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## Red ball speedrun world record

youtube.com/watch?... (CNN) -- In engineering performance, human will and blatant disregard for speed limits, three men claim that broke the record for Cannonball Run, a cross-country drive from New York to Los Angeles.Arne Toman, Douglas Tabbutt and Berkeley Chadwick say they started their ride on November 11 at 12:57 a.m at the Red Ball Garage in Manhattan and ended up at the Portofino Hotel in Redondo Beach in 27 hours and 25 minutes, beating the previous record of 28 hours and 50 minutes to travel across the U.S. An image of data from a trip from New York to Los Angeles. Courtesy Arne Toman Holding the 'Cannonball' record is my lifelong dream, Toman, one of the drivers, told CNN. I have no intention of trying again. We had perfect weather, transport, no construction etc. I don't think you could recreate it or the luck we had without having police interactions. Road & Track first reported the success in an unofficial and illegal event. The trio claimed that their average speed was 103 miles per hour, and the highest was 193.They drove in a heavily prepared Mercedes-Benz E63 AMG. The upgrade of the exhaust and engine two turbochargers produces more than 800 horsepower, the press release said. Douglas Tabbutt and Arne Toman get a destination. Courtesy of Berkeley ChadwickIt took every navigational assistance and police counter-measure known to the man and nearly 20 different scouts to prevent police intervention, they said. The technology included Waze, radar detectors, CB radio, binoculars and an aircraft detection system. They had no interaction with police during the ride. Toman said. Ed Bolian, who was part of the three-man team that set the latest record in 2013, said he's thrilled that people in their car-lover community are the ones who have surpassed their brand. You know, it meant so much to me to join this community, and I really don't have to hold it forever and didn't expect to do that, Bolian said. Toman told CNN that he atused the team's success with their experience with cross-country drives and that they work with military precision. He also said it was important not to upset other motorists not to call the police. Related contentSuch! 22 of the best places to visit in the USAThe Mercedes-Benz after they completed the drive in Redondo Beach. Courtesy of Arne Toman Doug mastered all the planning and I mastered building the car, which usually doesn't happen, Toman said. It was teamwork because we both dreamed of one day holding the record. Normally it's just the passion of one person who has to handle everything and then have to go out and convince someone to come up with it. One person focuses on their own driving, while two others are feeding the driver's information. Toman said they tried not to be afraid or affect other drivers during the chase. Erwin George Cannonball Baker was the original driver of cannonball run, according to a press release. Baker is the best 53.5 hours in 1933. Evan Simko-Bednarski contributed to this report. You want more? Advanced input of details, examples and help! The unapproved speed vehicle Speed Record Cannonball Run is an unapproved speed record, usually taken to run from the New York City Red Ball Garage to the Portofino Hotel in Los Angeles, a distance of about 2,800 miles (4,500 km). [1] As of August 2020, the record is 25 hours 39 minutes, with a top speed of 175 mph and an average speed of 110 mph, powered by Arne Toman, Doug Tabbutt & Dunadel Daryoush. [2] History See also: Cannonball Baker Sea-To-Shining-Sea Memorial Trophy Dash Challenge was promoted in 1981 in the 1981 film The Cannonball Run and its sequel from 1984. The name of the challenge is derived from Erwin Cannon Ball Baker, who set more than 140 driving records from 1910 to 1930. It was revived in the 1970s by automotive writer Brock Yates as cannonball Baker Sea-To-Shining-Sea Memorial Trophy Dash. Format The traditional starting point is the Red Ball Garage on East 31st Street, Manhattan, and its destination is at the Portofino Hotel in Redondo Beach, California, a distance of just over 2,800 miles (4,500 km), depending on the route. The second starting point appeared in 1979 running at Goodwives Shopping Center in Darien, Connecticut. The route from this point is said to be approximately 48 miles further than the Red Ball Garage starting point. Since the record is not being released, there are no official restrictions imposed on cars, routes, technologies or strategies used in record-breaking journeys. Record-setting runs are usually self-verifying record-setters through witnesses, toll revenue, continuous video of the run, and GPS tracking. Current record-setting runs are usually driven by a team of drivers and co-drivers in a high-performance but unsuspecting car. Cars are commonly modified with auxiliary fuel tanks to extend range and are often modified to increase performance and durability. Cars are also commonly modified to help evade police, using devices such as police radio, radar and laser detectors and/or interference, and cosmetic changes that obscure the identity of the car. Several attempts have also been made by police teams that have traveled before record traffic in cars or even general aviation aircraft. [3] [4] [5] [5] The legality and ethics of Speeding above the large margin threshold, as required when setting Cannonball Run records, would normally yield maximum penalties for speeding and reckless driving, but the classification of the seriousness of these crimes varies widely from state to state. In most states passing cannonball runs, reckless driving (as long as there is no bodily harm) is usually classified as a high offense, punishable by large fines, suspension of license, and imprisonment of less than a year. The only exception is Nevada, where reckless driving can be classified as high as a Class B felony, for which a prison sentence of 1-6 years can be imposed. Recording attempts are their illegality and non-respect for public security, but still attract considerable information in the press every time a record is breached. [6] Some scholars point to a dedicated observer looking for transportation and obstacles such as deer, saying: Safety is paramount for many reasons. At first, we would never want to endanger anyone or ourselves. [7] Record list Completely transcontinental record Direct record for Cannonball Run Challenge was generally set using a gasoline car, as has been the case since 1933. [quotes required] October 7-9, 2006, Alex Roy, Dave Maher, and filmmaker Cory Welles set an intercontinental record of 31 hours 4 minutes from classic car club NYC to Santa Monica Pier with a modified 2000 BMW M5, averaging 90 mph with a top speed of 157 mph. [8] [9] A reconnaissance aircraft was deployed for daily segments. This and U.S. Express are shown in the 2019 documentary APEX: The Secret Race Across America. In May 2007, Richard Rawlings and co-pilot Dennis Collins allegedly broke 1979 Cannonball Run time during the 2007 Bullrun entry, driving a black Ferrari 550, modified with extra fuel tanks. Their last time was 31 hours and 59 minutes. But the legitimacy of this time is much debated, because distance and times do not match. They're unlikely to actually break the record. [10] In October 2013, a team led by Ed Bolian with Dave Black and Dan Huang set an intercontinental record of 28 hours 50 minutes in a modified 2004 Mercedes-Benz CL55 AMG, averaging 98 mph with top speeds of up to 182 mph. [11] Bolian and Black shared a ride with Bolian, who served as the primary driver, while Huang served as an observer who tracked police and obstacles such as deer or construction using an image of a stabilized telescope. [12] In November 2019, drivers Arne Toman, Doug Tabbutt and Berkeley Chadwick set an intercontinental record of 27 hours and 25 minutes. [14] [15] The team averaged 103 miles per hour (166 km/h) and reached a top speed of 193 miles per hour (311 km/h) on a journey covering 13 states. The 2015 Mercedes-Benz E63 AMG was modified to deliver 800 horsepower and was equipped with an additional fuel cell in the trunk that provided 67 U.S. gallons (250 l; 56 imp gal), allowing the team to stop just four times for fuel in just over 22 minutes. [5] The car was also equipped with a police scanner, CB radio, thermal imaging camera, which helped the team detect police on the ground and in the air, as well as a laser intruder. [15] The team chose thanksgiving travel in early November and chose a route based on weather forecasts that provided dry weather throughout the trip. [7] The vehicle was disguised to look more like a regular Honda or Volkswagen sedan. The team was also assisted by 18 patrols who had in advance explored the road to warn of police or danger. In April 2020, an anonymous crew traveled from the Red Ball Garage on the east side of Manhattan to the Portofino Hotel in Redondo Beach. 2,825.3 miles (4,546.9 km) in 26 hours 38 minutes. [18] [19] The team averaged 106 miles per hour (171 km/h). The record was completed in 2019 by the Audi A8L with additional fuel tanks at the back of the tank. The record was set during the COVID-19 pandemic, using a reduction in both road users and the presence of law enforcement. [21] In early June 2020, as reported by Road and Track, Fred Ashmore completed a solo run in 25 hours and 55 minutes. [22] Ashmore, who drove a rented Ford Mustang GT equipped with a 5.0-liter Coyote V8 automatic transmission and a 10-speed automatic transmission, replaced the seats and interior of the vehicle with fuel tanks capable of retaining approximately 130 gallons of gasoline, allowing him to stop only one fuel. Since the vehicle was a rented vehicle, the modifications were made as covertly as possible to avoid visible damage and allow them to return the vehicle to its original state after the vehicle returned to the rental company. Ashmore was able to reach approximately 12 mpg with a moving average of 109 miles per hour, recorded on the GPS app Glympse as opposed to using dedicated tracking software like previous record holders. [22] In May 2020, Arne Toman and Doug Tabbutt set a new gun record of 25 hours and 39 minutes during the COVID-19 pandemic in a modified 2016 Audi S6 disguised to look like a Ford Taurus police interceptor. Police escape treatment included brake light switches, radar detectors, laser diffusers, a CB-radio and a rooftop thermal imaging camera. Power adjustments included a 67-gallon auxiliary fuel cell mounted in the luggage compartment that was used in the Toman and Tabbutta gunball in 2019, modified turbochargers, an upgraded heat exchanger, and ecu self-tuning that allowed engine mapping on demand to be replaced to suit 91 or 93 octane fuel; allows the car to generate an estimated 600 horsepower. The run reached an overall average speed of 110 mph for the entire run, with an average speed of up to 125 mph in some states, and a top speed below 175 mph. [23] [2] Diesel record April 4, 2020 3 man team consisting of Sean G. Peter, Jason Adkins, and Mark Spence piloted a 2014 Volkswagen Passat TDI SE from Goodwives Shopping Center in Darien, Connecticut to Portofino Hotel and Marina in Redondo Beach, California in 28 hours and 30 minutes beating both the previous diesel record and Darien-Redondo time by more

than 3 hours. The team averaged both 25.5 mpg and 100.07 mph over the 2,852-mile journey. [quote required] Motorcycle Record Motorcycle between New York and Los Angeles 1917 to present: Alan T Bedell drove a Henderson 4 cylinder motorcycle from LA to NYC in 7 days, 16 hours, and 16 minutes on June 13, 1917. [24] Erwin Cannonball Baker drove his Ace motorcycle from LA to New York for 6 days, 22 hours, 52 minutes in 1922. [25] Wells Bennett drove excelsior/henderson in 1922 through NYC to LA in 6 days, 16 hours, 13 minutes. [26] Earl Robinson in ran in 3 days, 6 hours, 53 minutes. [27] Rody Rodenberg achieved his record of 71 hours 20 minutes during the June 17-20, 1936, Indian Scout 1936. It was challenged by Dot Robinson. [28] John Penton (of Penton Racing Fame) set a time of 52 hours 11 minutes for a solo LA-to-NYC motorcycle run in 1959. Trek was made on the BMW R69S. [29] Tibor Sarossy, then a college student, set a record of 45 hours 41 minutes in 1968. Tibor used a homemade fuel cell made of canisters, which allowed four gas stations to be reported. He also claims he never slept, even though he did faint from hershey bars diet and coffee at a control station to produce in California. He averaged 58.7 mph on the BMW R69S. On October 11, 1969, Fred Boyajian sets a new time of 42 hours 6 minutes. Fred used a keg of beer to provide extra fuel. Evidence was western union telegrams in New York and Los Angeles. [31] In 1983, George Egluff set a record of 42 hours recorded by witnesses who attended the event. [quote required] Carl Reese left the West Valley Cycle Sales BMW Dealership in Winnetka, California, at 3:15 a.m. PST on August 28, 2015. Reese arrived at the BMW Motorrad dealership in Manhattan, New York City, at 9:04 p.m EST the next day, traveling 2,829 miles in 38 hours 49 minutes on a K1600GT BMW motorcycle. The trip was documented by notaries at the beginning and end. Adam Frasca posted a time of 37 hours and 7 minutes. Frasca left Manhattan, NYC at 12:03 pm EDT Tuesday, April 9, 2019 and arrived in Redondo Beach, LA at 10:10am PDT. [33] Calvin Cote completed the run in a time of 35 hours 6 minutes, departing from the Portofino and Marina Hotel at 3:00 PDT on April 20, 2019 and arrived at the Red Ball garage at 5:06 pm EDT on April 21, 2019. The 2,772 mile run was completed on a 2012 BMW K1600 GTL equipped with a 15-gallon auxiliary fuel tank, radar detector, and radar/lidar absorbing paint. [35] [35] Electric car record In 1968, a large transcontinental electric car race was held between student groups at Caltech and MIT. [36] The Caltech team, led by EV pioneer Wally Rippel, rebuilt a VW minibus powered by lead-acid cobalt batteries from the Electric Fuel Propulsion Corporation in Detroit in 1958. The MIT team rebuilt the 1968 Chevrolet Corvaire powered by NiCad batteries. The MIT team raced from Cambridge, Massachusetts, to Pasadena, California, while the Caltech team raced in the opposite direction. A network of 54 charging points has been set up on a route 3,311 miles apart, 21 to 95 miles apart. On August 26, 1968, the race began and ended on August 4, 1968. Although the MIT team arrived in Pasadena first, part of the journey was towed away. After evaluating the penalty points, Caltech was declared the winner with a corrected time of 210 hours 3 minutes. [39] With the introduction of long-range electric vehicles such as the Tesla Roadster (2008) and especially the Tesla Model S, coast-to-coast travel has become more walkable. In January 2014, Tesla Motors completed its first In their supercar up network for the Model S, a team from Tesla Motors completed a 3,427-mile route from Los Angeles to New York in 76 hours and 5 minutes. (Time included 60 hours, 8 minutes of driving and 15 hours, 57 minutes of charging.) In July 2014, a team from Edmunds completed a slightly shorter 3,331.9-mile route in 67 hours and 21 minutes. (Time included 52 hours, 41 minutes of driving and 14 hours, 40 minutes of charging.) [41] The initial supercharging route across the country was suboptimal for New York-Los Angeles runs, mainly due to the denver-Chicago connection that ran through South Dakota, Minnesota, and Wisconsin along Interstate 90. Carl J. Reese and passengers Rodney Hawk and Deena Mastracci used the newly opened corridor on Interstate 70 to ride the 3,011-mile route from Los Angeles City Hall to New York City Hall in 58 hours and 55 minutes during The April 16-19, 2015, new record for the 2015 Tesla Model P S85D. Drivers stopped 24 times for electric charging, with a total charging time of 12 hours 48 minutes. As evidence, Reese presented 16 documents notarically at both ends, identifying the drivers and three eyewitnesses: Matt Nordenstrom, Johnnie Oberg Jr., and Anthony Alvarado. Complete GPS logs recorded by GPSinsight (fleet tracking company) were sent to Jalopnik, guinness book of records. GPSInsight provided the team with a GPS tracking device to verify the event. Reese's team of three drivers broke Tesla Motors' (team of 15 drivers) previous record of 76 hours 5 minutes and Edmunds .com (team of two drivers) the previous record of 67 hours 21 minutes. Alex Roy joined Deena Mastracci and Reese on October 15, 2015. They beat Mastracci and Reese's previous record of 58 hours, 48 minutes for an LA-NYC run in an electric vehicle with a total time of 57 hours, 48 minutes. 24-27. 2016, the LA-NYC record was again surpassed by a team made up of Alex Roy, Righthook CEO Warren Ahner and StreetWars founder Franz Aliquo, who completed the run in 55 hours flat in the 2016 Tesla Model S 90D.[44] GPS logs were recorded by U.S. Fleet Tracking and Comma.AI Chffr data logger and data was shared with The Drive. In December 2017, with early production of the Tesla Model 3 delivered only to California-based customers, Alex Roy and passenger Dan Zorrilla again broke the electric cannonball run record east, driving 2,860 miles from the Portofino Inn to the Red Ball garage in 50 hours and 16 minutes. Their journey took place on December 28-31, 2017. GPS data was captured using the GPS Tracks app and video evidence was shared on YouTube. In July 2019, Robin Jedi Thomsen and her parents Lars Thomsen and Betty Legler set a 48-hour, 10-minute drive west for 2,835 miles (4,562 km) in a Tesla Model 3 long-range rear-wheel drive between July 12 and July 14, 2019. In August 2019, Kyle Conner and Matthew Davis reached a record 45 and a 16-minute drive west of New York city to Los Angeles in the Long-Range Rear-Wheel Drive Tesla Model 3, which has been modified, including reducing the car for better aerodynamics. [48] Semi-autonomous vehicle record In April 2015, Delphi employees set the first autonomous record from coast to coast. Delphi engineers covered 3,400 miles, San Francisco to New York, in a span of nine days. In October 2015, Carl J. Reese, Deena Mastracci and Alex Roy set a new coast-to-coast record with Tesla's new Autopilot feature. The trio embarked on a 2,995-mile journey in 57 hours, 48 minutes after leaving Redondo Beach, California, ,m 18.m 18. This record was the first outside production testing, proving that automated systems can deliver people coast to coast safely in record time. As of August 31, 2016, the semi-autonomous driving record (level 2) is 55 hours, set during the electric running record of Franz Aliquo, Warren Ahner and Alex Roy in the Tesla Model S 90D, whose Autopilot function occupied 97.7% of the way. [52] Transcontinental Progression Record Time (hour:min) Year Team Members Vehicle Notes 271:15 1915 Erwin Baker Stutz Bearcat[53] 50 mph (80 km/h) average 179:52 1916 Erwin Baker Cadillac roadster 184:16 1917 Alan T Bedell Henderson 4 cylinder motorcycle[54] 53:30 1933 Erwin Baker Graham-Paige model 57 Blue Streak 8[55] 35:54 1971 Dan Gurney, Brock Yates Ferrari Daytona never exceeded 175 mph (282 km/h)[56] 37:16 1972 Steve Yogi Behr, Bill Canfield, Fred Olds Cadillac Coupe de Ville 3. Cannonball Baker Sea-K-Shining-Sea Memorial Trophy Dash 35:53 1975 Jack May, Rick Cline Ferrari Dino 246 GTS 4. Cannonball Baker Sea-To-To-Shining-Sea Memorial Trophy Dash 32:51 1979 Dave Heinz, Dave Yarborough Jaguar XJS 5. Cannonball Baker Sea-To-Shining-Sea Memorial Trophy Dash 32:07 1983 David Diem , Doug Turner Ferrari 308 US Express Race[12] 31:59 2007 Richard Rawlings, Dennis Collins 1999 Ferrari 550 Maranello 87.5 mph (141 km/h) diameter, 44 U.S. gal fuel capacity[57] 31.04 2006 Alex Roy, Dave Maher 2000 BMW M5 91 mph (146 km /h) average, 31 minutes stopped. 34 US gal fuel capacity[58] 28:50 2013 Ed Bolian, Dave Black, Dan Huang 2004 Mercedes-Benz CL55 AMG 98 mph (158 km/h) average, 46 minutes stopped. 67 US gal (250 L) fuel capacity[59][60] 27:25 2019 Arne Toman, Doug Tabbutt, and Berkeley Chadwick 2015 Mercedes-Benz E63 AMG 103 mph (166 km/h) diameter, 22 minutes stopped, 67 U.S. gal (250 L) fuel capacity[60][61][62] 26:38 2020 Captain Chaos 2019 Audi A8 106 mph (171 km/h) diameter. Set during the COVID-19 pandemic. Unknown team. Coverage is limited to news coverage from May 2020. [63] [64] 25:55 2020 Fred Ashmore 2019 Ford Mustang (sixth generation) Average 108 mph (174 km/h), 33 minutes 130 US gal fuel capacity (490 L). Fred Ashmore, in his mustang rental, finished the ride solo. [22] 25:39 2020 Arne Toman, Doug Tabbutt, &amp; Dunadel Daryoush 2016 Audi S6 110 mph (177 km/h) diameter, set in May 2020 during the pandemic. He left Manhattan at 6:00 p.m. Toman and Tabbutt are previous record holders. [65] See also Street racing on the practice of illegal use of public roads for car racing References ^ ^ and b ^ Baruth, Jack. NY to LA. 26 hours. 28 minutes. With gt-R-powered, dual-control Infiniti Q50 . The truth about cars. June 24, 2020. † Roy, Alex. If I were driving it: 26:28 and the end of automotive journalism. The truth about cars. June 24, 2020. † a b Preston, Benjamin (2019-12-03). These guys just drove an E63 AMG across America in a record 27 hours 25 minutes. Road and track. Won 2019-12-08. † Preston, Benjamin (2019-12-12). 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