H To Mph

List of fastest production cars by acceleration

seconds slower than time with rollout 140 mph (225.3 km/h) reached by Car and Driver 213.7 km/h (132.8 mph) reached in the Quattroruote 2/2016 test Dodge

This list is limited to unmodified production cars that meet the eligibility criteria below. All entries must be able to be verified from reliable sources. Up to one percent decline from start to finish is allowed. Times driven privately or by manufacturers need the presence of an independent, reliable source or at least some video footage to confirm the car and tire condition to qualify as independent.

Speed limits in the United States

municipalities to enact typically lower limits. Highway speed limits can range from an urban low of 25 mph (40 km/h) to a rural high of 85 mph (137 km/h). Speed

In the United States, speed limits are set by each state or territory. States have also allowed counties and municipalities to enact typically lower limits. Highway speed limits can range from an urban low of 25 mph (40 km/h) to a rural high of 85 mph (137 km/h). Speed limits are typically posted in increments of five miles per hour (8 km/h). Some states have lower limits for trucks; some also have night and/or minimum speed limits.

The highest speed limits are generally 70 mph (113 km/h) on the West Coast and the inland eastern states, 75–80 mph (121–129 km/h) in inland western states, along with Arkansas, Louisiana, Maine, and Michigan; and 65–70 mph (105–113 km/h) on the Eastern Seaboard. Alaska, Connecticut, Delaware, Massachusetts, New Jersey, New York, Puerto Rico, Rhode Island, and Vermont have a maximum limit of 65 mph (105 km/h), and Hawaii has a maximum limit of 60 mph (97 km/h). The District of Columbia and the U.S. Virgin Islands have a maximum speed limit of 55 mph (89 km/h). Guam and the Northern Mariana Islands have speed limits of 45 mph (72 km/h). American Samoa has a maximum speed limit of 30 mph (48 km/h). Two territories in the U.S. Minor Outlying Islands have their own speed limits: 40 mph (64 km/h) in Wake Island, and 15 mph (24 km/h) in Midway Atoll. Unusual for any state east of the Mississippi River, much of Interstate 95 (I-95) in Maine north of Bangor allows up to 75 mph (121 km/h), and the same is true for up to 600 mi (966 km) of freeways in Michigan. Portions of the Idaho, Montana, Nevada, North Dakota, Oklahoma, South Dakota, Texas, Utah, and Wyoming road networks have 80 mph (129 km/h) posted limits. The highest posted speed limit in the country is 85 mph (137 km/h) and can be found only on Texas State Highway 130, a toll road that bypasses the Austin metropolitan area for long-distance traffic. The highest speed limit for undivided roads is 75 mph (121 km/h) in Texas. Undivided road speed limits vary greatly by state. Texas is the only state with a 75 mph (121 km/h) speed limit on 2 lane undivided roads, while most states east of the Mississippi are limited to 55 mph (89 km/h).

During World War II, the U.S. Office of Defense Transportation established a national 35 mph "Victory Speed Limit" (also known as "War Speed") to conserve gasoline and rubber for the American war effort, from May 1942 to August 1945, when the war ended. For 13 years (January 1974–April 1987), federal law withheld Federal highway trust funds to states that had speed limits above 55 mph (89 km/h). From April 1987 to December 8, 1995, an amended federal law allowed speed limits up to 65 mph (105 km/h) on rural Interstate and rural roads built to Interstate highway standards.

Road speed limits in the United Kingdom

of 30 mph (48 km/h) End of minimum speed limit of 30 mph (48 km/h) Entrance to a 20 mph (32 km/h) speed limit zone Exit from a 20 mph (32 km/h) speed

Road speed limits in the United Kingdom are used to define the maximum legal speed (which may be variable) for vehicles using public roads in the UK.

Speed limits are one of the measures available to attempt to control traffic speeds, reduce negative environmental effects of traffic, increase fuel use efficiency and satisfy local community wishes. The speed limit in each location is indicated on a nearby traffic sign or by the presence of street lighting. Signs show speed limits in miles per hour (mph) or the national speed limit (NSL) sign may be used.

The national speed limit is 70 mph (112 km/h) on motorways and dual carriageways, 60 mph (96 km/h) on single carriageways and generally 30 mph (48 km/h) (20 mph (32 km/h) in Wales) in areas with street lighting (built-up area). These limits may be changed by road signs and apply to cars, motorcycles, car-derived vans up to 2 tonnes maximum laden weight (MLW), and to motorhomes or motor caravans not more than 3 long tons (3.05 tonnes) maximum unladen weight. Other classes of vehicles are subject to lower limits on some roads.

Enforcement of UK road speed limits was traditionally achieved using police 'speed traps' set up and operated by the police who now increasingly use speed guns, automated in-vehicle systems and automated roadside traffic cameras. Some vehicle categories have various lower maximum limits enforced by speed limiters.

Ever since they have been introduced, speed limits have been controversial. They are both opposed or supported from various sources; including motoring advocacy groups, anti-motoring groups and others who either consider them to be irrelevant, set too low or set too high.

List of production car speed records

Wade. This list is also limited to post World War II production road cars which reached more than 200 km/h (124 mph), older cars are excluded even if

This is a list of the world's record-breaking top speeds achieved by street-legal production cars (as opposed to concept cars or modified cars). For the purposes of this list eligible cars are defined in the below list of rules. This list uses a different definition to the List of automotive superlatives. The variation is because the term production car is otherwise undefined.

Fastest animals

include 96–120 km/h (60–75 mph), 98 km/h (61 mph), 100 km/h (62 mph), 104 km/h (65 mph), and 104.4 km/h (64.9 mph). There is a tendency to overestimate the

This is a list of the fastest animals in the world, by types of animal.

Speed limit

35 mph (56 km/h) was converted to 60 km/h (37 mph); the rural speed limits of 60 mph (97 km/h) and 65 mph (105 km/h) were changed to 100 km/h (62 mph) and

Speed limits on road traffic, as used in most countries, set the legal maximum speed at which vehicles may travel on a given stretch of road. Speed limits are generally indicated on a traffic sign reflecting the maximum permitted speed, expressed as kilometres per hour (km/h) or miles per hour (mph) or both. Speed limits are commonly set by the legislative bodies of national or provincial governments and enforced by national or regional police and judicial authorities. Speed limits may also be variable, or in some places

nonexistent, such as on most of the Autobahnen in Germany.

The first numeric speed limit for mechanically propelled road vehicles was the 10 mph (16 km/h) limit introduced in the United Kingdom in 1861.

As of 2018 the highest posted speed limit in the world is 160 km/h (99 mph), applied on two motorways in the UAE. Speed limits and safety distance are poorly enforced in the UAE, specifically on the Abu Dhabi to Dubai motorway – which results in dangerous traffic, according to a French government travel advisory. Additionally, "drivers often drive at high speeds [and] unsafe driving practices are common, especially on inter-city highways. On highways, unmarked speed bumps and drifting sand create additional hazards", according to a travel advisory issued by the U.S. State Department.

There are several reasons to regulate speed on roads. It is often done in an attempt to improve road traffic safety and to reduce the number of casualties from traffic collisions. The World Health Organization (WHO) identified speed control as one of a number of steps that can be taken to reduce road casualties. As of 2021, the WHO estimates that approximately 1.3 million people die of road traffic crashes each year.

Authorities may also set speed limits to reduce the environmental impact of road traffic (vehicle noise, vibration, emissions) or to enhance the safety of pedestrians, cyclists, and other road-users. For example, a draft proposal from Germany's National Platform on the Future of Mobility task force recommended a blanket 130 km/h (81 mph) speed limit across the Autobahnen to curb fuel consumption and carbon emissions. Some cities have reduced limits to as little as 30 km/h (19 mph) for both safety and efficiency reasons. However, some research indicates that changes in the speed limit may not always alter average vehicle speed.

Lower speed limits could reduce the use of over-engineered vehicles.

Vande Bharat Express

183 km/h (114 mph) on trials, and crossed target trial speed of 180 km/h (110 mph) on trials, but the maximum operational speed is 160 km/h (99 mph) which

Vande Bharat Express is a medium to long-distance higher-speed rail Express train service. It is a reserved, air-conditioned chair car service connecting cities that are less than 800 km (500 mi) apart or take less than ten hours to travel with existing services and a planned reserved, air-conditioned sleeper service connecting cities that are 800 km (500 mi) to 1,200 km (750 mi) apart. The train was a part of the 'Make in India' initiative by the government and entered commercial service on 15 February 2019.

The chair car trainsets are self-propelling Electric Multiple Units (EMUs) with eight, sixteen or twenty coaches. The trainset was designed and manufactured by Integral Coach Factory in Chennai. Introduced in 2018, the trainsets achieved semi-high speeds of 183 km/h (114 mph) on trials, and crossed target trial speed of 180 km/h (110 mph) on trials, but the maximum operational speed is 160 km/h (99 mph) which is achieved by the Rani Kamalapati (Habibganj)–Hazrat Nizamuddin Vande Bharat Express and Hazrat Nizamuddin-Khajuraho Vande Bharat Express on the Tughlakabad–Agra section. This is the highest operational speed on the Indian Railways network, shared with Gatimaan Express over the same section. A notable feature of Vande Bharat Express is its faster acceleration and deceleration, because of which it went from 0 to 100 km/h in just 52 seconds during trial which is quicker than some high-speed trains. The sleeper trainsets are EMUs with sixteen coaches.

High-speed rail in India

operational high-speed rail lines capable of supporting more than 200 km/h (125 mph). Currently, the highest speed is achieved by the Bhopal Shatabdi Express

As of 2025, India does not have any operational high-speed rail lines capable of supporting more than 200 km/h (125 mph). Currently, the highest speed is achieved by the Bhopal Shatabdi Express, Gatiman Express, Bhopal Vande Bharat Express and Khajuraho Vande Bharat Express on the Tughlakabad–Agra section and the regional Namo Bharat services with peak operational speed of 160 km/h (100 mph).

Indian Railways operates India's railway system and comes under the purview of the Ministry of Railways of Government of India. As of 2023, it maintains over 108,706 km (67,547 mi) of tracks and operates over 13,000 trains daily. According to the Ministry of Railways, a route capable of supporting trains operating at more than 160 km/h (100 mph) is considered as a higher speed or semi-high speed rail line.

Earlier steam locomotive operated trains largely operated below 100 km/h (62 mph). With the introduction of electric locomotives in the later 1920s and newer steam locomotives, speeds of 100 km/h (62 mph) were achieved. With the movement to AC traction in the late 1950s and introduction of diesel locomotives, commercial speeds of up to 120 km/h (75 mph) was achieved in the late 1960s. With the introduction of high power electric locomotives in the 1990s, operating speeds of 130 km/h (81 mph) was achieved with further developments leading to speeds of maximum speeds of 160 km/h (100 mph) being realized in the early 2010s. Vande Bharat, an Electric Multiple Unit (EMU), introduced in 2018, is the fastest operational train-set and is capable of reaching 183 km/h (114 mph).

The first high-speed railway corridor between Mumbai and Ahmedabad of about 508 km (316 mi) is currently under construction with a designed maximum operational speed of 350 km/h (220 mph) and is expected to be operational fully by 2028-29. As of 2023, eight such corridors have also been proposed.

Fastest recorded tennis serves

km/h (163.3 mph) but there is nothing to verify that. "Big Bill" Tilden also delivered another serve claimed to be officially measured at 163.61 mph (73

This article lists the fastest record serve speeds for men's and women's professional tennis.

The fastest recorded serve is by Sam Groth, at 263.4 km/h (163.7 mph) at a Challenger event. The fastest recorded serve at an ATP event was by John Isner, at 253.0 km/h (157.0 mph) in the first round of the 2016 Davis Cup.

This list is not historically complete. There are reports from the 1920s, at a time when service motions were regulated differently (with mandatory one foot on the ground), that Bill Tilden had a serve that was clocked at 262.81 km/h (163.3 mph) but there is nothing to verify that. "Big Bill" Tilden also delivered another serve claimed to be officially measured at 163.61 mph (73.14 m/s / 263.30 km/h) in 1931. Britain's Mike Sangster had a serve allegedly timed at 154 mph (247.84 km/h) in 1963. Ellsworth Vines was clocked at 128 mph (206 km/h) and his 1930s contemporary Lester Rollo Stoeten sent down a serve timed at 131 mph (210.82 km/h). Also, Ellsworth Vines in the Wimbledon finals of 1932 clocked 194.73 km/h (121 mph) (without Radar). The fastest serve claimed to be scientifically timed was the 137 mph (220.48 km/h) serve from Scott Carnahan at Los Angeles in 1976. Udayachand Shetty's winning serve was clocked by radar at 193.12 km/h (120 mph) using a wooden racquet, at the Gilbey Gins fast serve contest held in Chicago on 24 July 1976. This qualified him to take part in the finals at the West Side Tennis Club in Forest Hills Queens on 20 August 1976. Colin Dibley won the event with a serve of 209.21 km/h (130 mph). Then in 1981 a West German lawn tennis coach and statistician, Horst Goepper, claimed a serving speed of 199.53 mph (321.11 km/h) during a test in Weinheim.

Giovanni Mpetshi Perricard with a 237 km/h (147.3 mph) second serve in the first round of 2025 Wimbledon Championships, holds the record for the fastest second serve ever recorded.

Criteria to be listed in this article

Men's serves must be recorded at or over 230 km/h (142.9 mph) minimum standard speed.

Women's serves must be recorded at or over 200 km/h (124.3 mph) minimum standard speed.

Only one serve per player is recorded here. For example, Andy Roddick has several 225.3 km/h (140 mph) or faster serves on his record but only his personal best of 249 km/h (155 mph) is included.

In cases where more than one serve has been recorded at the same speed, the oldest recorded serve is listed first.

Porsche 911 (997)

seconds to 97 km/h (60 mph) and in 7.4 seconds to 161 km/h (100 mph) and has a top speed of 205 mph (330 km/h). This makes it the first 911 to exceed the

The Porsche 997 is the sixth generation of the Porsche 911 sports car manufactured and sold by the German automobile manufacturer Porsche. It was sold between 2004 (for the 2005 model year) and 2013. Production of the Carrera and Carrera S coupé began in early 2004, and the all-wheel drive Carrera 4 and Carrera 4S began to be delivered to customers in November 2005. Deliveries of the Turbo and GT3 derivatives were carried out in late 2006, along with the GT2 in 2007. In addition to the coupé and cabriolet versions, Targa versions of the Carrera 4 and Carrera 4S were also available, which continued the trend of the "glass canopy" roof design utilized during the 993 and 996 generations. This was later reverted to the classic targa top layout used in earlier models of the 911 Targa with the introduction of the 991 generation.

The 997 was an evolution of the preceding 996, with significant changes being made to the interior and exterior styling (the most notable of these being the replacement of the "fried egg" headlamps used in the 996 with the classic "bug eye" units). Larger 18-inch wheels were fitted as standard, and other engineering changes include slightly increased power; however, the car is technically very similar to its predecessor despite many revisions. A new S version was offered, with additional power from a slightly larger engine, a sports suspension, and sports exhaust.

During 2009, Porsche refreshed the 997 lineup, making styling changes, incorporating a new engine with direct injection, and introducing the company's new "PDK" dual clutch transmission. As a result, the refreshed 997 models were faster, lighter, and more fuel efficient than the outgoing versions, with improved handling. In the case of the 997 Turbo, a comprehensively re-tuned all wheel drive system with ”torque vectoring" as an option was also a part of the upgrades package; in an October 2009 preliminary review, Car and Driver magazine estimated that when equipped with the PDK transmission, the updated Turbo should be capable of accelerating from 0–97 km/h (0–60 mph) in three seconds.

The 997 received mostly positive reviews from the worldwide motoring press; even British motoring journalist Jeremy Clarkson, a known detractor of Porsche cars, remarked that the 997 will "make love to your fingertips and stir your soul."