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## 75 gallon terrarium

Recommend using chopsticks. Photo: mossterrariums.etsy.comTerrariums mossterrariums.etsy.comTerrariums The expertise will come back to me just just The powerful will be minimal yet, albeit with a roll cage and seatbelt. And it will have lots of suspensions Want to turn. We're going to need a tunnel. Michael SimariCar and driver I split their gallons of 93 octane split Cars in the shadow of Detroit's Michigan Central Station. The plan is to make a run under the 350-foot-long rail overpass and then dump the city through the soft-pedal cars highway, which passes us down a 10-foot tunnel that passes under the convention center, where the North American International Auto Show is held a few miles below. From there, photo assistant Charlie Ladd and I can run loops under the building — blitz two tunnels per lap — until the tanks run dry. We're judicious with throttle, not just because we're low on fuel, but because speed is the enemy of running a good tunnel. Go very fast and you'll outrun the roar of the engine and stuff your air ears full of noise. Also, the faster you drive, the smaller the tunnel becomes. Ladd and I glide into the tunnel at the speed of a cyclist in the highest possible gear, so we choke the mat. A thousand fine meters blast unravel in the sweet melody of chaos. The Lexus burbles with pent-up energy that is released as an air horn explodes when the tach needle crests 3000 rpm. The small block of corvette fills your head with a fundamental ole that looks as if it originated from meat and blood rather than steel and aluminum. Michael SimariCar and driver in the long tunnel, we play shift pedals as if they were collision equipment. Crack and thunder on engine upshifts. Then we work hard and brake down the paddle, converting gasoline into machine gun mesh rolls. Each stactoro hit and baritone intercept ricochets through this concrete amphitheatre and multiply in a dozen new notes until the tunnel is filled with music. Nap out first after three laps under Lexus' V-8 Convention Center and with eight miles on its travel meter. The Corvette passes another two before stumbling into a silent sleep. As we splash fuel into tanks for the drive home, I heard the faint but unmistakable screams of eight cylinders running hard in the distance. It's either that or the echoes of a Phantom V8 are now bouncing around my skull. Cranial.

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