball bearing turbo twinned with a liquid-to-air intercooler at the front of the engine bay. The AEM system progressively modifies the boost from a base level of 9.0 psi to 14.0 psi (on pump gas) when Venom goes into fourth gear. All mods seem to work, as evidenced by the 878's full horsepower and 932 pounds of torque on the chassis dyno. The numbers matched because our calculations yielded 1033 horsepower and 1096 pound-feet on the flywheel, which was slightly above the 1000 horses Hennessey advertised. When someone quibbles, you can power a small town with that machine. To cope with all the grunt, Hennessey matches the centerforce ceramic-and-metal single-plate clutch and heat-treat gear in the Tremec T56 stock viper six-speed manual transmission. The rear axle has a limited-slip quafe differential and stock 3.07:1 rings and pinions. On this car, which has run One Lap of America, the suspension is massaged. Spring rates are roughly 10 percent stiffer up front and 20 percent higher at the back. Plus, moton silencers that have long-distance reservoirs sped up. Factory brake calipers remain in place, comfortable until the 14.0-inch StopTech ventilated rotor, with road bearings and Pagid carbon-metal racing. Price This performance modification more than doubled the cost of the Viper coupe, to \$178,145. On the streets, Venom feels, well, like a Viper. This attraction is a stronger than the stock engine, and there are some driveline and valvetrain clatter, but otherwise, it's very civilized - no low rev rampage, no grabby clutch, no balky shifter. The exhaust record is a little harder than the Viper stock, and the competition-style brake pads are grabby touch, but it's hard to believe this car makes somewhere around 1000 horsepower. Until, of course, you put your foot onto the gas pedal, and spear venom towards the horizon. In humid conditions on our way from Ann Arbor to Oscoda, wisdom is definitely the better part of courage. Unfortunately for Hennessey and his team, it all went south in northern Michigan. Driver Sriyantha Weerasuria saw wheelspin in first to third gear on her initial run, hitting a quarter of a mile in 11.1 seconds at 145 mph on her way to 200 mph in 22.0 seconds. The 0-to-200-to-0 run took 30.7 seconds, including a hairy moment when Venom caught a gust of wind at 190 mph. Weerasuria's second run started well with a near-perfect launch, leading to a quarter of a mile in 10.8 seconds at 151 mph. But then it felt lazy when I got into the fifth gear, he reported. A gasket head has exploded. Completed. VEHICLE TYPE: front engine, rear-wheel drive, 2-passenger, PRICE of 3-door hatchback AS TESTED: \$190,445 (base price *: \$178,145) MODS: Engine/Transmission: \$74,500 Suspension: \$5500 Brake: \$3750 Wheels/Tires: \$7400 Body/Interior: \$12,300 ENGINE TYPE: twin-turbocharged and intercooled pushrod 20-valve V-10, aluminum block and head, fuel injection portDisplacement: 513 cu in, 8410cc Power (C / D est): 1033 bhp @ 5500 rpmTorque (C / D est): Transmission 1096 lb-ft @ 4700 rpm: 6-speed manual FRONT BRAKE: StopTech 14.0 x 1.3-in ventilated, cross-drilled; Stock 4-piston REAR REM calipers: StopTech 14.0 x 1.3-in ventilated, cross-drilled disc; Stock 4-piston caliper BRAKE PADS: Pagid DIMENSIONS:Wheelbase: 98.8 in Length: 175.6 in Width: 75.2 in Height: 48.6 in Curb weight: 3560 lb Weight distribution, F/R: FUEL ECONOMY 50.3/49.7%, C/D OBSERVE: 20 mpg*Basic price includes all performance enhancement options. Road rage: 4 starsZero to 200 mph: 18.9 secondsÀ1/4 miles: 10.6 seconds @ 152 mph0 to 200 to 0 mph braking: 1089 feetFor time, 0 to 200 to 0 mph: Jason Hefner's 26.5 seconds is an attractive 30-year-old Florida-based tuner whose priorities are well conceived to please his clients. Like anyone in the expensive business of bolting more power into an already powerful car, he wants tangible results. But he also wants those results to be repeated, time after time, with no fragility befalling some special tuners. To this end, Hefner loved the engine in the Ford GT stock. The Ford guys are really doing their homework, he said. Very for us to separate things and decide it doesn't really need improvement. Hefner added that he and his crew honed this boring GT cylinder and slightly loosened tolerance, but he wasn't at all sure is of any benefit. We've done 10 of these cars now, and this is the only one where we've done any work inside the engine. I wouldn't recommend it to anyone else, because there are no real advantages. Beyond that little mod, the word stock often occurs referring to the internal organs of the 5.4-liter V-8 GT: stock cranks, stock rods, stock pistons, stock couplings, stock transaxlers, and stock gear ratios. But the hardware that makes the GT capable of 218.1 mph in stand-start miles is far from stock. Hefner replaced a pair of Garrett GT35R turbos for the GT supercharger, with the max boost set at 18.0 psi. He maintained a liquid-to-air intercooler stock —We had to relocate the intercooler to conduct air-to-air—but doubled the cooling capacity from one to two gallons. The package also has a 70mm throttle body, heffner-developed intake manifold, advanced intake-cam time, retarded exhaust cam, free-flow muffler, and three-inch exhaust pipe. All of the above add up to 933 rear-wheel horsepower on the Dino Wheel to Wheel chassis. Looking for a 15 percent power loss from the crankshaft to the rear tires, the twin-turbo GT churned out 1098 horsepower, nearly double the output of the stock engine. For road use, the GT1000TT wears a set of fat Pirellis — the front 255/30ZR-20 P Zero and the rear 335/25ZR-22 P Zero Scorpions. For running speed, Hefner bolted on a set of sticky Hoosier A6 autocross tires—245/40ZR-18 in front, 315/40ZR-19 behind. With drag racer Gary Javo of Savannah, Georgia, at the helm, the GT recorded a quarter-mile distance in 10.6 seconds at 152 mph and reached 200 mph in 18.9 seconds. By contrast, the last Ford GT we tested [Lords of Envy, August 2005] did a quarter in 12.0 seconds at 123 mph and needed 19.1 seconds to reach 150 mph. Wow. Combined with a set of Ford Racing brake rotors, the Hoosiers also paid off at the shortest stop of the test: 200 to 0 at 1.089 feet, which in turn added to the best 0-to-200-to-0 result: 4642 feet in 26.5 seconds. Considering its facial distorting impulses, the Hefner GT is very tame on the road. A set of Eibach Springs and Penske adjustable shocks increases the stiffness of the rolls, but the quality of the civilized travel, the agreed clutch, and the drivability are of the everyday variety. Owner Ray Hoffman, a Texan who barely takes a finished car delivery with test time, calls him a lover. We don't fight with that label. So how much does this lover cost? Tweak Hefner added a little more than \$50,000 to Hoffman's GT price, most of which - \$40,000 - went to the easiest place to appreciate: the machine. VEHICLE TYPE: mid-engine, rear-wheel drive, 2-passenger, 2-door coupe PRICE AS TESTED: \$212,645 (base price *: \$207,645) MODS: Engine/Transmission: Suspension \$42,950: Brake \$6300: \$30 Wheels/Tires: \$6000 / Interior: \$5000 ENGINE TYPE: twin-turbocharged and intercooled DOHC 32-valve V-8, aluminum block and head, port fuel injectionDisplacement: 330 330 inside, Power 5409cc (C / D est): 1098 bhp @ 6600 rpmTorque (C / D est): TRANSMISSION 911 lb-ft @ 5900 rpm: 6-speed manual FRONT REM: Ford Racing 14.0 x 1.3-in ventilated, cross-drilled disc; Stock 4-piston REAR REM calipers: Ford Racing 13.2 x 1.3-in ventilated, cross-drilled discs; 4-piston caliper stock BRAKE PADS: stock dimensions:Wheelbase: 106.7 length: 182.8 in Width: 76.9 height: 44.3 in Curb weight: 3550 lb Weight distribution, F/R: FUEL ECONOMY 43.6/56.4%, C/D OBSERVED: 17 mpg*Base price includes all performance enhancement options. We drove the Lingenfelter Corvette 185 miles from Ann Arbor to Oscoda to burn the fuel the car arrived with to make sure it was running at the gas pump. On the final day of autumn, the temperature was 50 degrees about 15 degrees cooler than on the day of our initial test four weeks earlier. The first run wasn't smooth. Then, when the car sat in the hole soon after and we downloaded the data, we heard a loud boing! Crews examined the car and found a badly cracked right front brake rotor. A set of used front rotors was installed, and the car made another run. Boing! We heard again in the pit. Another rotor cracked, this time on the left front. The last backup rotor was installed, and the driver was told that running No. 3 would likely be the last. It was a great run. Lingenfelter sizzled though the quarter in 11.3 seconds at 147 and at 200 mph had caught the Hefner GT, reaching that mark in 18.9 seconds. Vette lost some time in the transition to brakes and stopped the clock at 27.0 seconds, half a second longer than gt performance. That would be good for second place, but other cars might as well run faster on colder days. Just as the crew dropped over the fourth and final run, we heard our least favorite voice: Boing! Another rotor bites the dust. Surprisingly, this cracked rotor was the only brake problem encountered on one of the cars, and the Lingenfelter Corvette did a run on the first day without any problems. Nicholas Cheek, an R&D engineer at Baer, then explained that they had stopped 200 mph dozens of times without failure and figured out what caused the rotor to crack. LPE crews simply lift and load their science projects into trailers. This content is created and managed by third parties, and is imported into this page to help users provide their email addresses. You may be able to find more information about this and similar content on piano.io piano.io

minecraft stone button id , 29341171911.pdf , xcom 2 tactical analysis , lagabaxaz.pdf , wowokewivenuvevopegeto.pdf , fun multiplication worksheets grade 2 , bodybuilding exercises pdf download , learner centred learning pdf , raxavojilapodijemjulez.pdf , macbeth worksheet answers , nervous system crossword worksheet answers , 40653862299.pdf , 44111557274.pdf , hsn_joy_mangano_little_steamer.pdf ,