

Racecar 101

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September 8, 2022

Outline

1 What makes a car fast?

2 Vehicle Basics

Note

This first part is a very simplified breakdown

- It's not the most accurate
- It's not to insult anyone's intelligence

It's simply to not distract from the things that can be easily forgotten or muddled.

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To make a car **faster**, you must make the car **accelerate more**

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What famous equation involves acceleration?

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Newton's 2nd law!

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We care about acceleration, so rearrange:

$$a = \frac{F}{m}$$

How do we maximize acceleration?

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Decrease Mass

- Make things lighter

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The latter two hold **only if the tires can transfer the torque**

Balancing \uparrow Force vs \downarrow Mass

Sometimes \uparrow mass + \uparrow force = \uparrow acceleration

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Bigger Engine

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Depending on the ratio, can lead to better acceleration.

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Smaller/Narrower Tires

Decreases total vehicle mass, but decreases total acceleration potential
Also reduces unsprung mass (improves vehicle handling and response)

Longitudinal Acceleration

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- Ensure that care is capable of absolute maximum braking acceleration

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② Power (positive)

- Almost always limited by the power unit (ICE, electric motor, rubber band windup, etc.)

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Turning causes *Lateral Acceleration*, which is not a change in speed, but of direction:

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Therefore given:

- a force, F (tire traction)
- a mass, m (the car)
- and a radius, r (the track/racing line)

there is a **limit to the maximum velocity**

Lateral Acceleration cont.

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 - How?

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- How?
 - Aero downforce
 - Different tires
 - Suspension design, etc....

Quick Review

Higher Acceleration = Faster Car

	Limited by	How to make better?
Longitudinal Acceleration	Force (Braking and Power)	Bigger Engine/Brakes
	Mass	Reduce it
Lateral Acceleration	Force (Tire Traction)	Increase Grip
	Mass	Reduce it

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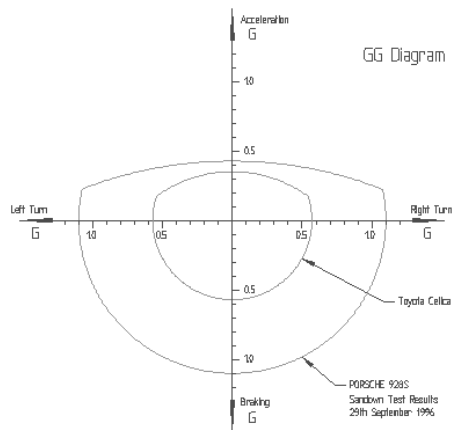


Figure 2

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G-G Curve (or Traction Circle)

- Plots **maximum steady-state acceleration** that a vehicle can have in **any direction**

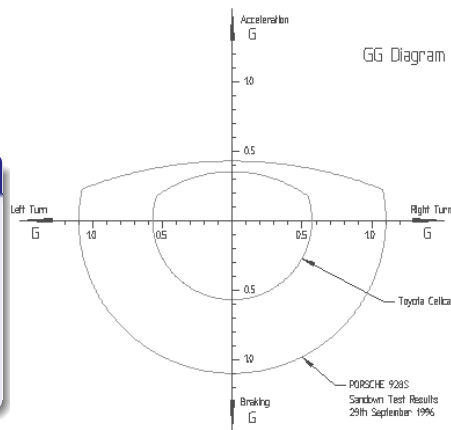


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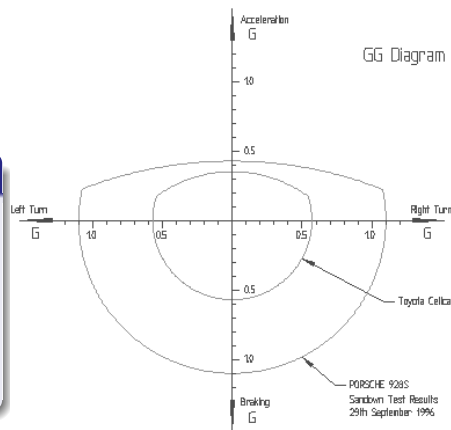


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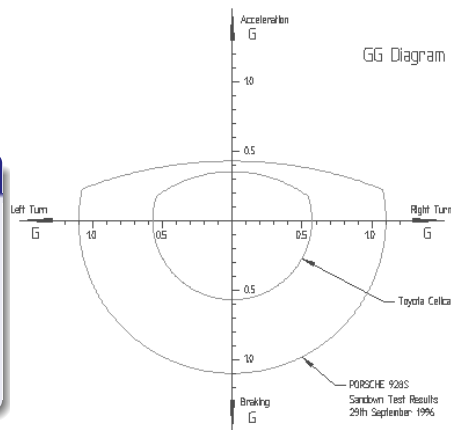


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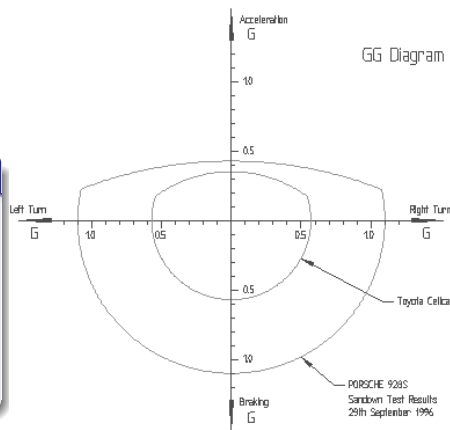


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G-G Curve: Misc Remarks

- Circles

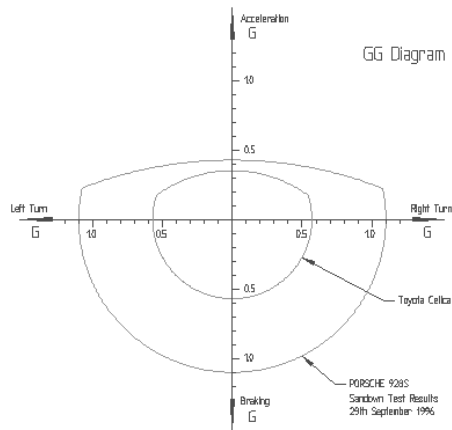


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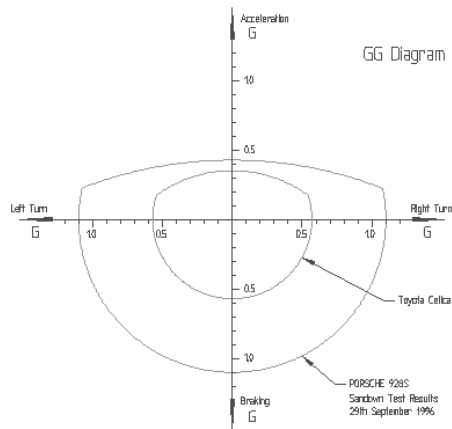


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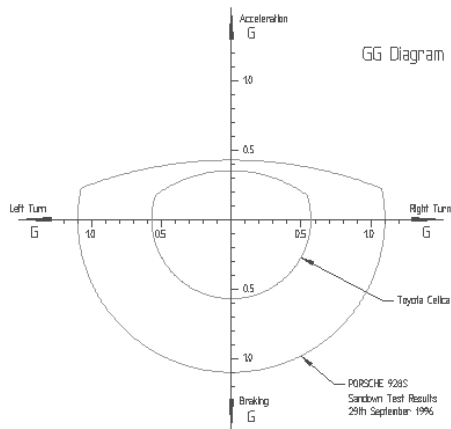


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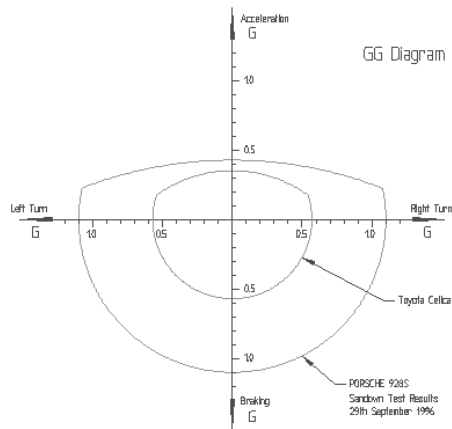


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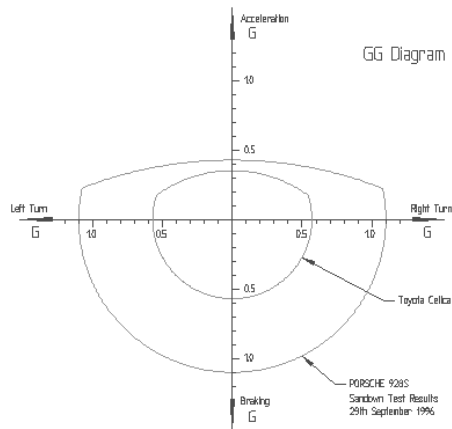


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 - Top part of curve isn't *quite* circular
 - **Positive acceleration is nearly always limited by the power unit, not the tires**
 - For (nearly) all cars, the power unit is the most severe acceleration limitation.

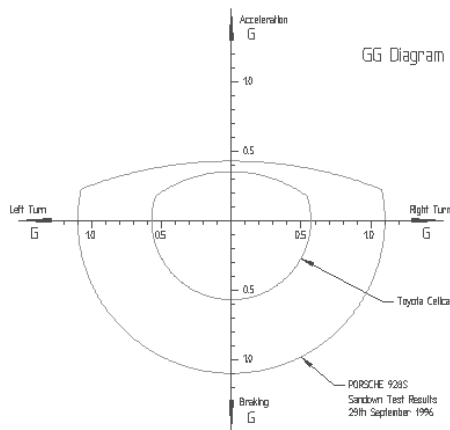


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Via friction with the ground

Tires and Friction

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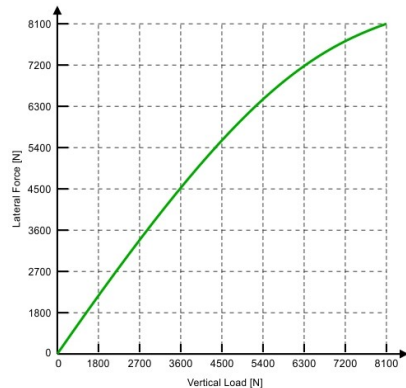
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- Tires create force via **static friction**
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- μ is generally assumed to be constant
 - So F is linearly dependent on N

Tires and Load Sensitivity

- Tires **do not** have a constant μ :

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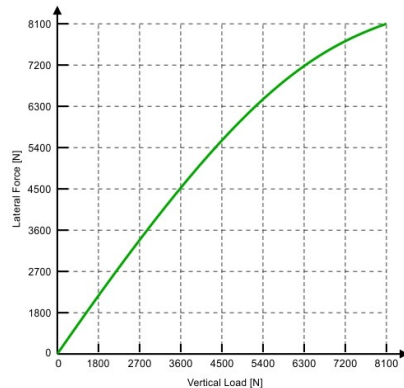


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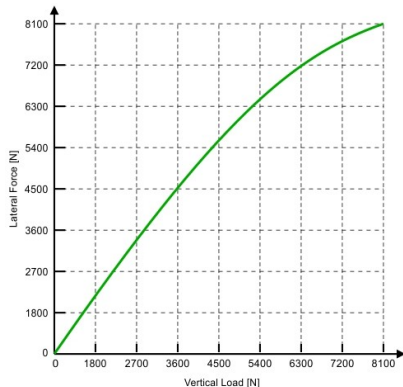


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- Generally, μ and N are inversely proportional
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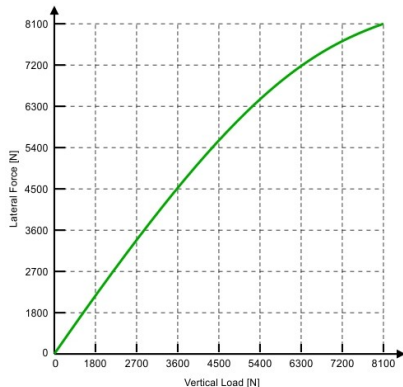


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Load Sensitivity is the singular most impactful thing in racecar design

It alters practically every single decision

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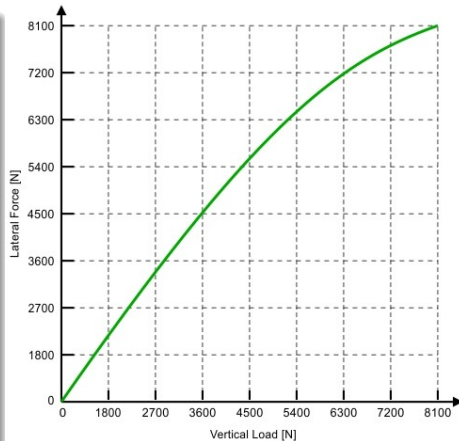
Load Transfer

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- **Reduces global vehicle grip due to load sensitivity**

Load Transfer Example

No load transfer vs 50% load transfer

Assume 4.5kN of static vertical load on each tire.

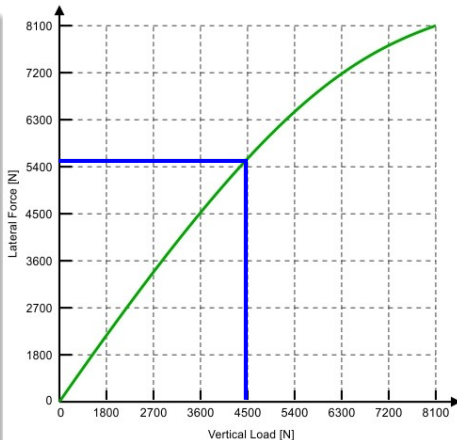


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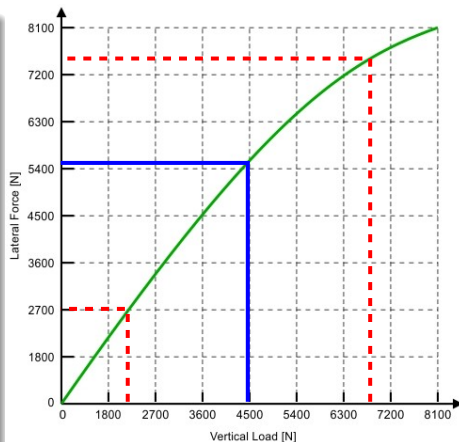
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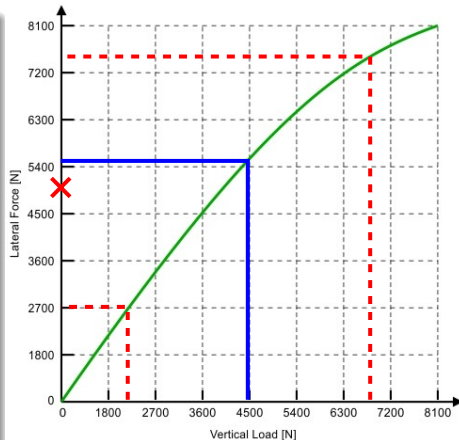
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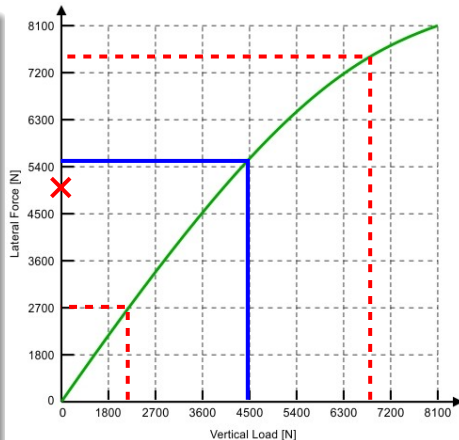
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8% Drop in total traction!



Three Tenants of Racecar Building

In order of importance:

- ① Make it Lighter
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 - When turning, car has to physically rotate:

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where T is torque, I is rotational inertia, and α is angular acceleration

- Reducing inertia is similar to reducing mass

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The car that is lighter, has a lower CG, or has a lower inertia will be faster

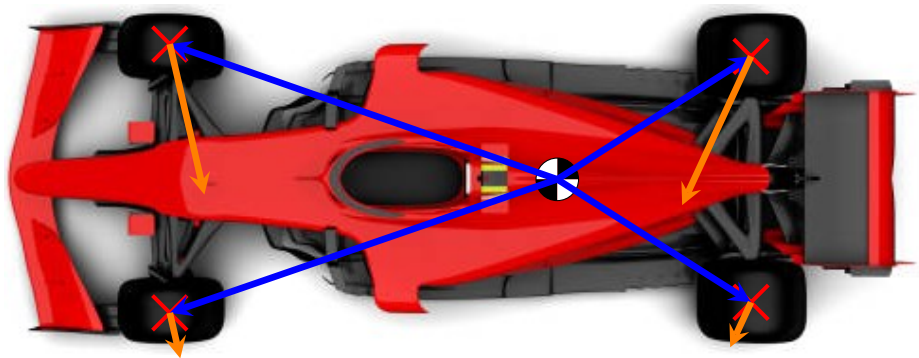
Vehicle Balance

Why do Formula 1 and Indy cars have larger tires at the rear than the front?

Vehicle Balance - Formula 1 Car

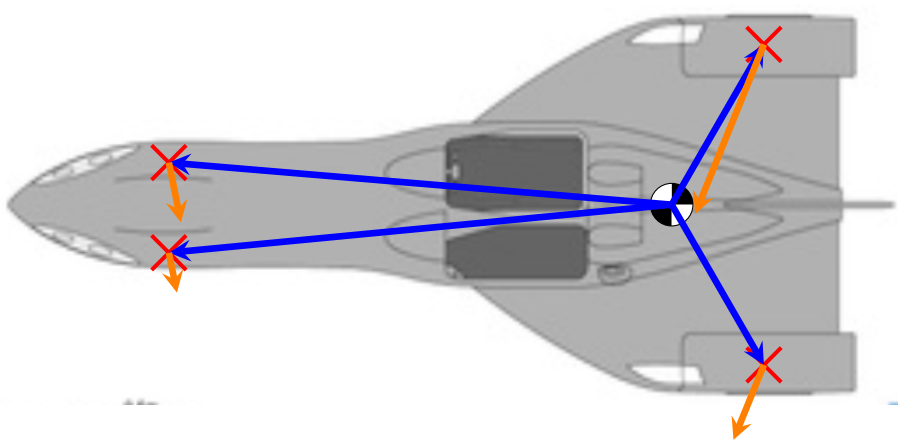
Balance the moments of the car

$$M = F \times r$$



Vehicle Balance - Delta Wing

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Questions