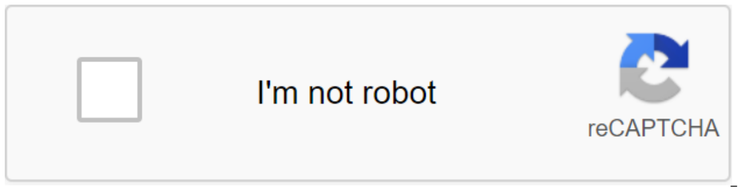

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The man in the high castle karte

For more advice on the fun things to do with your kids, from ridiculously overqualified experts, check out the rest of our 940 Weekends.You think of going karts as what you did once the arcade quarters are over. But there was a whole professional racing side that works like a mini NASCAR for Dale Earnhart Jr. juniors. So while it's ok to meander around the track, spin, hit a few rubber tires, and call it a day, isn't it a race? This is how Juan Pablo Montoya, a veteran of IndyCar, Formula One and NASCAR races, started in Colombia. Now, he passes the torch, training his son in a competitive go-kart race. Montoya says that whether you're on a professional track or a family entertainment center, your child can still learn the basics of how to capture a checkered flag. (Because you're the oddball who brought your own checkered flag.) Stay safe As far as Montoya is concerned, security is virtual is not an issue. Sure, this comes from a guy who spends his weekend cruising inches from a concrete wall at 130 MPH without an airbag, but he's right. The cards are low-slung, and their perimeters are essentially steel cells; With a helmet and a safe harness, little can damage the driver. And since the vehicles are built with low centers of gravity, rental is almost impossible. I think all go-karts are about the same, they're all pretty safe, to be honest, Montoya says. They have accidents and things, but 99.9 percent of the time the kids just walk away. It's just part of karting. Choose the right car you can turn around and go home if you think the karting place supports your vehicles and tracks like a truck stop in Kabul. But if you are in an authoritative place (K1 Racing and Pole Position tracks from coast to coast), the chances of winning are all about choosing the right car. It's easy, says Montoya. If you want the best, go and see who wins (previous races). Make a mental note about that average machine and send your child on the bee line that cards when the previous race ends. I'll try to screw it over; 100 times. Tap it off the racetrack, run it wide, block it - do everything to beat it so he starts figuring out how not to get beat. Rubbing Is Racing Montoya says not only should kids put miles on the go-kart, but they have to do it with you riding on their side. Or, more appropriately, to run away from the road. (My son and I) go and run together and I'll try to screw it; 100 times. Tap it off the racetrack, run it wide, block it - do everything to beat him so he starts figuring out how not to get beaten. So when it comes to that, he'll know how He will know how to defend and he will know how to make a move that is going to get him there, says Montoya. Of course, being that aggressive can get you flag (mostly from your wife), but you may find a less aggressive version that won't throw you out of the building. Some traffic rules, like all good racers, have a checklist of things your child has to do before they hit the track: Exploring the course: They shouldn't just jump into karting and go. It's a minute for Him to watch the race. If it's not a flat oval, study the different turns to find the race line. See where the track climbs and falls, and notice where the riders are spinning or overtaking each other. Even if it is a flat oval, watch out for signs of stains or debris that cause other drivers problems. Proper placement: Once in karting, make them sit straight and hold the steering wheel with slightly bent hands. In this way, they can evenly put pressure on the steering wheel. How to turn: A simple idea: Brake in, gas out. Start turning on the inside of the track, and take your foot off the gas going into turn. Get out of the turn, speed up and let the momentum take you back outside. Maintaining Momentum: In the movie a driver who falls behind can just drive faster to catch up. Montoya says it's BS. (Sorry to be the host of bad news, Tom Cruise.) This may seem counterintuitive, but the best way to go fast is not to actually break the pedal to the floor throughout the race. You will probably spin and nothing kills the momentum more than spinning. Instead, work throttle, even if you feel like you're not going as fast as possible. The right way to go inside is the best place to pass in turn. Keep the baby right behind you at the turn. When they see daylight at the bottom of the turn, they have a head to the inside. When you take that turn too wide (aw, shucks), they can sneak right underneath. It is also the key they brake as little as possible and speed up quickly coming out of the turn. As a pass (and probably get kicked out) It's likely you're thrown out of the room, but hey, it's also what the pros do. Pass by bumping car in front on the left back wing as you move inward on the turn. When done correctly that will send them out of the turn and probably into the wall. Karting is pretty safe, so there's very little risk that someone will get hurt here. While the guy you unwrapped can key your car in the parking lot later. Just quote Montoya to them, who says: If they don't spin, they don't try. Hello everyone, this Instructable is a collaboration of four electromechanical engineers who are studying at HELHa University in Mons (Belgium). Their task is to work as a team to explore, design and build electric go-karts to go using engineering principles. Because it's a student The frame should be as simple as possible so that students can build a go-kart with minimal tools, and within the allotted time frame. To get started well, we decided to buy a second-hand to limit costs. If you want to develop this project, you need to have minimal knowledge in electronics and programming. You should also be able to weld and abrad. What should you have? Electric go-kart must have : To motorize karting we had to choose 3 main elements:- Engine - energy source - controller We chose to have a 3000W engine. The motor is chosen at a low price at a nominal speed of 4600 rpm. The goal is to have a top speed of 60 km/h.4600 rpm to have a 60 km/hEngine : It's a brushless engine, it's very interesting for its weight/power ratio since it doesn't have a brush. It feeds in three phases. To increase the speed of rotation, the voltage on the phase terminals must change. The frequency should increase linearly with the increase in batteries. Battery : 3000W engine powered by 60V, for the budget issue we went for lead batteries. We used 5 12V lead batteries in the series, so we had 60V. In fact, autonomy will be lower, as the lead battery discharge curve is not linear. Controller : We have an oversized controller so it can withstand peak sinks. The chosen controller can control the 4000W engine. To implement the cards, we only need the following cables: As you already know, pi doesn't have any GPIO pins that are analog. The lack of analog pins makes connecting analog sensors a little more difficult. There are several solutions for the absence of analog contacts, like using a capacitor to measure LDR resistance (Light-dependent resistor). The best solution would be to use the so-called analog digital converter (MCP3008). This chip includes a bit of customization that we'll go into below. Equipment : MCP3008 or similar 10K PCB resistor (available at .rar): DGND (Pin 9) is a digital earth pin for the chip. CS (Pin 10) is the choice of chip. DIN (Pin 11) - data from the Raspberry Pi itself. DOUT (pin 12) is a data contact code. CLK (Pin 13) is a watch pin. AGND (Pin 14) is an analog land and obviously connects to the ground. VREF (Pin 15) is an analog reference voltage. You can change that if you want to change the scale. You probably want to keep it the same, so keep it as 3v3. VDD (Pin 16) is a positive pin for the chip. VDD (Pin16) wire is 3.3V VREF (Pin 15) wire it 3.3V AGND (Pin 14) wires it on the ground CLK (Pin 13) wire is GPIO11 (Pin 23/SCLK) DOUT (Pin 12) Wire is GPIO9 (Pin 21/MISO) DIN (Pin 11) Wire is GPIO10 (Pin 19/MOSI) CS (Pin 10) Wire is GPIO8 (Pin 24/CE0) DGND (Pin Pin wire is GROUNDIf you're still having trouble, double check the chip connections, and making sure all pin pins Correct. Control signal : The motor is controlled with a voltage from 0 to 5V, depending on the raspberry output signal, the engine can be controlled. The team from 0 to 5V is sent to the raspberries with the accelerator pedal Speed karting is restored by the sensor effect of the hall, raspberry increments of the counter at each engine revolution, allowing you to have speed.pcb_mcp3008_raspberry.rar1. Include the SPI interface on the Raspberry PiUsing Raspi-config on the command line: From the command line or terminal window, start by launching the following raspi-configThis commands to launch the raspi-config utility. Select Interaction option: Highlight the SPI option and activate the select and activate Yes: When asked to reboot the highlight and activate Damalina PI will reboot and the interface will be enabled. The first thing to do is to undress the go-kart and decide where we will place the items. After some thought, we decided to put the engine as close as possible to the rear axle. Under the seat. The next step was to do engine support. The big challenge was making support that could move a proxy to be able to stretch the chain. The support was done by cutting a 6mm thick steel plate. The first step was to make a cardboard sketch of the support. The strength of the bracket was then ensured by placing the engine and applying the weight. The second step was to make a connection. The problem was that the axis provided by the engine manufacturers did not correspond to what they were looking for. In order to weld the motor pignon to the shaft, it took a diameter of 17 mm shaft. Then we added a bearing and a pinion on the axis. You need to set a level to return some of the torque. In order to raise the bearing to the correct height, we welded metal profiles together. The next step was the implementation of a system that allows the motor to move axially. At the same time, we welded two steel profiles. Then we cut them to create two rails. All that remains is to install the engine and place the chain. After the build was complete, the last step was to create connections so as not to create a short circuit. If the tires lose air, the valve should be replaced and the rim cleared. The hardest part was the mechanical part. It was necessary to make a support for the engine, which could move radially, to be able to tension the chain. This required welding. In addition, changes have been made to the chassis design in order to place the engine to the rear shaft as far as possible. The button is used to reverse the vehicle. By sending a pulse, you can change the direction of the engine. Changed. </Select>