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Gt racing bike drive challenge

The Ford GT may be a supercar designed for the road, but it's inspired by one of the greatest race cars of all time. The original GT40 won the Ford honour at Le Mans in 1966, and 50 years later, the Blue Oval is looking for a different taste. Racing was thought to be part of the plan even before the next-generation Ford GT was unveiled at the 2015 Detroit Auto Show. Ford unveiled a racing version on the 2015 24 Hours of Le Mans, and confirmed plans to return to the historic race next year. The car will also run a full racing schedule in both the United States and abroad next season. Ford has just confirmed that the GT will make its first appearance on the track in preseason testing for the FIA World Endurance Championship (WEC) at circuit Paul Ricard in France on March 25. Its race debut will be at the WEC season opener at Silverstone on April 17. After an event at the Spa-Francorchamps circuit in Belgium, the GT will make its way to Le Mans on 18 May. Unlike the GT40, though, the GT will not be in contention for the overall victory. Instead, it will run in the GTE-Pro class, the top class for production-based cars. That means Ford will be significantly off the pace of hybrid prototypes from Audi, Nissan, Porsche, and Toyota, but will still get to mix it up with the Chevrolet Corvettes, Aston Martin Vantages, and GT40's old nemesis, Ferrari. Ford is aiming for a class victory at Le Mans to celebrate the 50th anniversary of the victory over Ferrari, the end result of a legendary feud between Henry Ford II and Enzo Ferrari. From there, the GT will complete the WEC calendar with races in Germany (at the Nürburgring), Mexico, in Austin, Texas', circuit of the Americas, and in Japan, China and Bahrain. But the GT will also spend plenty of time on home soil. It will race in the IMSA WeatherTech SportsCar Championship (formerly the Tudor United SportsCar Championship), which begins with daytona 24 Hours on January 30, and covers 11 other races across the country and Canada. Editors' recommendations this is my drag racing bike. It's made from an old stick beam I found. (bought for 15\$ for parts) and an old 10 speed my family member gave me. How I came to build this well it's a funny story. I was just wondering if I was looking for something to do. I had the old 10 speed of the rack and the stick beam in parts on the shelf, and I was like putting them together! and then it was born. please rate-comment-subscribe if you have questions email me on suzukiidirider@hotmail.comtake forks of the ten speed. this includes removing the handles. Once you have the handles off take shifters off and set them aside. We'll need them later. Next time you have the handle bars off take off the forks. remove the large bolt with a plumber's wrench or other big key. when you down to the bolt you take off with your hand make sure you take the little security spacer off because as the smart I am I wasted an hour trying to get it off so found that stupid things had to come off take off the forks and save the bearings we also need the later ones. set it aside now can move #2sorry but there is an Internet image I had this done before I started this. But to remove the forks, it is a matter of removing the bolts for the neck piece. Don't lose the handles because we need them for this. when you get them off lets go back to 10 speedputting it together is the simple step first take the old bearing from 10 speed one to put them on the neck of the sting-ray. then put the neck on the 10 speed frame. when you have that put the bolt back on the neck put the handles back on. so take shifters I put them about 6 inches away from the seat post. so make sure it's completely tight and have fun riding you new drag bike!here's what I did it in. instead of a car battery I used two drill batteries. It. It works anyway and it's about 30 pounds lighter with out the car battery. I added a high and high beam switch for the headlight, so there is the light switch and under it the high and low beam. The other images of the headlight on the one I had the flash on (camera) the other was offDeleted in Light Up Your Ride Electronic Arts popular free-to-play racing game Real Racing 3 has a new content update that adds a way to drive four new supercars. They include aston martin vulcan, Lamborghini Huracán LP 610-4, Koenigsegg Regera and McLaren MP4-12C Spyder. In addition to the new cars, the Real Racing 3 update includes a new Gauntlet challenge for the chance to win some nice prizes in the game. In addition, some of the new supercars can be won with new events that will unlock in the next few weeks. December 10 offers a way to win the Lamborghini Huracán LP610-4 and reign supreme event on December 24 has the 2016 Koenigsegg Regera as the prize. Finally, the Speedrush TV event on January 3 gives players a way to win the 2013 McLaren 12C Spider. The update also includes some improvements for race teams, such as new rewards, team goals, team search, and more. We can earn a commission for purchases using our links. get more information. racing bike, today I'll tell you how to rida a reac bike seafly. First of all, you need to buy clothes that are seafly tailed, seafly jacet (sweeter), glue, and seafly shoos. It's another type we call it full soot. wearing theses keep you far from injores and break bones.here is description of the racing bike. we have 2 sides in the bike. let's start with the right side. near the right handbrake for the front wheel, the pumper's botton, the starter motor button and the accelerator. in the right leg only the rear brake. now the left side. in the left hand, clutch and light button. in the left leg only shafter equipment. In the steering wheel you will see gages for full, RPM, speed and Temperature.in bining wear you soot. the cheek pressure cover. oil engine. cheek level of water in radiators. cheek on the tire. finally, ckeek breek oil. then you can run the engine, but you must first put the key into turn it into the side. as I told you the befor pumperen will be in the right hand press down to let the gas go to the engine. press to the starting pottone and continue pressing until enging run.now you need to cheek agine. headlight, backlight, both sides light up and break light while the engine gets hot. the ride. remove the stick on which the bike is on it. hold the clutch and hold down. shift the bike in first gear. leave your hand from clumping slowly without pressing to accelerator. when the trd bike starts to move you you need to rise the leg and put it in the feet stand. now you need to be sure that all gages are work.now test front and back breaks in this way. when the speed of 20 keeps the front break strong. speed up to 40 and make it agine. repeat this to 80 km/h. now is the rear break turn, but here you need to start from 100km/h to 140km/h, but do not press strongly in the reae brake. Behind on just to reduce the speed not to stop.finally, when you want to shift up from first gear to second equipment hate shifter strongly because there is a normal equipment between them. but you can switch to other gears evenly. the engine must be uncomfrte you must keep rbm high other waise imprtssur will go up. if you want to race with other bikes you have to look at its, wight of the engine and pearson that runs the bike, the number of cc and rear tyres then take choise yrs or no .in conclusion I would some advice abaot ride riding bike. do not go with full force. if you were at high speed keep haed down or you want to brake you pack. if yor speed was high did not reduce the bra brake just shift the equipment down. do not go at high speed between cars it must be empty and stright road.thank you Many car fans, if they are lucky enough to go racing, will be happy dodging autocross cone. Others will go wheel-to-wheel in LeMons or Chump Car events, or weld a roll cage into an old Mazda Miata. And some amateur drivers (and budding professionals) get blasting around world-famous circuits in a factory-built Ferrari racer. Especially a Ferrari 488 Challenge race car. After testing this 661-horsepower mid-engine brute over two days and dozens of laps at Laguna Seca Raceway in California, I can never look at a Miata the same way again. I will definitely never feel a Miata in the same way - not after contorting me into the Ferrari, hooking up my HANS unit and spinning through Laguna's famous Corkscrew.More than 1,000 gentleman (and gentlewoman) cyclists have participated in the Ferrari Challenge on three continents since the series began in 1992, making it the world's oldest single-marque spec series. In North America, the challenge of the race-modified Ferrari 348s began in 1993, then evolved through the 355, 360, F430 Challenge and 458 Evo models. Owners/drivers attend Ferrari's Corso Pilota racing schools and join dealer-managed teams that provide a full racing experience – vehicle transport, a racing crew and mechanics, hospitality and more. (Serious resources may be involved: One of the most successful teams, the California-based Scuderia Corsa, is fielding 15 cars this weekend at Laguna Seca, in both the Challenge and the team's professional, championship-contending Ferrari IMSA entries at Mid-Ohio Raceway.) The skill level varies widely, which is why Ferrari sensibly separates the field into four divisions. They top with Trofeo Pirelli, who saw 25-year-old Cooper MacNeil - who also drives an IMSA Ferrari - win Saturday's opening race. Logan LeGrand Things become blurred in a hurry in the 661-hp Ferrari From afar, it can be easy to scoff at the challenge that mainly rich dudes (or scions of rich dudes) indulging Walter Mitty-esque Michael Schumacher's fantasies. But when I talk to Challenge drivers, including two amazing female competitors in the 458 Evo class, Eileen Big Red Bildman and Lisa Clark, it's clear that gasoline goes in the years far more than money. The truth is that these are lifelong, passionate car nuts; Otherwise, they would never invest this kind of cash, time and effort. Clark grew up riding dirk bikes in Phoenix, and remembers seeing the legendary Shirley Muldowney drag race at nearby Firebird Lake. She bonded with her only father over her love of desert motorsport, and they spent a summer rebuilding their first car, a mud-bogging Jeep CJ-5. Today, in addition to driving his Ferrari, Clark is back to his desert roots by driving a Formula X crossmap. Logan LeGrand Safety first in the challenge, including a critical HANS unit Bildman, on the other hand, washed pistons and carburetors at Howard's car service - his grandfather's Baltimore workshop - after 6 years or so. Her father, having left the store to become a state police officer, helped her out of speeding fines, and she eventually came to her own cars (usually in red, to match her hair) like mustangs, Mercedes-Benzes, and a black Ferrari Testarossa used in the filming of the Miami Vice TV show. But as of 2014, I still didn't know what a vertex was, Bildman says. She began driving a Miata, until a horrific accident at Summit Point in West Virginia sent her Mazda over a barrier, tore a tendon to her right arm, and required plenty of steel and screws to fix. I have the bionic elbow now, Bildman says with a smile, pulling up her Nomex sleeve to show the long scar below. Bildman drives his bright red 458 Evo in memory of his son, Kevin Clarke, who was murdered in 2002 at the age of 22. She advocates for victim rights, including speaking on Capitol Hill, and her Ferrari is adorned with 79 to celebrate her son's birth year. Racing, she says, would have been his true love. I feel like he's the person on my shoulder and says, 'Mom, you can do this.' Logan LeGrand Ulrich, hugging over his good Ferrari fortune Apparently, Bildman and the rest can do this: Ferrari Challenge has been springboard for cyclists who have walked to score wins and podium places in international GT and endurance racing, including IMSA, FIA, Grand-Am, European LeMans Series, and 24 Hours of LeMans. Of course, as Patrick Dempsey or the late Paul Newman can confirm, it helps to be both rich and famous. Michael Fassbender, the superlative Irish-German actor known for excelling in parts from Macbeth to X-Men's Magneto, is running in this year's series. And the pressure is on when I find out I'm going to drive Fassbender's car through our long training sessions. We also share a trainer in Craig Stanton, who has won in everything from motocross racing to a Grand-Am Rolex championship. Stanton is an ideal trainer for me - enthusiastic, encouraging, detail-oriented - and he quickly makes me refine my brake transitions and cut seconds from my laps. He is a racing-suited Jack LaLanne, great at nutrition and the mental/spiritual side of racing, who once set a goal of being America's strongest driver. And this New Yorker gets a kick out of Stanton's West Coast approach, including his zen-like corrective of my occasional shuffle management and other performance errors. Everyone has a chin in their armor that holds them back, he says, soothingly. It's about unleashing your fears. Dropping your driving fear with Stanton, as actor Fassbender does, can set you back on the order of \$2,000 per day. But for a full-service, sunrise-to-sunset bus with Stanton's resume - I pick up customers from the airport, everything, he says - that actually seems pretty fair. Stanton freely admits that Ferrari isn't actually the best training tool for developing drivers: It's too powerful, too skilled, a car that covers a driver's sins like a priest in a 200-mile-per-hour confessional. But damn, these sins are funny, as long as they don't reach deadly territory. Logan LeGrand Crazy card gearing allows Ferrari to run from a standstill to the top of fourth

gear in just six seconds flat From that private coaching to spare parts to race wrecks, competitors acknowledge that racing a Ferrari from California to Watkins Glen is an expensive hobby. This year, Ferrari is experimenting with a \$40,000 share allowance for each driver in the six-race series - a trailer in the paddock offers everything from body panels to paddocks - and it's easy to see how quickly a driver can burn through it. During a Laguna workout, Bildman's 458 Evo is taken out by a competitor whose adrenaline clouds its verdict: The guy decides to pass Bildman on the outside of a corner, runs out of (nonexistent) rooms, and shuts them both off the court. Yes, in practice. I'm a little dissatisfied right now, Bildman says when we meet in her trailer, and I see a video aboard her rival's spectacularly bad move. WTF was that guy thinking? In a victory for justice, Bildman's car turns out to be repaired. But in a moment of impatience, the other driver has put himself out of action for both weekend races: Money spent. Ferrari crushed, He can't even run. Compared to that, the \$330,000 488 Challenge car actually seems affordable. That's less money than the last lavish-option 488 GTB I drove, a \$358,000 supercar that took me to 171 mph on the long straight at Monticello Motor Club. I don't want to match the speed of Laguna's shorter, uphill and over right away - 140 mph is all about it - but the racer is crucially better than the civilian 488 in terms of lateral grip, aerodynamics, braking, cooling and of course on track safety. And what do you get for the \$330,000? First, a Ferrari that can circle the company's famous Fiorano test circuit in 1 minute, 15.5 seconds- or 4.2 seconds faster than a LaFerrari. The Logan LeGrand 488 Challenge car is far faster on track than a LaFerrari, far more powerful than the 488 GT3 IMSA racer Sure, one being a smooth-tired race car, the other a street-oriented hypercar. Try this, then: Gunnar Jeannette, the wingsuit flying former ALMS driver champion - he trains Lisa Clark at the weekend - tells me that these Challenge cars are faster than the Ferrari 488 GT3 he drives in IMSA's WeatherTech SportsCar Challenge. These GT3 cyclists are hamstred by the balance of performance rules that limit production to at least 100 fewer horses than 661-hp Challenge cars. The Challenge cars, Jeannette swears, are also harder to drive near the border. It's still basically a jumped up street car, jeannette says, against her purpose-built IMSA racer. He's right: When I heat up my icy slicks at Laguna, on a morning track subdued by pacific marine teams, the Challenge car drives a lot like a 488, only dialed to 11. It's taller, rowers and grippers. But the sensitive steering, precise chassis and powerful carbon-samic brakes permeate the driver with confidence, as in any new Ferrari. The Logan LeGrand Ferrari cabin is tight but relatively simple in race car terms These Challenge cars roll off the same assembly line in Maranello, Italy as showroom models. But remapped engine controls and significantly shorter gearing help deliver up to 11.6 percent more acceleration out of corners corners compared to the old 458 Challenge Evo. (That short gearing proves a motorcycle-style hoot on the track: Driving from a standstill to maximum speed in fourth gear takes just six seconds flat.) Ferrari engineers also trimmed 43 pounds from the engine and nearly 19 pounds from the exhaust system. The company's Side Slip Angle Control software is new to a Challenge car. But instead of simple, mode-setting steering manettino breaks on the street Ferraris, there are two: Based on available tire grip, TC1 and TC2 levers control both the onset of traction-control intervention and the intensity of 7 intervention. Logan LeGrand 488 looks warm, even with a surfboard-sized wing at the rear Aerodynamics is the most obvious visual change, including the soaring wing, similar to that of the 488 GTE that won the 2016 FIA World EndUrance. Front radiators are the back to improve airflow and reduce drag, and a redesigned front bumper gets a hyper-aggressive splitter and flicks; new intake on the rear flanks direct cool air to the brakes. I'm preparing for my last training session. I wish I could test my mettle during the actual races, which brings a series record 57 Ferraris to the track. But I don't have my own car - only the white-bodied Prancing Horse that a certain Oscar-nominated thespian will drive this weekend. The Logan LeGrand 488 Challenge racer leaves the pits, ready to rumble Fassbender pulls #133 car into pit lane and jumps out, where he is greeted by a video crew from The Hollywood Reporter. They are here to shoot a feature on Fassbender, who grew up idolizing Ferrari's Michael Schumacher, and who has largely skipped a year of acting to compete in the series. (If Fassbender can move the metal in real life as he does as Magneto, he will do well in the Challenge, where he has already secured a class victory and some podium finishes). For two days. I've been expecting Fassbender to pull the celebrity rating and get me fired from his race car. Instead, he is unerringly chill and gracious - and clearly as excited as any of us to driving such a mega-powered car on track. I'll try not to break your car, I tell Fassbender with a wink, as I take his place in the driver's seat. I wish him well in this weekend's race. It's a treat, isn't it? Fassbender says, fix me with the movie star grin. Cheers, brother, good luck! he says. To get one last glimpse of the actor when I roar out of the pits, surrounded by cameras, it happens to me that I will never, ever be as cool as that guy. But it's okay: I'm still driving his Ferrari. Ferrari.

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