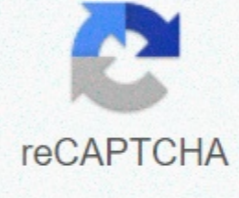




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How to make my electric club car precedent go faster

electric golf cart image by itsallogood from Fotolia.com Golf carts used to be exclusively seen on the golf courses and country clubs. They used to be all gas-powered and rather slow. Today, however, club cars are becoming increasingly electric and are common features on large estates, amusement parks, malls and a variety of other locations. While you cannot adjust the governor on an electric cart, there are steps you can take to make your electric club car run faster, whether on the course or off of it. Use a soapy solution to wash the cart, including the tires. Be sure to remove all of the dirt and debris between the wheels. This will allow your cart to run more quickly with less interference. Remove the seat of your cart and be sure that all internal wires are plugged in tightly and securely so that they are running and operating at their most optimum. Be sure that no connections are limiting the movement of the gas pedal. There may be an extra level that is stopping the pedal from being depressed all the way, which can be removed with a wrench. Make sure that the tires are filled to their most optimum level. These can be filled at a gas station like your car. Remove any extra accessories, racks, clubs or unnecessary items to reduce the weight of the cart and allow it to move faster. Replace your tires with larger ones. This will allow the same number of revolutions per minute to cover more ground, as the larger tires will move the cart faster. Replace the engine with a higher powered one for a significant speed increase. This is best left to a professional mechanic. Kicking your gasoline addiction is easier than ever in 2020, because electric cars are becoming increasingly common. They're not cheap, dinky golf carts, either. Whether you're looking for a high-performance sedan, a luxury car, or a humble crossover, there's a good chance you can find an electric car that suits your lifestyle. The Tesla Model 3 is the best electric car available because its technology is outstanding, it's stylish, and it's somewhat affordable, but there are other great options. At a glance Product Category Rating Tesla Model 3 Best electric car overall 5 out of 5 Chevrolet Bolt Best long-range electric car alternative 4 out of 5 Nissan Leaf Best affordable electric car 3 out of 5 Porsche Taycan Best luxury electric car Not yet rated Tesla Model S Performance Best performance electric car Not yet rated Audi E-Tron Best electric crossover/SUV Not yet rated The best: Tesla Model 3 Tesla Motors Why should you buy this? It is simply the best electric vehicle on sale. Who's it for? Those willing to expand their horizons and experience the future of transportation — today. How much will it cost?\$37,990 Why we picked the Tesla Model 3: Modestly stylish on the outside, comfortable on the inside, surprisingly fun to drive, and available with up to 353 miles of range, the Tesla Model 3 checks all the right boxes. But that's just the beginning. Where the Model 3 truly impresses is its innovative convenience and safety features (including some of the industry's best semiautonomous driving aids) and future-proofed technology. Thanks to Tesla's over-the-air updates, the Model 3 is always improving, and can be reconfigured according to your needs and wants — even after you buy the car. Tesla may be experiencing the growing pains most mainstream automakers have long overcome, and the Model 3 certainly hasn't been immune from quality-related problems, but the tech startup has much to teach the automotive industry about how to build a compelling electric car. Read our Tesla Model 3 review The best long-range EV alternative: Chevrolet Bolt EV Why should you buy this? It's the first affordable electric car worthy of a road trip. Who's it for? Drivers who want to give up gas without sacrificing range. How much will it cost? \$36,620 Why we picked the Chevrolet Bolt EV: For years, motorists in the market for an electric car had to choose between a long range or an affordable price. Relatively affordable EVs like the original Nissan Leaf could be procured for under \$30,000, but they needed recharging after about 80 miles, which is inconvenient at best. On the other end of the spectrum, luxury EVs like the Tesla Model S could top 300 miles between charges, but their price tags made them an unrealistic option for most. In 2020, we finally have an electric car for almost everyone: the Chevrolet Bolt EV. Boasting a range of up to 259 miles and priced under \$40,000, the crossover-esque Bolt is reshaping the world of EVs by making them accessible to the masses. Practicality and affordability are just two elements of a good car though, but thankfully, the Bolt has much more up its sleeve. While we prefer the more expensive Model 3, the Bolt EV is a fantastic alternative. With a total output of 200 hp, the Bolt EV is quite zippy. Factor in the low center of gravity afforded by the floor-mounted battery pack, and you have a planted, stable, and surprisingly responsive people-carrier that never needs to visit the gas station. Add in a spacious and comfy cabin, a standard 10.2-inch touchscreen, and DC fast charging options, and you have an industry game-changer you'll actually want to drive. It's available in all 50 states, and there's no waiting time to get one. Read our Chevrolet Bolt review The best affordable EV: Nissan Leaf Why you should buy this? The Nissan Leaf is one of the most well-rounded electric cars on the market. It's affordable and it's available right away all across the nation. Who's it for? Eco-conscious commuters seeking a zero-emissions ride to work. How much will it cost? \$31,600 Why we picked the Nissan Leaf: Nissan made waves when it introduced the original Leaf in 2010. The UFO-styled hatchback was the first affordable, mass-market electric car of the 21st century. The Japanese firm let it wither on the vine for too long, however, and it undeniably shoveld its age as it entered its seventh year on the market. We drove the brand-new, second-generation model and concluded it was worth the wait. Not as wild-looking as its predecessor, the second-generation Leaf offers 149 miles of range thanks to a 40kWh battery pack that feeds a 147 hp electric motor. It still doesn't qualify for the coveted "long-range" label, but it's a lot more usable than its predecessor. If that's not enough, Nissan also offers a more expensive model called Leaf Plus with up to 226 miles of range thanks in part to a bigger, 62kWh battery pack. The redesign ups the Leaf's tech quotient, too. It's now available with ProPilot Assist, which is Nissan-speak for a suite of semiautonomous driving aids that lets the Leaf accelerate, steer, and brake on its own when the right conditions are met. We tested the system and concluded it's basically an adaptive cruise control system with added steering assist. Read our Nissan Leaf Plus review The best luxury electric car: Porsche Taycan Ronan Glon Why should you buy this? It's literally the Porsche of electric cars. Who's it for? People who won't settle for just any electric car. How much will it cost? \$103,800 Why we picked the Porsche Taycan: The Taycan (pronounced "tie-con") is a Porsche first, and an electric car second. Porsche incorporated the best tech features from its existing internal-combustion models into the Taycan, which is the German manufacturer's first all-electric production car. Porsche is synonymous with performance, and the Taycan doesn't disappoint. Even the base Taycan 4S model will do zero to 60mph in 3.8 seconds, while the high-end Turbo S will do the same in just 2.6 seconds. But the Taycan wasn't just designed to be fast in a straight line. Like other four-door Porsche models, the Taycan is available with adaptive air suspension and a host of electronic aids, so any driver can get the most out of it. Buyers can also get three large dashboard screens and an 800-volt DC fast-charging system that can accomplish an 80% recharge in just over 20 minutes. The Taycan does have one weakness, and that's range. Depending on which model you choose, its EPA estimates range from 192 miles per charge to 203 miles. The 203-mile figure seems low for a six-figure EV when you can get a Tesla Model S with more than 400 miles of range. Porsche did hire an independent company to conduct a second test, yielding a 275-mile result. But that can't be directly compared to competitor cars' EPA ratings because it was achieved using a different testing procedure. Read our Porsche Taycan Turbo S review The best electric performance car: Tesla Model S Performance Why should you buy this? It's ludicrously quick, and you'll never have to stop for gas. Who's it for? Adrenaline junkies, executives, YouTube stars. How much will it cost? \$91,990 Why we picked the Tesla Model S Performance: If we were to judge based on capability alone, the Tesla Model S would unquestionably be our pick for the best electric vehicle. We live in the real world though, and with a starting price over \$90,000, the fact remains that many people simply can't afford to drive a new Model S. However, if you can swing the Porsche-like base price, and you're looking for something fast, comfy, and emissions-free, the range-topping Model S Performance equipped with the optional Ludicrous Mode is right up your alley. With its 100kWh battery, the Performance boasts a zero-to-60 time of just 2.3 seconds, making it one of the quickest production cars on the planet. The big battery gives the Model S an impressive 387 miles of range as well, so you'll have plenty of juice to test its incredible acceleration. Performance is just one part of the equation, though, because Tesla continues to push the boundaries of convenience and safety tech. The best electric crossover/SUV: Audi E-Tron Why should you buy this? It's fast and luxurious like an Audi should be (and electric). Who's it for? Buyers willing to pay a little bit more for luxury and convenience. How much will it cost? \$65,900 Why we picked the Audi E-Tron: By showing a surprising amount of foresight, Audi beat rivals Mercedes-Benz and BMW to the electric SUV segment. The E-Tron is a brand-new type of Audi that puts a fresh spin on the values that have defined the German brand for decades. It's a model well worth paying attention to because it paves the road that future electric Audi models will follow. The E-Tron doesn't break the mold, and that's intentional. It's recognizable as a member of the Audi family thanks to its sharp headlights and its hexagonal grille. It's not shaped like a spaceship, either. The basic idea was to create a great car that's electric, not one whose only selling point is its battery. Inside, it shares its dual-screen MMI Touch Response infotainment system with other members of the Audi family, including the Q8, the A6, and the A7. It's highly intuitive to use, it looks good, and it responds quickly to touch inputs. The sheet metal hides a skateboard-like platform built around a 95kWh lithium-ion battery pack that's about as big as a king-size mattress. It channels its charge to two electric motors (one over each axle). The system provides 355 hp in normal driving conditions. This figure goes up to 402 when a boost mode kicks in. The E-Tron isn't light, it tips the scale at nearly 5,700 pounds, but it performs the 0-60mph sprint in 5.5 seconds with the boost mode engaged. That's a respectable statistic considering its size, segment, and mission. Range checks in at 222 miles, and quick-charging technology zaps the battery pack with 54 miles of range in just 10 minutes. Read our full Audi E-Tron review How we test The Digital Trends automotive team tests vehicles through a comprehensive scrutinizing process. We examine the qualities of the exterior and interior and judge them based on our expertise and experience in the context of the vehicle's category and price range. Entertainment technology is thoroughly tested as well as most safety features that can be tested in controlled environments. Test drivers spend extensive time behind the wheel of the vehicles, conducting real-world testing, driving them on highways, back roads, as well as off-road and race tracks when applicable. When we weren't able to get behind the wheel ourselves, we leaned on our experiences with each automaker and compared vehicles on a statistical basis, using metrics like cost, range, performance, and available features to make our decision. Common electric vehicle terms you may not know AC: Short for alternating current. This type of electric current reverses direction at regular intervals and is very efficient. Most modern electric cars, such as Teslas, use AC. DC: Short for direct current. This type of electric current stays constant in its direction. DC electric motors are generally simpler and cheaper than AC electric motors, but they are less efficient. EV: Short for electric vehicle. Fast charge: Fast chargers utilize a higher current than a standard domestic outlet. For example, a Tesla Supercharger can charge a 90kWh Model S to 80% in 40 minutes. In a standard outlet, the same process would take a few hours. kWh: Short for kilowatt-hour. Lead Acid Battery: An older style of battery that uses lead and sulfuric acid to transfer and store energy. They are much cheaper than Lithium-Ion batteries but have a shorter service life. Lithium-Ion Battery: Often shortened to Li-Ion, batteries of this type are common on modern electric cars and use a compound called lithium-cobalt oxide to transfer and store energy. MPGe: Short for miles per gallon (of gasoline) equivalent. To calculate MPGe numbers, the U.S. Environmental Protection Agency (EPA) calculated that there are approximately 115,000 BTUs of energy in one gallon of gasoline, and used that formula to convey the amount of power an electric car uses in terms most drivers are familiar with. Nickel-Metal Hydride Battery: Often shortened to NiMH, batteries of this type are found on some older electric cars, however, most automakers prefer Lithium-Ion. Regenerative braking: A system that uses energy created by braking to refill the battery. Editors' Recommendations how to speed up a club car precedent electric

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