

Taiabsolutesoundrecorderfullcrack (Latest)

The Absolute Sound's expert writer ratings and awards, supplemented by our editorial content and our Peer-Selector, make it the preeminent destination for critical reviews and tutorials on any genre of high-performance audio and music gear. To celebrate the 50th Anniversary of The Absolute Sound (TAS), we are proud to announce the release of TAS' newest Associate Editor, Dan Hurst is an experienced journalist with a deep interest in audio gear who will bring his own unique voice and perspective to our news and reviews. In addition to his work with us, Dan is also the Managing Editor of Sonic Zine and a contributor to several other magazines and websites. We're excited to have him join the TAS team. The Hennessey Venom GT is the brainchild of Paul Hennessey, the founder of VH Engineering, who started the company in 1997. He wanted to see if the hyperbole surrounding the 1000HP Corvette Z06 could be true. He was right. The Venom GT is about 300 HP less than the Z06, but is still more than a match for the Z06 in terms of performance. It comes with a custom tuned version of the Corvette's 6.2L LSA V8, and a two-stage intake and exhaust system. The Venom GT is the result of more than a decade's worth of development. According to Hennessey, the Veyron first came to him, with the idea to build the fastest of the supercars. But, it wasn't fast enough. So he added the 600HP Bugeye WK and he was very happy, until the performance just wasn't quite enough. "We wanted to get the most performance for the least amount of money," Hennessey explained. "So, the other cars became completely obsolete." For the Corvette, he went for a different approach, and the second step came from the base Corvette. "I took the engine and replaced the camshafts, cams, and gaskets, and made the car more powerful." The third step came from a combination of the idea of a Lamborghini-esque oil-cooled engine, and a new stainless steel exhaust system which was custom designed and built by Hennessey's company VH Engineering. He then added a new muffler which increased the power output by a further 15 horsepower. The fourth step came from the integration of a race-derived suspension system, which includes rear coil springs and



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