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How to answer law exam problem questions

homeNewsQuestions and Answers - LettersSee all 1 photosOct 2, 1995No Speed Limits! Interesting Virtual Velocity article (July '95). Here's a rare nostalgic machine for honorable mention: a '57 Plymouth Fury with a 318 V-8, dual four-barrel carbs, three-speed push-button Torque-Flite automatic, and 831/44-inch Sure-Grip differential. calls 150-plus mph with four people in the car? Jeff HoelzelAllentown, Pa.It seems hard to believe. Although Motor Trend did not test this model exactly in '58, it is safe to say that the top speed of the car was limited to well below 150 mph of three-speed transmission and maximum rpm of the engine. Fury was available with a 150-mph speedometer that could have been more than a bit optimistic, as the actual top speed was probably no more than 120 mph. For its time, however, Fury's most powerful was among an elite group of full-size, hot-performing production machines. - Ed. I'd be willing to bet my speed limiter that most MT readers find events staged, it would be July's top-speed article, to be just convenient excuses to hot-rod the tread on a bunch of performance machines. Steve DeJacimoLaughlin, Nev.And why not? Any excuse to drive a performance car is a good one. The positive response to our cover story was overwhelming, which thought of us in many ways to whip up the latest production machines. -EdWhy weren't the Porsche 968 and Dodge Stealth included in the test to complete all tests (Virtual Velocity)? Mark WilsonCambridge, Mass.Unfortunately, both 968 and Stealth were unavailable at the time of the test, but both certainly would have turned into respectable numbers. In the past, we have recorded a top speed of 154.6 mph in twin-turbo Stealth. And although we haven't had an opportunity to push a 968 to its limit, Porsche publishes a maximum speed of 156-mph for 968 when equipped with six-speed transmission. - Ed Ford Probe GT did not make the list of participants in the Virtual Velocity high-speed shootout, even with \$1.98 secret speed applied. I was wondering, how close to the 140-mph cutoff came?C. MartinPittsburgh, Pa.We recorded a top speed of 133 mph with a Ford Probe GT during our 1994 Bang for Buck Test (Aug. '94). Almost, but no cigar. - As far as this old driver is concerned, your July problem was worthless. With radar, radioCB, and cell phones, what's a 100-plus-mph car doing on the highway? Drivers of tow trucks and funeral homes are quite busy. J.B. MaassKankakee, Ill.Viper GTS UncoveredIn your July issue was another one of those Dodge ads (pages 58-59) with a car under a tarp. What's in there? A Chrysler Atlantic? Brad HansenMuscatine, IowaThe covered car is a teaser glimpse of the upcoming '96 Viper GTS coupe expected to production this coming spring. - Ed. what year is it? I read the July editorial by publisher C. Van Tune Great Car-But What Year Is It? with a special interest. Being born in the '40s, I grew up with the evolution of the car. I liked it. and the design of the cars of the 50s. I remember hiding a spike under the sails of new vehicles while they were sitting on a car carrier. Was it interesting or what? Someone said that nowadays, if a particular design is successful, then other manufacturers will follow. I would just as quickly put a set of wheels and an engine on a hard boiled egg and drive-at least one egg looks like an egg. I think automakers and designers should take a little risk from time to time. I know it's their perception of the future, but recently it seems that the future has stood still. Gary LutherLas Vegas, Nev.If I had a dollar for every time I couldn't identify the year of a car, I would be able to buy that Ferrari F355 you were driving. Not only is it hard to identify the year, but also the pattern. For example, the only visual difference between a V-6 Camaro and a V-8 Z28 is the exhaust and a small emblem. As each generation produces fewer automotive enthusiasts, the government has an easier time regulating automobiles, centralizing test emissions, and crushing old cars. Most Gen-Xers don't love cars the way Boomers did, are more concerned with stereo power than horsepower. If my engine had half the power of some of these stereo systems, I would be racing Warren Johnson for the ProStock title! Being a 27-year-old Gen-Xer, I always thought I'd grown up in the wrong decade. Scott WinklePhiladelphia, Pa.End of An AgeChevrolet Caprice, Buick Roadmaster, and Cadillac Fleetwood. These models are part of our automotive culture. Now they are at risk of becoming part of auto history where GM carries out its plan to remove its last three full-size, V-8-powered, rear-drive cars. GM voluntarily gives up the market entirely to Ford. FoMoCo will have total control of traditional full-size, limousine, taxi, police, hearse, and coach markets. People carrying boats or trailers will also have to buy Ford or buy trucks. People at Ford must make cartwheels in anticipation of the market that GM is handing them over on a silver platter. Dale StaffordElevenworth, Kan.Sad, but true. After the '96 model year, the production unit for these large GM sedans will be switched to truck construction. -Ed. Dreams of Electric SheepIt's disappointing that your May '95 Washington Report on the U.S. Government's Accounting Office's (TOO) report to Congress only covers the results of the most negative study on electric vehicles (EV). There is a wealth of information in the 137-page study, including, EV produces virtually no exhaust emissions and the net effect on air quality-savings from reducing exhaust emissions minus the additional smoke emissions associated with increased electricity production-is generally considered to be less than that of [internal-engine combustion vehicles]. In terms of costs, EVs are still largely in the demonstration phase. As production volumes increase, costs will decrease proportionately. The ev industry in rapid development is is to meet the needs of consumers. Contrary to your perspective, at an in-depth reading of the GAU report, the EV industry finds its overall tone of support. Robert T. HaydenExecutive DirectorElectric Vehicle Association of the Americas San Francisco, Calif.The Corner QuestionI saw many cars that are lowered, similar to racing cars, and I heard that engineers specifically designed vehicles to be a certain height from the ground. Does the decrease in the machine affect the design of the engineers? If so, is the change significant? What are the benefits and disadvantages of reducing your car? Jodonn P. DiazLemon Grove, Calif.An unknowing owner can easily get into trouble by lowering a car. As with many other aspects of a vehicle, the stock road height is the engineers' judgment of the optimal balance between many factors, including ground clearance, ride quality, cornering capacity, and entry/exit. The decrease in suspension also decreases the centre of gravity of the machine, reducing the body roll and improving turns, but improved manoeuvrability comes at the expense of the quality of the stroke and ground clearance. these components can also be updated to improve handling without subtraction. Work should be carried out at a professional store specializing in the performance of the spare parts market: you'll have the look and feel like you want it first. -Ed. Driving MusicBeing someone who enjoys listening to loud music while driving, I would like to know what kind of music, if any, your staff listens while testing cars. Eric RiveraNaperville, Ill.While testing vehicles: none. We focus on engine sounds, indoor noise levels, wind leaks and many other aspects of each car. But when test day is over and it's time to relax, our tastes run the range from Executive Editor Bob Nagy's 24-hour talk radio station to Senior Road Test Editor Mac DeMere's all-country format, and from Managing Editor Suzanne Perreault's Nine Inch Nails CD collection at Editor C. Van Tune's Steely Dan library. Best driving song of all time? Golden Earring's 1974 hit Radar Love rates a lot of votes. -Ed. Letters: Engine Trend6420 Wilshire Blvd.Los Angeles CA 90048-5515.Contributions: Unsolicited materials must be accompanied by return mail. This magazine will not assume any responsibility for its loss or damage. 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