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Chemistry exam questions and answers pdf

Before you can be a police sergeant, you'll have to do a two-part investigation. This examination shall be made up of a written section and an oral section. If you wait for the day of the test to think about how you will answer the test questions, you will only set yourself up for failure. Proper preparation will help you to answer all questions about the police sergeant's investigation with confidence. homeneewsQuestion and answers - LettersSee all 1 photosOct 2, 1995No Speed Limits! Interesting Virtual Velocity article (July '95). Here's a rare nostalgia car venerable mention: the '57 Plymouth Fury has a 318 V-8, dual four barrel carbs, three-speed push-button Torque-Flite automatic, and 831/44-inch Sure-Grip differential. How does more than 150 km/h with four people in the car sound? Jeff HoelzelAllentown, Pa.It sounds hard to believe. Although Motor Trend did not test this exact model in '58, it is safe to say that the car had a top speed well below 150 mph due to the three-speed gearbox and the engine's maximum speed. The Fury was available with a 150 mph speedometer, which may be more than a 20 mph optimistic as its actual top speed is probably no more than 120 mph. In its day, however, the most powerful Fury was one of the elite group of full-size, hot-performing cars. - No, no, no, no, no, I'd be willing to bet on my speed limiter that most MT readers find staged events, such as July's top-speed article, that are just convenient excuses for hot-rod to tread off a lot of performance cars. Steve DeJacimolaughlin, Nev. Any excuse to drive a car in a power car is a good one. The positive response to our cover story was overwhelming, which made us thinking about several ways to lash out at the latest production machines. -EdWhy was not the Porsche 968 and Dodge Stealth included in the test to end all tests (Virtual Speed)? Mark Wilson of Cambridge, Mass.Unfortunately, both 968 and Stealth were unavailable at the time of the investigation, but both would surely have turned to respectable numbers. In the past, we recorded a top speed of 154.6 km/h in the two-turbo Stealth. And while we haven't had a chance to push it to the limit of the 968 yet, Porsche will give out a maximum speed of 156 km/h to 968 if it's equipped with a six-speed gearbox. - No, no, no, no, no, the Ford Probe GT didn't make the list of passes in the Virtual Velocity high-speed shooting, even in the \$1.98 speed limits. I was thinking about how close the 140-mph cutoff didn't come?C. MartinPittsburgh, Pa.We recorded a top speed of 133 mph on a Ford Probe GT during our 1994 Bang for the Buck test (August '94). Close, but no cigars. - No, no, no, no, no, as far as this old driver is concerned, your July number was worthless. With radar, CB radios, and cell phones, what does a 100 plus-mph car do on the highway? Tow truck drivers and funeral directors are enough J.B. MaassKankakee, Ill.Viper GTS UncoveredIn your July issue was another one of those Dodge ads (pages 58-59) 58-59) under a car tarp. What's underneath? A Chrysler Atlantic? Brad HansenMuscatine, IowaA covered car is a teaser look at the upcoming '96 Viper GTS coupe expected to begin production this spring. No, no, no, no, no, what year are we saying? I Read Editor C. Van Tune's July Editorial Big Car-But What Year Is It? with particular interest. I was born in the 40s and grew up with the development of the car. I loved the style and design of cars from the '50s. I remember smuggling a peak under the canvases of new vehicles while they were sitting on a car carrier. Was it exciting or something? Someone said that nowadays, if a particular design is successful, then other manufacturers follow. I just put a set of wheels and motor a hard-boiled egg and drive it-at least one egg looks like an egg. I think that car manufacturers and designers sometimes have to take a small risk. I know it's their perception of the future, but lately it seems that the future has stopped. Gary LutherLas Vegas, Nev.If i had the dollar every time i couldn't identify the year of a car, i'd be able to buy that Ferrari F355 you were driving. It's not just hard to identify the year, it's the model. For example, the only visual difference between the V-6 Camaro and the V-8 Z28 is the exhaust and a small logo. As each generation produces fewer car enthusiasts, the government has an easier time regulating cars, centralizing emissions testing, and crushing old cars. Most Gen-Xers don't like cars like the Boomers did; They're more interested in stereo power than horsepower. If the engine collapse was half the power of some of these stereo systems, I'd be racing Warren Johnson for the ProStock title! As a 27-year-old Gen-Xer, I always thought I grew up in the wrong decade. Scott WindlePhiladelphia, Pa.End Of An AgeChevrolet Caprice, Buick Roadmaster, and Cadillac Fleetwood: These models are part of automotive culture. There is now a risk that they will become part of the history of the automotive industry if GM implements its plan to eliminate its last three full-size V-8-powered rear-drive cars. GM is voluntarily handing over the market to Ford. FoMoCo will be in full control of the traditional full size, limousine, taxi, police, hearse, and bus markets. Also, people who catch boats or trailers will have to buy Ford or buy trucks. The people of Ford should be doing cartwheel forward in the market so that GM hands them a silver platter. Dale StaffordLeavenworth, Kan.Sad, but true. After the model year '96, the production plant for large GM sedans will be moved to the construction of trucks. Ed, i'm sorry. Dreams of Electric SheepIt is disappointing that the May '95 Washington report by the U.S. Government Accounting Agency (GAO) report to Congress only to study the most negative findings of electric vehicles (EV). There is a wealth of information in the 137-page study, including Evs that produce virtually no exhaust pipe emissions and effect effect air quality - savings from the reduction of exhaust pipe emissions, reduced by additional smoke-battery emissions from increased electricity generation, are generally considered to be significantly lower than [internal combustion engine vehicles]. As far as costs are concerned, electric vehicles are still largely in the demonstration phase. As production volumes increase, costs decrease proportionately. The rapidly evolving EV industry is preparing to meet consumer needs. Contrary to perspective, after a thorough reading of the GAO report, the EV industry finds the overall voice supportive. Robert T. Hayden Executive DirectorElectric Vehicle Association of the U.S. San Francisco, Calif.The Question Corner I saw many cars that were reduced, similar to racing cars, and I heard that engineers specifically designed vehicles at a certain height off the ground. Does lowering the car affect the engineers' plan? If so, is the change significant? What are the advantages and disadvantages of draining the car? Jodonn P. DiazLemon Grove, Calif.An knowledge owner can easily get into trouble easily reducing the car. Like many aspects of the vehicle, the stock running height engineers judge the optimal balance between a number of factors, including free height, driving quality, cornering ability, and entry and exit. Reducing suspension also reduces the car's centre of gravity, reduces body coil and improves cornering, but better handling is done at the expense of ride quality and free height. Bumps, springs, wheels and tyres shall be modified as part of the package; these components can also be expanded to improve manageability without reducing them. We have the work of a professional shop specializing in aftermarket performance; You get the look and feel you want for the first time around. Ed, i'm sorry. Driving MusicBeing is someone who enjoys listening to loud music while driving. I would like to know what kind of music, if any, the staff listens to while testing cars. Eric RiveraNaperville, Ill.While testing vehicles: none. We focus on engine sounds, internal noise levels, wind leaks and many other aspects of each car. But when the test day is over and it's time to relax, our tastes run on the scale of executive editor Bob Nagy's 24-hour talk radio station Senior Road Test Editor Mac DeMere in the all-country format, and managing editor Suzanne Perreault's Nine Inch Nails CD collection editor C. Van Tune's Steely Dan library. Best song ever? Golden Earring's 1974 hit Radar Love rates many votes. Ed, i'm sorry. Letters: Motor Trend6420 Wilshire Blvd.Los Angeles CA 90048-5515.Contributions: Unsolicited materials must be escorted back by post. This magazine is not responsible for loss or damage. All accepted material that is necessary in our sole discretion to meet the requirements of this publication shall be reviewed. 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