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Some automakers create racing variants specifications from their favorite models for competitive motorsport. Here are five of the most enticing. If you have the means and lust for motor racing, there are plenty of car manufacturers with their own racing series specs. Ferrari runs the challenge series, while Lamborghini and Maserati have both the Super Trovio and Trovio series. Porsche has a Supercup, tracking toys like Ariel Atom have their own. Each of these tournaments runs identical machines derived from sports cars on roads that have been upgraded to competition specifications. In 2009 Mark launched the raging bull Super Trueview. The series uses racing versions of Gallardo, and Lambo launched the latest version late last year. The new Gallardo LP570-4 Super Trueview follows the new LP560-4 Coupe unveiled at the 2012 Paris Motor Show and Spider as the third new variant based on the recently revised model. Unveiled at the Navarra Circuit where the 2012 series concluded, the new Super Trovio racer is 120% more efficient than the aerodynamic model that replaces it and offers 50% better cooling brakes. Best of all is that V10 screams, multiplied by dozens of Lambos race on the net. Maserati recently updated GranTurismo for the 2013 Maserati Trovio World Championship MC. The latest GranTurismo MC Trofeo mostly has the same specifications as the 2012 model it replaces, only with a slightly lower braking weight, track expansion, reworked aerodynamics and new Pirelli tires. The same 4.7-liter V8 still produces 444 horsepower. So far, Maserati has signed 15 teams for the 2013 season and hopes to attract five more teams before the first race on 28 April at the Paul Rickard Circuit in the south of France. Porsche has released the new 911 GT3 Cup 991-gen at the Geneva Motor Show 2013. While the previous model produced 450 horsepower, the 3.8-liter flat six has been tuned into a new cup to 460 hp, driving the rear wheels through a six-successive gearbox. Ready for the track, it also has high-flow exhaust, adjustable anti-deflator rails, 18-inch alloys with Michelin patches and 15-inch brakes. The interior has also been stripped of and fitted with a roll cage, racing controls, an emergency escape slot and a bucket seat with a competition harness. The Porsche Ferrari Challenge features only a track version of the 458 Italy and the fifth model used by Ferrari in its one-race program makes. Engineers adjusted gear ratios and calibrated the F1 dual clutch box to improve torque delivery at low adjustments. It is also equipped with e-Diff electrical differential used in the street legal model. Race Spec spec specs received 458 specific suspension set. 19 inches amid forged alloy nut and high ride reduced by 50 mm. Ferrari also reduced the weight of the car using lightweight carbon fibre and lycan materials. Ferrari instead of corn racing in an existing series, Ariel created its own racing series called The Corn Cup. It kicks off in the UK next month with races to be held at Silverstone, Brands Hatch and other tracks on the British Isles. For this task, Ariel corn has been modified in a corn cup, with a bit of extra bodywork, extension cage, Ohlins dampers and Yokohama slick racing. The 245-horsepower 2.0-liter i-Vtec four sources of Honda holds more essentially unchanged, but fuel racing should help out a bit of extra power. A racing car named Desire. As much as we yearn for the golden age of motorsport from yesterday we still have to admit that modern racing is still very bad. Sure the power numbers aren't crazy and there's less involvement in the factory but watching the McLaren 550S does battle with Lamborghini Huracan in the full range of air is pretty amazing. With the amount of crazy road cars circulating around we thought why not add to the pool of zero-clad supercars battling out on the world's premier circles. These are the cars that we would like to see hit the track as quickly as possible. Using the thing between our ears we imagined about a competitor to the G GTR P1, Vulcan, and The FXK K from Porsche. The 918 Spyder is one of the strongest in the Holy Trinity. It's just lacking a hardcore alternative. The ideal template would be the RSR 918 concept of 2013. Sharing a 3.4-liter V8 of RS Spyder 918 RSR claimed to put out a combined 757 horsepower at 10,300 rpm. This simply won't be so keeping the 4.6-liter V8 is a must. Borrowing technology from Le Mans winning 919, our 918 RSR put out a horse in quadruple numbers and shed as much weight as possible from the 3620 lb-curb weight. We can only dream of what 918 hardcore will be but we certainly want to know. Following in the footsteps of its predecessors, we would like to see the Lamborghini V12 once again sporting the R-SV badge at the end of its name. Reiter engineered and competed with Murcielago in the GT1 series in a short time lived on time so we think it's time for Lavintador to dof her horns on the net. The Huracan GT3 already occupies most of the racing series so we figured the hyper-lambo track is ready for the guests aston Martin Vulcan and Zonda Revolution worth the investment. Packing 820 horsepower 6.5-liter V12, this bull will feature some huge aero. The huge rear diffuser and some canards mounted in the offensive line should keep it in check. In an effort to save weight we were getting rid of the AWD system and maybe even throwing in three pedals. We've been itching for the Front Engine Ferrari V12 Racing Alternative for a while. For now we can only imagine F12XX. Much like the 599XX EVO it will feature great upgrades for the 6.3-liter V12 bringing power much higher than 800 horses. The stark V12 will be mounted into a seven-speed serial gearbox. What we like to see is some kers technology flowing from FXX K and giving F12XX some added grunt. It will also coincide with Ferrari's recent announcement that future front-engine GT models will include hybrid components. Virtual The base wheel (rear steering wheel) of the F12 TDF would bring the Italian monster some unmatched agility. We'd like to see it along with Vulcan one day. Battle german supercars entirely on the Nurburgring, this is really what dreams are made of. It is fairly a really with BMW unveiling its latest racing competitor, the M6 GT3. But that car in factory form is more than a grand cruiser no matter how fast it is. What we really want to see is the BMW i8 campaign. We recently wrote out what our vision of that car would be. It will get rid of the three-cylinder engine and make it done with a turbo-four bespoke. This engine will feature a BMW electric turbo pilot and also a couple with one serious powertrain. i8 GT3 will be a technological exhibition for the next generation of racers. Although we still wouldn't be upset if the V8 of the M6. That's weird. It's pure speculation and speculation. Racing version of Rolls Royce Wrath. Didn't? Well, seeing the giant Rolls chasing the continental GT3 around Silverstone is certainly a wet dream of any bourgeois Englishman. Two Goliaths are battling out and breaking every minor of the rules of physics as they crowd around the track will be epic. The Wrath feature an updated version of the 6.6 liter twin turbo V12 and you will need one hell of a diet. At 5,380 lbs we believe Rolls should save any account with the use of carbon fiber. Our best choices are probably different from yours, so we'd like to hear from you. What modern car would you want to see duking out on the circuit? Porsche LiveAbout uses cookies to provide you with a great user experience. With LiveAbout, you accept our use of cookies. By Stephanie Dwellson Racing Racing Mechanics Cars must remain cool under pressure. If the car breaks down in the middle of the race, the mechanic should be able to jump in, find out the problem and get the car back on the track as quickly as possible. Car racing mechanics are also responsible for keeping these cars running smoothly between races and finding ways to help the car become a bigger competitor during the race. Being a racing car mechanic is often a good-paying job, as the annual budget of a racing team - including mechanics, body technicians and engineers - can top \$20 million. Getting a job as a racing car mechanic is a very competitive endeavor, so you have to want as many points in your favor as possible. Although there is no single track given to becoming a racing car mechanic, getting an ASE certificate from the National Institute of Automotive Service Excellence is a good way to build your credentials. To pass the ASE exam, you must take a course and take practice tests on the ASE website for \$14.95 each. You will also need two years of experience working in the automotive service industry to qualify, or three years to obtain an advanced level certificate. You can replace two years of high school training or complete mechanics. A program for the requirements of work experience. Completing vocational training or school training for technology is one way to become a racing car mechanic. Schools like WyoTech or NASCAR Technical Institute offer racing car training programs. WyoTech's program lasts nine months and students can choose to specialize in high-performance powertrain in order to focus on the action of motor racing mechanics. NTI requires students to take not only standard technical training, but also courses dedicated to NASCAR. The classroom and training lasts from 48 to 78 weeks. After getting your degree of this type of training program, you have a better chance of getting a job as a racing car mechanic, especially if someone from the program recommends you. Vocational school is not the right choice for everyone. Some people prefer to have job training and build communication through networks. One mechanic working with Felix Sabatz at the race shops in Chip Ganassi got his job by starting to build racing cars at home. He worked in small and local tracks as a mechanic until he earned a reputation for his good work. After a moment, one of the many race drivers who met him through his work at CGRFS recommended. Another way to get a job as a racing car mechanic is by completing your certificate by attending a training program, or working on smaller tracks and then submitting your resume online to as many racing car organizations as possible. However, this method tends to be a tougher path than getting a recommendation from someone you worked with or someone in a school of mechanics. CGRFS receives hundreds of resumes and states that very few are selected through this method. Method.

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