

# Competition Car Aerodynamics A Practical Handbook

## 2Nd Edition

**Carroll Smith**

Competition Car Aerodynamics Simon McBeath, 2011-04-15 Aerodynamics is a science in itself, and is one of the most important factors in modern competition car design. This fully updated second edition covers all aspects of aerodynamics, including both downforce and drag. This complex subject is explained in down-to-earth terms, with the aid of numerous illustrations, including color CFD (Computational Fluid Dynamics) diagrams to demonstrate how aerodynamic devices work, as well as wind-tunnel studies.

**Competition Car Composites** Simon McBeath, 2016-08-15 Composites have been around since ancient civilisations began making bricks from clay and straw. Glass fibre, carbon fibre and aramid fibres - to name but three - are recent innovations, yet today there are few competition cars that don't have at least some components made out of one or more of these materials. However, while it is well known that glass fibre technology can be used in the home workshop, what may not be so widely realised is that more advanced fibres also lend themselves to DIY methods. This revised edition of *Competition Car Composites* starts by examining the materials and methods that can be used, explaining basic 'wet' and 'dry' laminating techniques, pattern making and mould construction, and the design and manufacture of components. It then goes on to cover material and technology upgrades, and how more advanced materials can be exploited to achieve improved properties and reduced weight. The use of thermoplastic materials, resin infusion methods, and, especially, 'pre-pregs' in the home workshop, are also discussed, as are the composite techniques used by top racecar constructors.

*Competition Car Aerodynamics, 3rd Edition* Simon McBeath, 2017-03-17 The field of aerodynamics has had an increasingly significant effect on performance enhancement over the past 50 years. *Competition Car Aerodynamics 3rd Edition* continues the practical, hands-on approach of its popular predecessors to cover all aspects of motorsport aerodynamics, with more CFD and wind tunnel project material and case studies. Author Simon McBeath tackles aerodynamic theory in a comprehensive, yet comprehensible, way with his unprecedented access to state of the art computational fluid dynamics (CFD) techniques. McBeath also explores aerodynamics with the MIRA full-scale wind tunnel in the UK. Photographs, graphs, CFD-generated images, and wind tunnel data--much of which has appeared in the successful

Aerobytes series in Racecar Engineering--are used to explain with unrivaled clarity how aerodynamic performance benefits are obtained in practice. With case studies from Formula 1, sports prototypes, Formula 3, GT and saloon cars, club single seaters, and karts, this book will appeal to anyone, whether a designer, competitor, student, or armchair enthusiast, wishing to gain an understanding of aerodynamics, and how it can benefit the performance of all types of competition cars.

Competition Car Downforce Simon McBeath,1998 The main aspects of downforce-inducing and uplift-reducing devices are explained in a thorough yet readable fashion, making this a valuable resource for competition drivers, amateur and professional constructors, and armchair enthusiasts alike. Data from major manufacturers, interviews with experts, and reports from race teams are collected here to explain the evolution of airdams, splitters, spoilers, and wings, from the earliest days of racing to the present ... [Présentation de l'éditeur].

**Competition Car Aerodynamics, New 3rd Edition** Simon McBeath,2015-06-10 Aerodynamics has become an increasingly significant performance enhancer over the past 50 years. Competition Car Aerodynamics 3rd Edition continues the practical, hands-on approach of its popular predecessors to cover all aspects of motorsport aerodynamics and features yet more CFD and wind tunnel project material and case studies. Aerodynamic theory is tackled in a comprehensive yet comprehensible way by author Simon McBeath, who has been granted unprecedented access to state of the art computational fluid dynamics (CFD) techniques, as well as regular access to the MIRA full-scale wind tunnel in the UK. Photographs, graphs, CFD-generated images and wind tunnel data – much of which has appeared in the successful Aerobytes series in Racecar Engineering – are used to explain with unrivalled clarity how aerodynamic performance benefits are obtained in practice. With case studies from Formula 1, sports prototypes, Formula 3, GT and saloon cars, club single seaters and karts, this book will appeal to anyone, whether a designer, competitor, student or armchair enthusiast, wishing to gain an understanding of aerodynamics and how it can benefit the performance of all types of competition cars.

**Race Car Aerodynamics** J Katz,1996-03-08 The first book to summarize the secrets of the rapidly developing field of high-speed vehicle design. From F1 to Indy Car, Drag and Sedan racing, this book provides clear explanations for engineers who want to improve their design skills and enthusiasts who simply want to understand how their favorite race cars go fast. Explains how aerodynamics win races, why downforce is more important than streamlining and drag reduction, designing wings and venturis, plus wind tunnel designs and more.

*How to Make Your Car Handle* Fred Puhn,1987-01-01 To make your car handle, design a suspension system, or just learn about chassis, you'll find what you need here. Basic suspension theory is thoroughly covered: roll center, roll axis, camber change, bump steer, anti-dive, ride rate, ride balance and more. How to choose, install and modify suspensions and suspension hardware for best handling: springs, sway bars, shock absorbers, bushings, tires and wheels. Regardless of the basic layout of your car—front engine/rear drive, front engine/front drive, or rear engine/rear drive—it is covered here.

Aerodynamic hardware and body modifications for reduced drag, high-speed stability and increased cornering power: spoilers, air dams, wings and ground-effects devices. How to modify and set up brakes for maximum stopping power and handling. The most complete source of handling information available. "Suspension secrets" explained in plain, understandable language so you can be the expert.

*Competition Car Downforce* Simon McBeath, 2000-04-20 If you're looking to improve the performance and handling of your car, you can with this highly readable and well-illustrated guide to all the main aspects of downforce devices. Chock full of interviews with experts and data from major constructors, this book addresses the theory of downforce lift and drag, wind tunnels and computational fluid dynamics, plus airdams, splitters, spoilers and wings. Includes legislation, restrictions and regulations. Foreword by Gordon Murray.

*Racecar* Matt Brown, 2011 In 2006, a small unavailing university auto racing team began building a racecar that would challenge the best engineering schools in the world. With fewer people and resources than any of the top competitors, the only way they were going to win was to push the limit, go for broke, and hope for more than a little luck. By the time they got to the racetrack, they knew: In the fog of fierce competition, whether you win or lose, you learn the hardest lessons about engineering, teamwork, friendship, and yourself.

*Inside IMSA's Legendary GTP Race Cars* J. A. Martin, Michael J. Fuller, Professional automobile racing has always been dominated by sanctioning bodies whose main goal was to ensure competition. That has meant seeing that cars are well matched--in body shape or chassis/engine combinations or engine size. But what about an all-out competition, in which one team's idea of the fastest race car could be pitted against another's, regardless of mechanical "parity"? This was what the International Motor Sports Association's (IMSA) Grand Touring Prototypes (GTP) race series was about. The Series ran from 1981 to 1993, and it was one of the most exhilarating racing experiences of all time. This book is the first to profile the amazing machines that resulted from the GTP's flat-out competition among different--and passionate--ideas about what might be the fastest way around a track: the V-12 with its better ground-effect tunnels but higher center of gravity (CG); the flat six with its low CG but severely-restricted ground-effect tunnels; and others that employed elaborate wings and air dams. Here are the people behind this engineering free-for-all, the culmination of almost a century of automobile racing experience. And here are eighteen of the most competitive vehicles they designed. Using photography, diagrams, drawings and first-person accounts from the men who built them, *Inside IMSA's Legendary GTP Race Cars* offers a detailed look at the technology that drove some of the world's most exciting race cars, the likes of which may never be seen again.

**Automotive Aerodynamics** Joseph Katz, 2016-05-02 The automobile is an icon of modern technology because it includes most aspects of modern engineering, and it offers an exciting approach to engineering education. Of course there are many existing books on introductory fluid/aero dynamics but the majority of these are too long, focussed on aerospace and don't

adequately cover the basics. Therefore, there is room and a need for a concise, introductory textbook in this area. Automotive Aerodynamics fulfils this need and is an introductory textbook intended as a first course in the complex field of aero/fluid mechanics for engineering students. It introduces basic concepts and fluid properties, and covers fluid dynamic equations. Examples of automotive aerodynamics are included and the principles of computational fluid dynamics are introduced. This text also includes topics such as aeroacoustics and heat transfer which are important to engineering students and are closely related to the main topic of aero/fluid mechanics. This textbook contains complex mathematics, which not only serve as the foundation for future studies but also provide a road map for the present text. As the chapters evolve, focus is placed on more applicable examples, which can be solved in class using elementary algebra. The approach taken is designed to make the mathematics more approachable and easier to understand. Key features: Concise textbook which provides an introduction to fluid mechanics and aerodynamics, with automotive applications Written by a leading author in the field who has experience working with motor sports teams in industry Explains basic concepts and equations before progressing to cover more advanced topics Covers internal and external flows for automotive applications Covers emerging areas of aeroacoustics and heat transfer Automotive Aerodynamics is a must-have textbook for undergraduate and graduate students in automotive and mechanical engineering, and is also a concise reference for engineers in industry.

Feedback Systems Karl Johan Åström, Richard M. Murray, 2021-02-02 The essential introduction to the principles and applications of feedback systems—now fully revised and expanded This textbook covers the mathematics needed to model, analyze, and design feedback systems. Now more user-friendly than ever, this revised and expanded edition of Feedback Systems is a one-volume resource for students and researchers in mathematics and engineering. It has applications across a range of disciplines that utilize feedback in physical, biological, information, and economic systems. Karl Åström and Richard Murray use techniques from physics, computer science, and operations research to introduce control-oriented modeling. They begin with state space tools for analysis and design, including stability of solutions, Lyapunov functions, reachability, state feedback observability, and estimators. The matrix exponential plays a central role in the analysis of linear control systems, allowing a concise development of many of the key concepts for this class of models. Åström and Murray then develop and explain tools in the frequency domain, including transfer functions, Nyquist analysis, PID control, frequency domain design, and robustness. Features a new chapter on design principles and tools, illustrating the types of problems that can be solved using feedback Includes a new chapter on fundamental limits and new material on the Routh-Hurwitz criterion and root locus plots Provides exercises at the end of every chapter Comes with an electronic solutions manual An ideal textbook for undergraduate and graduate students Indispensable for researchers seeking a self-contained resource on control theory

Analysis Techniques for Racecar Data Acquisition Jorge Sergers, 2014-02-24 Racecar data acquisition used to be limited

to well-funded teams in high-profile championships. Today, the cost of electronics has decreased dramatically, making them available to everyone. But the cost of any data acquisition system is a waste of money if the recorded data is not interpreted correctly. This book, updated from the best-selling 2008 edition, contains techniques for analyzing data recorded by any vehicle's data acquisition system. It details how to measure the performance of the vehicle and driver, what can be learned from it, and how this information can be used to advantage next time the vehicle hits the track. Such information is invaluable to racing engineers and managers, race teams, and racing data analysts in all motorsports. Whether measuring the performance of a Formula One racecar or that of a road-legal street car on the local drag strip, the dynamics of vehicles and their drivers remain the same. Identical analysis techniques apply. Some race series have restricted data logging to decrease the team's running budgets. In these cases it is extremely important that a maximum of information is extracted and interpreted from the hardware at hand. A team that uses data more efficiently will have an edge over the competition. However, the ever-decreasing cost of electronics makes advanced sensors and logging capabilities more accessible for everybody. With this comes the risk of information overload. Techniques are needed to help draw the right conclusions quickly from very large data sets. In addition to updates throughout, this new edition contains three new chapters: one on techniques for analyzing tire performance, one that provides an introduction to metric-driven analysis, a technique that is used throughout the book, and another that explains what kind of information the data contains about the track.

Racing Chassis and Suspension Design Carroll Smith, 2004-05-21 Hand-selected by racing engineer legend Carroll Smith, the 28 SAE Technical Papers in this book focus on the chassis and suspension design of pure racing cars, an area that has traditionally been - farmed out - to independent designers or firms since the early 1970s. Smith believed that any discussion of vehicle dynamics must begin with a basic understanding of the pneumatic tire, the focus of the first chapter. The racing tire connects the racing car to the track surface by only the footprints of its four tires. Through the tires, the driver receives most of the sensory information needed to maintain or regain control of the race car at high force levels. The second chapter, focusing on suspension design, is an introduction to this complex and fascinating subject. Topics covered include chassis stiffness and flexibility, suspension tuning on the cornering of a Winston Cup race car, suspension kinematics, and vehicle dynamics of road racing cars. Chapter 3 addresses the design of the racing chassis design and how aerodynamics affect the chassis, and the final chapter on materials brings out the fact that the modern racing car utilizes carbon construction to the maximum extent allowed by regulations. These technical papers, written between 1971 and 2003, offer what Smith believed to be the best and most practical nuggets of racing chassis and suspension design information.

**Race Car Design** Derek Seward, 2017-09-16 Based on the principles of engineering science, physics and mathematics, but assuming only an elementary understanding of these, this textbook masterfully explains the theory and practice of the subject. Bringing together key topics, including the chassis frame, suspension, steering, tyres, brakes, transmission,

lubrication and fuel systems, this is the first text to cover all the essential elements of race car design in one student-friendly textbook. It avoids the pitfalls of being either too theoretical and mathematical, or else resorting to approximations without explanation of the underlying theory. Where relevant, emphasis is placed on the important role that computer tools play in the modern design process. This book is intended for motorsport engineering students and is the best possible resource for those involved in Formula Student/FSAE. It is also a valuable guide for practising car designers and constructors, and enthusiasts.

**Race and Rally Car Source Book** Allan Staniforth, 2001 A thorough guide to the DIY building and modifying of a car for racing or rallying. Describes champion circuit, rally and hill-climb cars from Formula 750 to Formula 1. If you are a serious competitor in either race, rally or hill climbing this is an excellent addition to the tool box. The guide is simple, easy to follow and it is a must for any club.

*Racing Car Design and Development* Len Terry, Alan Baker, 1973 Dialogue between one of the world's most experienced racing car designers and a technical author-graduate engineer on the theory and technique of racing car design and development. Contents include: The anatomy of a racing car designer; biography of Len Terry; description of nearly 30 Terry designs from clubman's sports car to Indianapolis winner; a blank sheet of paper; handling characteristics; the theoretical aspects; oversteer and understeer; practical implications; structural considerations; space-frames and monocoques; the cockpit area; the structural engine; progress and legislation; suspension; changing needs and layouts; the torsion bar; self-levelling systems; anti-dive and anti-squat; progressive-rate springing; stiffness/weight ratio; brakes, wheels and tires; influence of smaller wheels; twin-disc brake systems; attention to details; low-profile tire phenomena; aerodynamics; wings and things; intake ram effect; ground effect vehicles; the cooling system; radiator location; cooling the oil; safety and comfort; primary and secondary safety; driver comfort; materials; components-ball joints, batteries, brakes, clutches, dampers, drive-shafts, electrics, flexible bearings, flexible fuel cells, gearshift linkages, instruments, non-return valves, non-spill fuel fillers, oil and fuel pipes, Perspex mouldings, radiators, springs and steering gear; design versus development; the competition-nine other racing car designers discussed; future developments.

*Competition Car Data Logging* Simon McBeath, 2008 Systematic list, with taxonomic keys, of all the grasses sent to Kew by Gert Hatschbach from southern and central Brazil between 1965 and 1985.

**The Shock Absorber Handbook** John C. Dixon, 2008-02-28 Every one of the many millions of cars manufactured annually worldwide uses shock absorbers, otherwise known as dampers. These form a vital part of the suspension system of any vehicle, essential for optimizing road holding, performance and safety. This, the second edition of the Shock Absorber Handbook (first edition published in 1999), remains the only English language book devoted to the subject. Comprehensive coverage of design, testing, installation and use of the damper has led to the book's acceptance as the authoritative text on

the automotive applications of shock absorbers. In this second edition, the author presents a thorough revision of his book to bring it completely up to date. There are numerous detail improvements, and extensive new material has been added particularly on the many varieties of valve design in the conventional hydraulic damper, and on modern developments such as electrorheological and magnetorheological dampers. The Shock Absorber Handbook, 2nd Edition provides a thorough treatment of the issues surrounding the design and selection of shock absorbers. It is an invaluable handbook for those working in industry, as well as a principal reference text for students of mechanical and automotive engineering.

**A Practical Guide to Race Car Data Analysis** Bob Knox, 2011-03-05 A Practical Guide to Race Car Data Analysis was written for the amateur and lower-level professional racers who either have a data system in their cars or who may be thinking about installing one but who do not have access to an experienced data engineer. Many of the data systems available today at reasonable prices offer capabilities that only professional race teams could afford just a few years ago. Unfortunately, most of these racers do not know how to use more than a small part of those capabilities. Using real track data, numerous real-world examples, and more than 200 illustrations, the Guide gives them the knowledge and skills they need to select, configure and use their data systems efficiently and effectively. Beginning with a detailed discussion of the things racers need to know about the hardware and software necessary for an effective data system, the Guide continues with chapters on basic data analysis tools, more sophisticated data analysis tools like x-y plots and math channels, damper potentiometers and the wealth of important data they produce, brake and clutch pressure sensors, and creative use of math channels. The Guide concludes with a comprehensive scheme for analyzing data, examples of the data views used with the scheme, and detailed information on how to create and configure the data views.

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