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How many zeros in two million

How many zeros in one point two million. How many zeros in 2 million. How many 0 in 2 million. How many zeros are there in two million. How many zeros in two hundred million. How many zeros in 2 million dollars.

Alex the gray parrot probably got bored. He was 27 years old and 26 of those years, he had made researchers like those who now test him primitive questions like: "Alex, what color is the four?" He was usually a magician in this type of test; he scanned the tray with a variety of objects, found the four orange bars and replied, "orange." In fact, in the tests on his ability to count up to four, he correctly responded 80% of the time in this particular study. But today he seemed bored. For two weeks he did what the researchers called "balking". He stared at the ceiling, said a word and asked to be put back in the cage. So one can imagine the surprise among the psychologists who conducted the counting experiment with him, when after all this stuttering, interrupted the word "no one." After testing a new hypothesis generated after Alex's spontaneous use of "no", the researchers found that their suspicions were correct. Alex was using "no" as a word for "zero", in this case the absence of quantity. The fact that, when asked how many reels were in the tray, a parrot correctly responded to no coil was described by researchers as "impressionant" [source: Pepperberg and Gordon]. After all, it was only a couple of thousands of years ago that zero made its first appearance among humans. It's been less time since we figured zero as a number. And then again, in certain circumstances, zero is not at all a number. In some cases, it is the opposite of infinity. In other cases, it is the mathematical equivalent of a bump on a trunk. In others, it is the pin point for all other numbers. And anyway, it is the number that captures human imagination more than any other. The very existence of this article is proof of it; you will not find the article How it works 18 everywhere on this site. Zero is also the number -- apart, probably, 666 -- with the darkest connotations. Cultures in time and space have long avoided the concept of zero, identifying it with the primordial vacuum and chaos, the ingredients of the Christian concept of Hell. In this article we will examine zero as the concept, number and key of mathematics. On the next page, we'll see how humans found out. A zero balance is what appears on the invoice of the credit card customer when the balance was paid and there were no new charges during the billing cycle. More in-depth definition The card holder can have a zero balance by paying its balance each month or not using the card and therefore never having a balance to pay. The full payment of the balances keeps the total debt/credit ratio of the card holder low, which can help increase the creditworthiness of the card holder, since the creditorsConsumers who do not use all their available resources available The consumer with a balance of zero on the credit card statement every month will not necessarily see a balance equal to zero on his account statement. If he had a balance on the day the credit card company updated his commercial line with credit offices, that balance will go to his credit report and will have an impact on his credit score. A credit card That is never used it could finally be canceled by the issuer. However, the issuer cannot be charged inactivity or dormancy commissions, thanks to the law on the responsibility and disclosure of the credit cards (card) of 2009. If the card has an annual fee, the cardholder will be held to pay it , even if it never uses paper. Example of Zorojooan balance spent \$ 2.500 on your credit card during a billing cycle. When you received the monthly statement, you paid the balance. This gave her a zero balance.is your accreditation client on the low side? Å, learn seven easy things you can do to raise it. It was said that there is an addition in all, an adagio that certainly applies to the inhabitants of Hogback 2002. Our selected agents? Horses and speed, of course. And we just made a hanger that made us precipitate straight to the bottom, running five modified sports cars, three of which from more than 1000 horses, from standstill to 200 miles and return. It is the first slap in the world from 0 to 200 to 0 and left us with one question: where is that number of Betty Ford? Five years ago, this test would probably not even be possible. At those times, each car that boasted four figures in the column of horses was most likely a temperamental rag racer that burned specialized racing gases at a high number of octane and generally unsuitable on the road. But thanks to the progress of electronics and turbocharger, many companies today claim to produce standard cars modified with 1000 horses and more, powered by 93 octane gas pump and sufficiently civilized for everyday guide. To demonstrate this Apparently absurd concept, we collected five fast sleds, four tuned cars and a production unit. The heavily rigged-up voices are a Ford GT, a Viper Dodge, a Corvette Z06 chevrolet, and a Lamborghini Gallardo. The standard single-seater is the most powerful domestic car available, the 750 HP S7 S7 TWIN Turbo. Once the competitors have accepted our game, we had to invent a suitable playground to demonstrate the abilities of cars. Most readers have familiar with the standard test 0-100-MPH-and-back-to-0, which has been used intermittently from different sources since the years à €[™] 60. In 1965, a Cobra 427 Shelby obtained a record of 13.8 seconds. In 1998 we increased the maximum speed number A test from 0 to 150 to 0. The fastest rider was a Corvette ZR-1 produced by the Lingenfelter Performance Engineering based in Indiana, which produced 640 horsepower, reached 150 km / h in 15.6 seconds and stopped 7.7 seconds later. Total time: 23.3 seconds. Today the Lingenfelter Vette, a Z06 Twin-Turbo, has an extraordinary power of 1109 horsepower according to our calculations. With Mega Leap in Horsepower, we raised our game, and the madness from 0 to 200-to-0 agreed. We knew this competition would be a journey into uncharted territory - specifically the 200 mph stop portion" and would require additional space to run. So we rented an 11,800-foot airstrip in Oscoda, Michigan, which had once been part of the Wurtsmith U.S. Air Force BASE. To make sure all the cars were using 93-octane fuel, we embarked on a 200-mile, 5000-hp road trip the day before the test to burn the fuel the cars came in. Along the way we stopped on wheels to turn the Powertrain in Madison Heights, Michigan (W2Wpowertrain.com; 866-903-4905). There we tied to each car by a brand of chassis dynamometer called Mustang and measured the power to the wheels. That "power figure" is typically 15 percent lower than the engine output due to parasitic transmission losses. Since every new vehicle brochure and our usual specification lists the engine power, not the At-the-Wheels figure, we calculated the engine power, assuming a 15% loss and used that number for the specifications here. We have also made changes to our standard testing procedures. To give these machines the chance to put this enormous power to the ground, we allowed all teams to install sticky tires of the legal race. We couldn't handle these cars in two directions to cancel the wind effect, nor did we apply our usual weather correction technique. If we had, the acceleration run would have decreased by a tenth or two because the weather conditions are not ideal, so keep that in mind when comparing these results with our usual road tests. There were three main rules: the gas had to be 93 octanes and nitrous oxide injection was outlawed, as well as water-cooled brakes. The finishing order was based exclusively on time ... the car with the fastest from 0 to 200-to-0 won. Each car was given four rides, and teams were allowed to provide the driver or use one of us. Each team provided a driver, who is just as good, as we could not be blamed for the mechanical problems, uh, ensued. That's right, points out a 1000 horsepower engine, and the boom could go well. Hey, there's no glory without some victims. Road drift: 3 starszero at 200 mph: DNFAË Å¼4 miles: DNF200-a-0-mph Breraking: DNFTOTAL Time, 0 to 200 to 0 mph: DNFAFTER Witnessing what the Lingenfelter boys went through this time, we stopped believing that you could create the Your Luck. The Twin-Turbo Vette which was a first favorite is not to take a break on the day of the race, and two apparently innocent occurrences made the car the solitary DNF. In fact, the car was nicknamed a "scientific project" for all its pipes, solenoids, cooling tanks, electronics and air tanks. Onlooker, giving the machine time, inevitably he whispered, "hey, whazzaret?" Getting Big Hoverover is not the most difficult task of this competition. What is difficult is becoming all that power to the sidewalk without without! I smoke the tires. Compared to the Ford GT mid-motor, Corvette has an intrinsic disadvantage, because less than its weight is on the rear tires. Lingenfelter's crew therefore developed a system that limits the power of the available engine when the transmission is in the first three gears and the car is more likely to dissolve the tyres. The system is based on compressed nitrogen to control turbo discharge gates and limit the amount of turbo boosts. In the first gear, the boost is limited to 6.0 psi; then progressively increases with each gear selection. With the fourth march, he's doing 15.5 psi. Another useful change was the transition from the standard 16-valve drive rail (3.42:1) to a higher rear (2.73:1) which, combined with a redline of 500 rpm (7500) above the standard, allowed Vette to reach 200 km/h in the fourth gear. Each other car had to make a long drive towards the fifth or sixth somewhere north of 140 mph. Getting a good launch was very difficult because the 7.0 liters V-8 still produced about 750 horses in the first gear. The engine block was a standard L57 Z06, but the interiors had been completely replaced with more robust parts and a second power system, and a set of injectors was added to satisfy the additional fuel appetite. A turbo pair of the size of a pumpkin that flanked the engine was not flush with it, so a new hood was shaped to provide space. The engine modification list covers an entire page, but you need to know two things: 1109 horses, the most here, and to replicate this engine, expect a bill of 186.515 dollars. Another 35 thousand dollars and hedges were spent for a Baer kit, LPE-Penske shock absorbers, a Race escapement and a double clutch ... The cost of Z06 combined with the mods: \$288.540. Working against car bliss was an extremely rigid clutch, too rigid lap, and having to crawl around the safety cage just to enter. Although certainly acceptable as a daily driver, this car and Saleen were the least civilized of the group. The problems for the Lingenfelter car began in its inaugural race. The driver of the company took the turn of two-three, actually finishing that race. At the second run, everything seemed fine, and then a small plane crashed and tried, but without success, to date this killer Vette. We lie the plane because of what happened after: Our VBOX test equipment did not record that race. We speculated that maybe the plane had interfered with the antenna. It's an unlikely story, but it's the only one we have. The tragedy was that Vette failed to make another race, with the engine that emitted very bad noises after the 2nd race. Since the engine compartment isFull of turbo, intercooler, conduits, etc., which takes six hours to replace candles, no remedy has been tried. Back home in Decatur, in Indiana, the crew has established that when the pilot skipped the gearbox, the engine shot wildly to make another race, and broke a piston and a valve. We had a bad time. moment. Sleeping later, asking me what this peak could do exactly, so we gave a second possibility to the lingenfelter crew. Four weeks later, we returned to Oscoda for a new test, even if we decided that it would not be right to include these results in the main competition. You will have to read the sidebar in the last page to get the numbers, but here is a teaser: they follow other surprises. Type of vehicle: front motor, rear traction, two passengers, two three-door vehicles as a tested: \$ 288.540 (base price *). \$ 272.040) Mods: motor / transmission: \$ 186.515 Suspensions: \$ 4390 Brake: \$ 6440 wheels / tires: \$ 9005 body / tires Interior: \$ 16.500 Engine Type: Twin-TurboCompressed and Interafterfreddie Winch 16-valve V-8. Lock and aluminum heads, Fuel injection doorDeLazione, 428 CU, 7019cc Power (c / d EST): 1109 HP @ 6350 RPMorque (C / D east: 932 lb-ft @ 6200 r pmtrmission: 6-speed manual front brakes: baer 14.0 x 1.3 ventilated disks, transversal drilled; 6-piston brake bay pliers: Baer 14.0 x 1.3 Ventilated disks, transversal drilled; 6-piston baer pliers Fronts: Pagid D Impensions: wheelbase: 105.7 in length: 176.0 in width: 75.9 in height: 48.0 By weight Curb: 3701 lb Weight distribution, return: 52.4 / 47.6% Economy Fuel, C / D Observed: 16 mpg * The base price includes all options to improve performance. Lingenfelter Performance Engineering: 260-724-2552; www.lingenfelter.com Road Road: 3 StelleDa Zero at 200 mph: 38.2 secAfAæ4Å¼ 4-Mili: 11.6 sec @ 138 mph200-a-0-mph braking: 1147 Total walketext, from 0 to 200 to 0 mph: 49.6 sec the Salen S7 Twin Turbo looks like a racing car Mans, which is not surprising, since it was designed in this way since €[™] beginning. Looks alone could justify the price of \$ 598.950, but it is also so well done and equipped that overlooks the fact that the lurking engine in the middle of the ships is a Pushrod 16-Valve Ford V-8. Of course, the engine is certainly not a Cleveland 351. Uses an aluminum alloy block and head cylinder and moves 428 inch cubes. This engine is derived from the Ford Nascar Racing program and given additional motivation from two turbochargers Gemelli Garrett. Regular S7 Twin Turbo, as they are, make 750 horses at the flywheel with 6.0 thrust pounds. For the purposes of this test, the engine made 775 horses and 681 pound pounds, thanks to the greater thrust pressure (8.0 psi), the engine management reactivated, and the removal of catalytic converters. If this appears weak, if compared to the power reserves of the Viper, Ford GT and Corvette, remember that the anti-lock brakes, from 200 mph, it was a case of steel cogwheels, in fact, vehicle type: central motor, rear traction, 2 passengers, coupe a 2-door price as tested: \$598.950 (basic price)*. \$595.450) modes: Motor/Transmission: \$3500 suspension: \$0 brakes: \$0 wheels / tires: \$2000 Body/Interior: \$3500 engine type: double charge pushrod and 16-valve intercooled V-8, aluminum block and heads, fuel injection replacement: 428 cu in, 7011cc power (C/D east): 775 bhp @ 6200 rpmtorque (C/D east): 681 lb-ft @ 5600 rpm transmission: manual a 6 speed front brakes: stock 15.0 x 1.3-in bulky disks, channeled; 6 piston brakes rear: bossura 14.0 x 1.3-invents, grooved; 6-piston calipers BRAKE PADS: stock DIMENSIONS: step: 106.3 in length: 188.0 in width: 78.4 in height: 41.1 by weight of the curve: 3064 lb Weight distribution, F/R: 42.3/57.7% FUEL ECONOMY, C/D OBSERVED: 14 mpg*The basic price includes all performance improvement options. performance.949-597-4900;www.saleen.com 4 stars zero at 200 mph: 25.7 sec14-mile: 11.3 sec @ 137 mph200-to-0-mph braking: 1770 feet total time, from 0 to 200 to 0 mph: 37.6 sec get a gallardo to break the barrier of 200 mph requires some additions, as you might expect, but also requires some deletions, which may not. the owner of this lambo was not prepared to own the first gallardo to break the mark of the double century, like a lot of power junkies, bernard vroom (we didn't do that one) wanted his car to stand out from other exotics swimming in the flow of traffic around bucky, florida, as for the ford gt, jason heffner's current socket has resulted in a pair of turbo garrett gt35r and a liquid-air spectra intercooler, the latter dictated by mid-engine lambo design (restricted airflow.) but in this case, the updates went under the skin: lowered compression (from 11.0:1 to 9.0) through forged pistons with steel lining in the aluminum cylinder block. "We saw mark in some of these studs," he said. Steel bars for billets are of tank, and heffner replaced con-rod bearings, the fuel is delivered from a couple of high capacity pumps to a bosch injection system governed by an ecu Heffner-spec from aem. the upper suction manifold is a heffner design, as well as steel exhaust headers, enlarged air outlets and high flow air filters. full boost is a modest 9.0 psi, and it doesn't take much to get there. At most, the upgraded V-10 pulled 749 horses on the dyno, which works up to 881 at the crank. this is 388 more pony than in the stock engine, essentially an entire herd, but nevertheless the total second-lowest in this muscle group, giving the lambo the least favorable ratio of power-weight: 4.1 pounds for horsepower. Thus, reaching the target of 200 mph required something out of the ordinary, which heffner provided. Why not make the lap a rear-wheeled car? "it was the only way to get to 200," he said, "and anyway, we could not get the right aspect ratio for the front tires, so we were afraid that we would burn the diff center," removing the front differential and the reduced half-assets of off-the-line grip, but compensated the added weight of the turbo system, with vroom turning in the head in a light plane, heffner climbed and recorded two solids 0-200-to-0 that classified the third gallardo behind the gt and viper. the lambo covered the district in 11.3 seconds at 137 mph, 0.2 seconds behind the viper. vroom then descended from the skies to take the rudder for the remaining two tracks. He cracked 200 on one of them, but neglected the part of mission shutdown, so his two steps did not figure in the results. over \$60,800 engine mod, which included a clutchAnd a pressure plate from Lamborghini, Vroom Gallardo was essentially stocked and was incredibly pleasant on public roads at ordinary speeds. The clutch effort was light, the commitments were smooth, smooth. The engine was satisfied with buzzing relatively low turns without tripping or beams. And when the driver invoked all that power, the accumulation was linear rather than the hectic Omigawd race that accompanies some turbo plants. This is the fifth Gallardo Twin Turbo coming out of the Heffner store. Judging from the VRoom car, we believe that the installation is impeccable. However, there are people in Italy that consider hereffner activities erectics. "We don't like to people Lamborghini." He admitted him. But this will probably not prevent him from completing the quad-turbo murciÅ¼fajA @ lake that is now in progress. Type of vehicle: Central engine, rear traction, 2 passengers, 2 doors CoupÅ¼ @ Price as a tested: \$ 239.400 (Base price *). \$ 239.400) Mods: Engine / Transmission: \$ 60.800 Suspensions: \$ 0 Brakes: \$ 0 Wheels / Tires: \$ 1000 Body / Interior: \$ 0 ENG Type: double turbocharger and interafrified DOHC 40-valve V-10, Lock and aluminum heads, fuel injection doorDisling: 303 CU in, 4961CC Power (c / d EST): 881 CV @ 7900 rpm torque (c / d EST): 595 lb-ft @ 7500 rpm Transmission: 6-speed manual fronts fronts: stock 14.4 x 1.3-in ventilated, perforated disks; stock Pliers with 6 pistons Posteri Fronts: stock 13.2 x 1.3-in ventilated, perforated disks; stock Pliers with 4 brake pads pads: stock Dimensions: Step: 100.8 in Length: 169.3 in width: 74.8 in height: 45.9 in Curb Weight: 3591 lb Weight distribution, F / R: 43, 8 / 56.2% Fuel Economy, C / D Note: 13 mpg * The base price includes all options to improve performance. Road Riding: 4 Stelle Zero at 200 mph: 22.0 secAfAæ14 4-mile: 11.1 sec @ 145 mph200-a-0-mph braking: 1127 Total walkies, from 0 to 200 to 0 mph: 30.7 Sec John Hennessey is well known to car and driver readers for its tuning companies with Mopar products, so it was a no-brainer to invite him to our inaugural 0-to-200-to-0 challenge with His 2006 Venom 1000 Twin Turbo, NÅ¼fajAÅ¼ @ and Dodge Viper SRT10. Outwardly, the Venom looks like a fairly regular viper, except for a huge rear wing that has been removed to run to Wurtsmith, but under composite paneling it was strongly modified. The V-10 engine is bored and caressed to give a displacement of 513 inch cubes, compared to the 506 standard. This entails new pistons, connecting rods, and tested cylinder heads, and a laundry list of other hardware changes. The power supply system is also updated, with larger injectors, new lines and a more powerful pump. Turbochargers SRT are a trademark of Hennessey, so it is not surprising to find two turbo with ball bearings Garrett couflinks with liquid-air intercooler in the front of the engine compartment. An AEM system progressively modifies the impulse from a base level of PSI 9.0 to 14.0 PSI (on gas pump) when the Venom enters fourth gear. All changes seem to work, as demonstrated by one 878 horsepower and 932 pounds-feet of torque on the chassis bench. Those numbers match because our calculations produced 1,033 horsepower and 1,096 pound-feet at the wheel, which is a little over 1,000, 1,000. Hennessey advertises. As someone joked, "You could power a small town with that engine." To cope with all the grunt, Hennessey adapts to a ceramic and metallic single plate clutch and heat treating the gears in the Tremec T56 Tremec T56 manual transmission from Viper. The rear axle has a slip differential at quaita and a stock of 3.07: 1 ring and sprocket. On this car, which has performed a tour of America, the suspension is massaged. Spring rates are about 10 percent stiffer early and 20 percent higher. In addition, Moton shock absorbers with remote tanks are bolted. Factory brake calibres remain in place, with clotting down to 140-inch StopTech, with carbon-and-carbon PAGID carbon race pads. The price of all these performance changes more than doubles the cost of a Viper coupÅ¼@, to \$178,145. Out on the street, the poisonous feels, well, like a viper. The ride is a bit firmer than a stock car, and there are a noise of Driveline and Valversine, but otherwise it's remarkably civilized - there's no low-rep tantrum, no recorded clutch, no balky gearbox. The exhaust note is a bit stronger than A Stock Viper, and the racing-style brake pads are a grabby touch, but it's hard to believe that this car is doing somewhere about 1000 horsepower. As long as, of course, you put your foot in the gas pedal, and the poison shoots towards the horizon. In the wet conditions of our trip from Ann Arbor to Oscoda, discretion was definitely the best part of the value. Unfortunately for Hennessey and his team, everything went south in northern Michigan. Sriyantha Driver Weerasuria saw Wheelspin first through three gears on its initial run, hitting the quarter mile in 11.1 seconds at 145 mph on the road towards 200 mph in 22.0 seconds. The run from 0 to 200-to-0 took 30.7 seconds, including a hairy moment when the poison took a gust of wind at 190 mph. The second run of Weerasuria started well with an almost perfect launch, leading to a quarter mile in 10.8 seconds at 151 mph. But then "he felt lazy when I entered the fifth gear", he said. A seal on the head was blown. Game Over. Vehicle Type: Front Engine, Rear Drive, 2-Passenger, 3 Doors Price contains Price Tested: \$190,445 (Basic Price *; \$178,145) Mods: Module/Transmission: \$74,500 Suspension: \$5500 Brakes: \$3750 Wheels/Tires: \$7400 Body/Interior: \$12,300 Type Engine: Pushrod Twin-TurboCharged and Pushrod Intercooled 20 Valve V-10, Aluminum Block and Heads, Fuel Injection PortPlacement: 513 CU in, 8410CC Power (C/D EST): 1033 BHP @ 5500 rpmtorque (C/D EST): 1096 LB-FT @ 4700 RPM TRANSMISSION: brakes manuals at 6 marches: STOPTECH 14.0 x 1.3-in cross-cut discs; STOCK 4-Piston Pinze Pinze Pesanti Points: STOPTECH 14.0 x 1.3-IN DISCUS VENTIFICATE, DRIPLECTORIAL; stock 4-piston calipers Brake pads; PAGID Size: Pagid Size: Carriola: 98.8 Length: 175.6 in width: 75.2 in height: 48.6 in Cord weight: 3560 lb Weight distribution, F / r: 50.3 / 49.7% Fuel economy, c / d observed: 20 mpg * Basic price includes include performance improvement options. Road drivability: 4 Stetcher at 200 mph: 18.9 sec. Å¼A-Miglia: 10.6 sec @ 152 mph at 200 to 0 mph breraking: 1089 feetotal time, from 0 to 200 to 0 mph: 26.5 sec jason heffner is a challenging 30 year-OLD florida-based tuner whose priority are well Designed to satisfy its customers. As anyone in the expensive business to hit more power in a car already powerful, he wants tangible results. But he also wants these results be repeatable, time after time, with any of the fragility that afflicts some special tuner specials. To this end, Heffner is particularly passionate about the engine in the Ford GT stock. "Ford boys really did his homework," he said. "It's practically rare for us to take something apart and decide that it's not really need improvements." Heffner added that he and his crew have made the cylinder of this GT refined and "loosen tolerances a little", but it wasn't at all there was an advantage. "We did 10 of these cars now, and this is the only one where we did my work inside the engine. I would not recommend it to anyone else, because there is no real gain." In addition to those minors. Mod, the word "warehouse" frequently occurs in reference to the internal organs of the V-8 of GT 7.4 liters V-8: crank, equity rods, stock pistons, equity clutch, transaxle and stock rotor. But the hardware that makes the GT capable of 218.1 mph in the start-up mile is far from stock. Heffner has replaced a couple of GT35R Garrett turbos for the GT compressor, with Max Boost set at 18.0 PSI. He has kept the liquid-air intercooler-air- "" we would have to transfer the intercooler to let air into the air "Å¼ æ à ~" but has doubled the capacity of the refrigerant from one to two gallons. The package also has 70 mm butterfly bodies, a suction collector developed by Heffner, advanced suction-cam timing, delayed exhaust cam, free flow silencers and three-inch hydraulic exhaust systems. All the previous one added up to 933 rear wheel rear power on the wheel to rotate the Dyno frame. Seating a 15% power loss from the motor shaft to the rear tires, the Twin-Turbo GT was striving of 1098 horses, almost doubles the production of the warehouse engine. For road use, the GT1000TT wears a set of front Pirelli Fat 255 / 30ZR-20 P Zeros and rear 335 / 25ZR-22 P Zero Scorpions. For speed corrections, Heffner banged on a set of Autocross Auticsey Hoosier A6 - 245 / 40ZR-18 tires in front, 315 / 40ZR-19 in the back. With Drag Racer Gary Jawo from Savannah, Georgia, at the helm, the GT has clotted the fourth of the millet in 10.6 seconds at 152 mph and hit 200 mph in 18.9 seconds. By contrast, the last Ford GT we tested ("envy gentlemen", August 2005) did in the 12.0 seconds at 123 mph and needed 19.1 seconds to reach 150 mph. Oh. Combined with a set of Ford Racing brake rotors, the Hoosiers also paid off in the shortest stop of the test: from 200 to 0 in 1089 feet, which in turn was added up to the best results from 0 to 200-to-0: 4642 feet in 26.5 seconds. Considering his driven, the Heffner GT is remarkably docile on the road. A set of Eibach springs and Penske adjustable shock absorbers lift the rigidity of the roll, but the quality of the ride is still civilized, the clutch is nice, and the driftiness is to the daily variety. Owner Ray Hoffman, a Texan who had just taken delivery of the finished car for the trial time, called it "a treasure." We don't have any arguments with that label. So, how much does this treasure cost? Heffner's tweaks added just over \$50,000 to the price of Hoffman's GT, most of that \$40,000å¼ going where it's easiest to appreciate: the engine. VEHICLE TYPE: center engine, rear-wheel drive, 2 passengers, 2-door coupé PRICE AS TESTED: \$212,645 (base price)*. \$207,645) MOD: Engine/Drive: \$42,950 Suspension: \$6300 Brakes: \$3000 Wheels/Pull: \$6000 Body/Interior: \$5000 ENGINE TYPE: double-turbo charged and intercooled DOHC 32-valve V-8, aluminium block and heads, fuel injection port Location: 330 cu in, 5409cc Power (C/D East): 1098 bhp @ 6600 rpmTorque (C/D East): 911 lb-ft @ 5900 rpm TRANSMISSION: 6-speed manual FRONT BRAKES: Ford Racing 14.0 x 1.3-in ventilated discs, cross-drilled; stock 4 piston calipers RAR BRAKES: Ford Racing 13.2 x 1.3-in blurred discs, cross-drilled; Stock 4 piston calipers BRAKE PADS: stock DIMENSIONS:Base: 106.7 in Length: 182.8 in Width: 76.9 in Height: 44.3 in Curve weight: 3550 lb Weight distribution, F/R: 43.6/56.4% FUEL ECONOMY, C/D OBSERVED: 17 mp g*The base price includes all performance enhancement options. We drove the Lingenfelter Corvette 185 miles from Ann Arbor to 4 Oscoda to burn the fuel that car came in to make sure it was running on the gas pump. On that day of fall, the temperature of 50 degrees was about 15 degrees cooler than on our first test day four weeks earlier. Then, as the car sat in the pits immediately after and we were downloading the data, we heard a loud boing! The crew inspected the car and found a badly broken right brake rotor. It was installed a set of front rotors used, and the car made another run. "Boing!" we heard again in the pits. Another rotor broke, this time the left front. The last replacement rotor was installed, and the driver was informed that race no. 3 would probably be his last. It was a good run. The Lingenfelter dropped even though the fourth in 11.3 seconds to 147 and 200 mph had captured the Effner GT, reaching that mark in 18.9 seconds. La Vette lost some time on the brakes and stopped the clock at 27.0 seconds, half a second longer than the GT's performance. It would have been good for second place, but the other cars could also run faster on the cooler day. Just as the crew was for a fourth and final lap, we heard our least favorite sound: Boing! Another rotor bit the dust. Interestingly, these cracking rotors were the only brake problems encountered on one of the cars, and the Lingenfelter Corvette made a run on the first day without Nicholas' cheek, a research and development engineer in Baer, later explained that - he did 200-mph quit dozens of times without failures and are examining what caused cracking rotors. The LPE crew simply shrugged their shoulders and uploaded their science project on the trailer. This content was created and managed by a third party and imported on this page to help users provide their email addresses. 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