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It ' s an automatic, but it ' s used like a manual. As drag racers, we build our engines to produce the maximum horsepower and torque early in the torque band and then drop off pretty quickly. Guys like Jimmie Johnson and Jeff Gordon over in NASCAR have engines designed to produce more at the upper reaches of the torque band.

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Despite their drawbacks, though, automatic transmissions became more popular with the average consumer, and some car companies started phasing out the manual altogether on certain models.

Meanwhile, the manual was favored by designers and buyers of sports cars and other high-end vehicles, which may be why some people still believe they offer superior performance.

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Manual six-speed: 72mpg, 102g/km

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CO2 Automatic eight-speed: 74mpg, 99g/km CO2. Porsche Boxster Manual six-speed: 38mpg, 168g/km CO2 PDK automatic seven-speed: 40mpg, 158g/km CO2. Is it more engaging to have a manual gearbox? Many say automatic gearboxes involve enthusiastic drivers less in the overall experience.

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With an automatic you ' ve got a torque converter, clutches, band packs, gears, and a whole cooling system that can fail. When a manual fails, it ' s a pretty straightforward repair, but when a manual fails, you ' re more than likely going to need to replace it. A look at what makes up a typical racing manual transmission.

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The Right Transmission for Your Drag Car – RacingJunk News

Myth 1. Manual cars always get better fuel economy than cars with automatic gearboxes. In the past, it was pretty much a given that vehicles with manual transmissions would be more fuel-efficient ...

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