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## Racing in car 2 mod apk latest version

By Stephanie Dube Dwilson Race the car mechanic must remain cool under pressure. If the car breaks down in the middle of the race, the mechanic should be able to jump, figure out 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 to find ways to help cars become bigger competitors during races. Being a racing car mechanic is often a well-paying job, as the annual budget for a racing car team - including mechanics, body technicians and engineers - can reach \$20 million. Getting a job as a racing car mechanic is a very competitive effort, so you will want as many points as possible. While there isn't one particular way to become a racing car mechanic, getting ASE certification from the National Institute for Automotive Service Excellence is a good way to build your credentials. To pass the ASE exam, you must take a study course and take an exercise test on the ASE website for \$14.95 each. You also need two years of work experience in the motor vehicle service industry to qualify, or three years for advanced certification. You can substitute two years of high school training or complete a mechanical education program for work experience requirements. Completing vocational or technology school training is one of the paths to becoming a racing car mechanic. Schools like WyoTech or the NASCAR Technical Institute offer race car training programs. The WyoTech program lasts for nine months and students can choose to specialize in High Performance Powertrains to focus on the mechanical work of racing cars. NTI requires students to attend not only standard technician training, but also NASCAR-specific courses. Class assignments and training last for 48 to 78 weeks. After earning your degree from this type of training program, you have a better chance of getting a racing car mechanic job, especially if someone from the program recommends you. Vocational schools are not the right choice for everyone. Some people prefer to be trained on the job and build connections over the network. One of the mechanics who worked with Felix Sabates at Chip Ganassi Racing's racing shops got his job by starting building race cars at home. He worked on small local tracks as a mechanic until he gained a reputation for his good work. After a while, one of the many drivers he met through his work recommended him to cgrfs. Another way to get a job as a racing car mechanic is to complete your certification by attending a training program, or working on a smaller track and then submitting your resume online to as many race cars as possible. This method, however, tends to be a more difficult path than getting a recommendation from someone with whom you have worked or someone in mechanical school. CGRFS receives hundreds of resumes and states that very few are selected through this method. picture of race car by Goran Bogicevic from Fotolia.com Car coming different types--- each focusing on a specially designed race car competing against each other under different scenarios. Car racing has been around since 1895 and has become one of the most popular sports in the world. Produced in Maranello, Italy--- Ferrari is one of the most popular race cars available. Ferrari's Scuderia team is a popular participant in the Formula One world. In 1993, German driver Michael Schumacher drove a Ferrari 412T---winning Formula One championship--- making Ferrari one of the most successful brands in racing. The company also built cars for other car racing events, such as the A1 Grand Prix series, from 2008 to 2009. They also produced the 599 GTB Fiorano and F430 GT driven in the GT racing series during other Grand Prix events. Many successful race cars have been built by Porsche. It produced the legendary Porsche 917 which won two championships in a row at Le Mans in 1970 and 1971. Porsche 917 also won the Racing Series World Championship, collecting 8 out of 10 championships. Formula One racing is considered the highest form of car racing to be sanctioned by the Federation Internationale de l'Automobile. In the 2006 season, the top speed of Formula 1 cars was slightly more than 300 km / h. In U.S.---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 power peak of about 830 BHP at 9000 RPM, with peak torque of 520 pounds per foot. They are rigidly restricted with respect to permitted parts, materials, dimensions, minimum weight of components, and other parts. NASCAR races typically have a length of 300 to 500 miles and the engine design period for cars ranges up to 800 miles. The cars used in Formula One racing are single-seat racers, generally featuring custom 2.4L V8s. Ignition and fuel systems are controlled by a systematic and computerized digital engine management system. With a minimum weight of 95 kilograms, these cars produce peak power of about 755 BHP at over 19,000 RPM and peak torque of 214 pounds per foot. Every Formula One race car has far fewer restrictions when compared to NASCAR. It'll make you cry. The U.S. has no shortage of imports to choose from by gearheads. That said, we always want what we can't have, like every Nissan Skyline. What's worse is that sometimes when we get what we want a modified car, that means it's not as good as abroad. This is sometimes due to different emissions and safety regulations. Other times it was a business decision. Regardless, it's pretty ugly, especially for those waiting so patiently for these cars to come to stateside. Here are five seriously modified cars upon arrival in the U.S. Mercedes-Benz First up to us Mercedes-Benz 190e Cosworth 2.3-liter. Compared to the four-year run in Germany starting in 1993, the US version saw only two years, 1996-97. With two years comes some pretty big big machines Mercedes and Cosworth teamed up to make the initial engine, and gave it 185 horsepower with 10.5:1 compression and four valves per cylinder. With much lower compression (9.7:1) and various emission attachments, the U.S. version ended up producing 167 horsepower when all was said and done. The engine is weaker overall, producing only 6800 rpm redline compared to the German 7200. However, it still looks really badass. Next we have the Subaru WRX. The JDM spec WRX debuted in 1992 with a good turbocharger pack. It has twin viscous differentials and all-wheel drive. It comes with a 2.0-liter boxer four-cylinder engine, with 237 horsepower and five seconds of 0-60 mph time. It was also able to complete a quarter of a mile in 13 seconds. The JDM STI version came out in 1993 with 247 horsepower and a time of 0-60 mph in 4.7 seconds. The first US WRX came in 2002. It has 227 horsepower from a 2.0-liter engine, so in other words the U.S. waited ten years to get a weaker engine, because of possible emissions. Apparently the U.S. is fine with this change, because Cars and Drivers put it in the top ten list for 2002-2003. Injustice wins though, because not until 2004 will the U.S. get its own STI. One of the main differences between the USDM WRX engine and the JDM engine is the fact that its closed deck, which is much more powerful than the US open deck. It won't curve as easily so it's better to improve and stronger. In addition to right-handed drive, JDM and USDM WRX are almost the same, save for small differences such as the front grill. The E36 BMW M3 is the most criminal on the list. Produced from 1992-99, it wasn't even supposed to come out in the US. In Germany, the engine, based on the M50 platform, gets an individual throttle body and BMW's VANOS valve time system. All this gives the car 240 horsepower from 3.0 liters. After a rigorous mail campaign and no doubt much M3 deliberation finally came to the US in 1995 but was transformed into without all that awesome machine technology. To sell precisely at a price based on how much it costs to produce, the U.S. gets an older and more basic M50. This makes no difference to performance figures. The US version makes the same amount of horsepower as the 1992 European M3. That's popular, because the number of cars is about the same made in the U.S. as in Europe but in half the time. The US may have obtained the E36 M3 in 1995, with the same specs as the Euro 1992 spec version, but by then Eurospec had evolved. In 1995, the European M3 gained a 3.2-liter engine, producing more than 300 horsepower and a six-speed transmission. Sure the U.S. gets a 3.2-liter engine in the end, but it's still on extra power. The 3.2-liter US still makes 240 horsepower. Fourth on this list is Evo. Yes AS indeed Evo VIII, but it took more than 10 years for that to happen. Before the Evo VIII got to the US there had been seven other generations, with the car winning the rally race since the gene gene The Evo VIII was not altered for performance, it must be admitted, but for a while the U.S. rejected the rally car in the form of this twin scroll turbocharged rally sedan, bred from a generation of race cars tuned specifically to rally racing. This is certainly a huge injustice, especially considering wrx came out three years earlier. The only difference between the two versions is the song, because the JDM Evo makes 300 horsepower, where the U.S. makes 290. The final (and perhaps most egregious example) is the 1988 Nissan 180SX. In the US the 180SX came out under the 240SX badge in 1989 with a 2.4-litre inline-four, producing about 130 horsepower. The JDM-spec 180SX comes with either the naturally envisioned 1.8-liter inline-four or different options. The naturally envisioned engine produces 2.4 liters of power. However, the JDM 180SX received an additional option in the form of a turbocharged 2.0-liter CA18DET engine that produces 174 horsepower. These machines are not sold in the united states, but are illegal to have, at least in California. Thanks to emissions regulations the engine will not pass a valid smog test. A more cruel realization has never been fulfilled. Even the 240SX in the US never got its turbocharger. The only difference the 2.4-liter U.S. engine has ever seen is the switch from single overhead cam (SOHC) to dual overhead cam (DOHC) for the 1991 model. DOHC engines were stored until 1998 when the car was stopped. Mercedes-Benz Mercedes-Benz

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