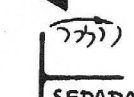
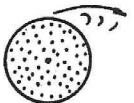
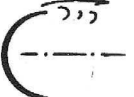


SHAPE	REF.	C_D
		0.47 ₄
	(c)	0.38
	(c)	0.42
	(e)	0.59 ₄
	(f)	0.80 ₄
	(d)	0.50
		1.17
	(c)	1.17
	(b)	1.42
	(a)	1.38
	(f)	1.05 ₄

SHAPE	REF.	C_D
	—	1.17 ₄
	(a)	1.20
	(g)	1.16
	(d)	1.60 ₄
	(e)	1.55
	(a)	1.55
		1.98
	(a)	2.00
	(a)	2.30
	(b)	2.20
	(a)	2.05 ₄

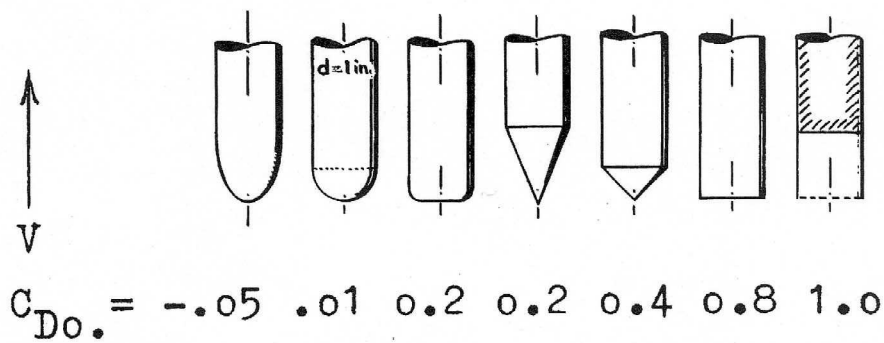


Figure 20. Coefficients indicating the forebody-pressure drag of a series of cylindrical bodies, evaluated from pressure distribution (25,e).

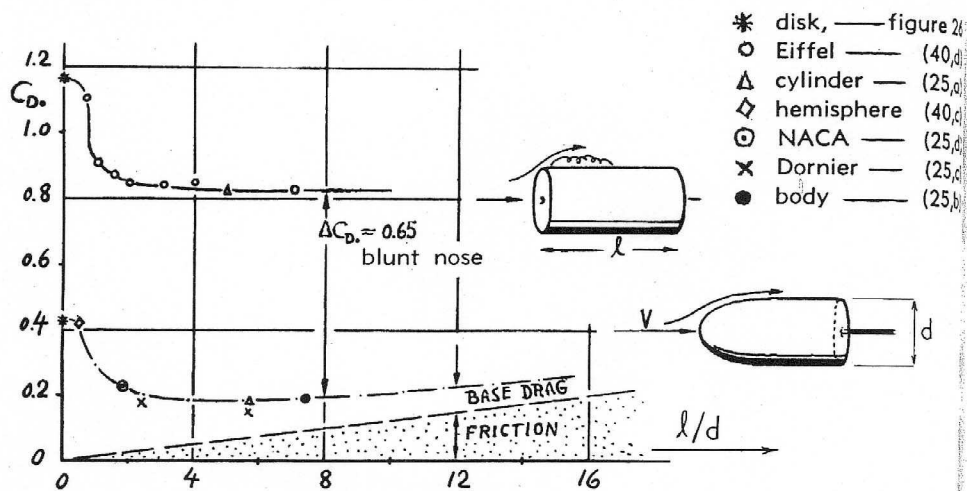


Figure 21. Drag coefficients of cylindrical bodies in axial flow, with blunt shape (in the upper part) and with rounded or streamlined head forms (lower part)—as a function of the fineness ratio l/d .

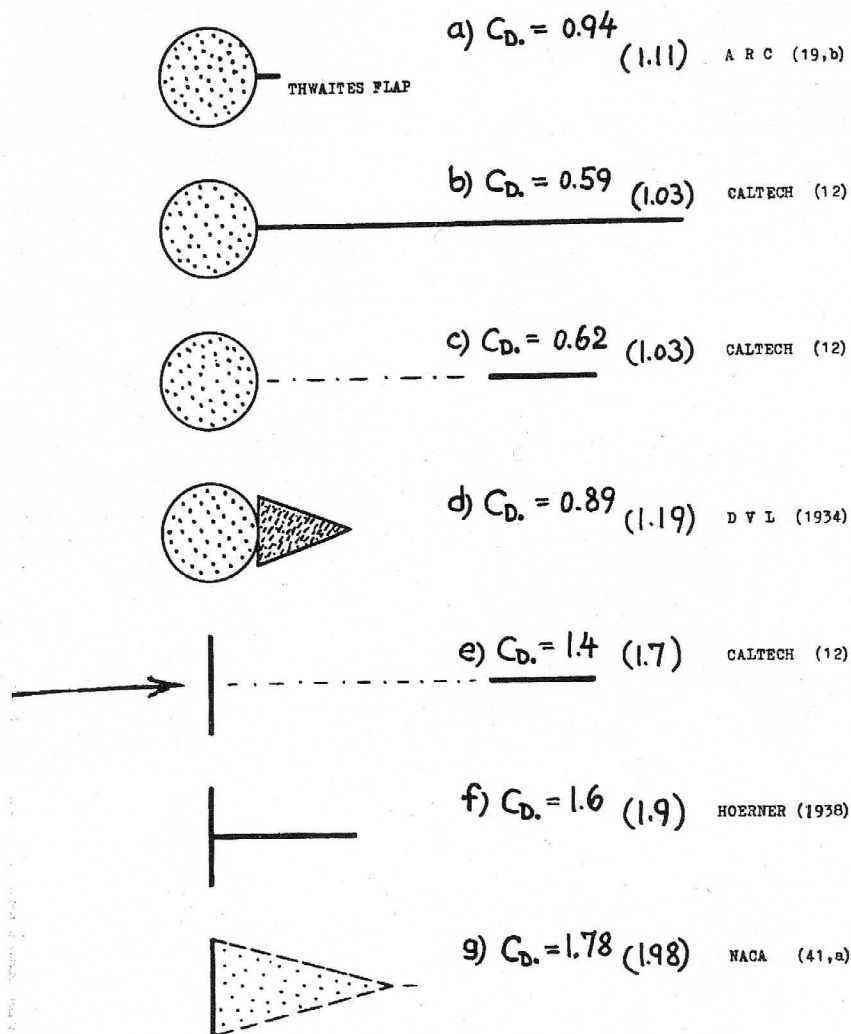
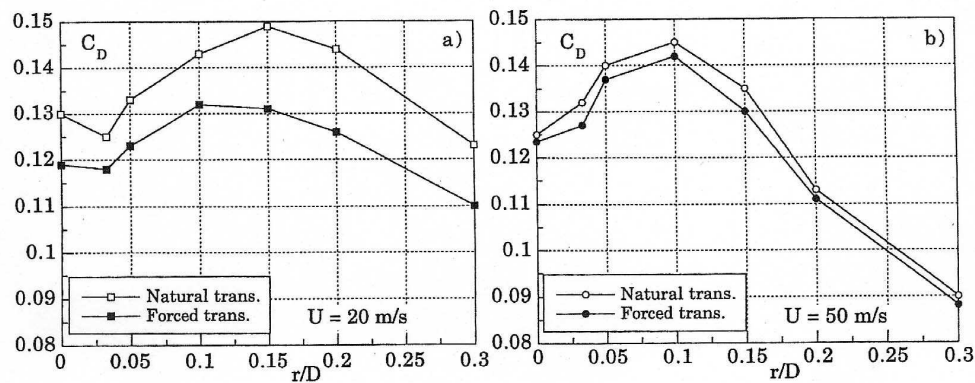
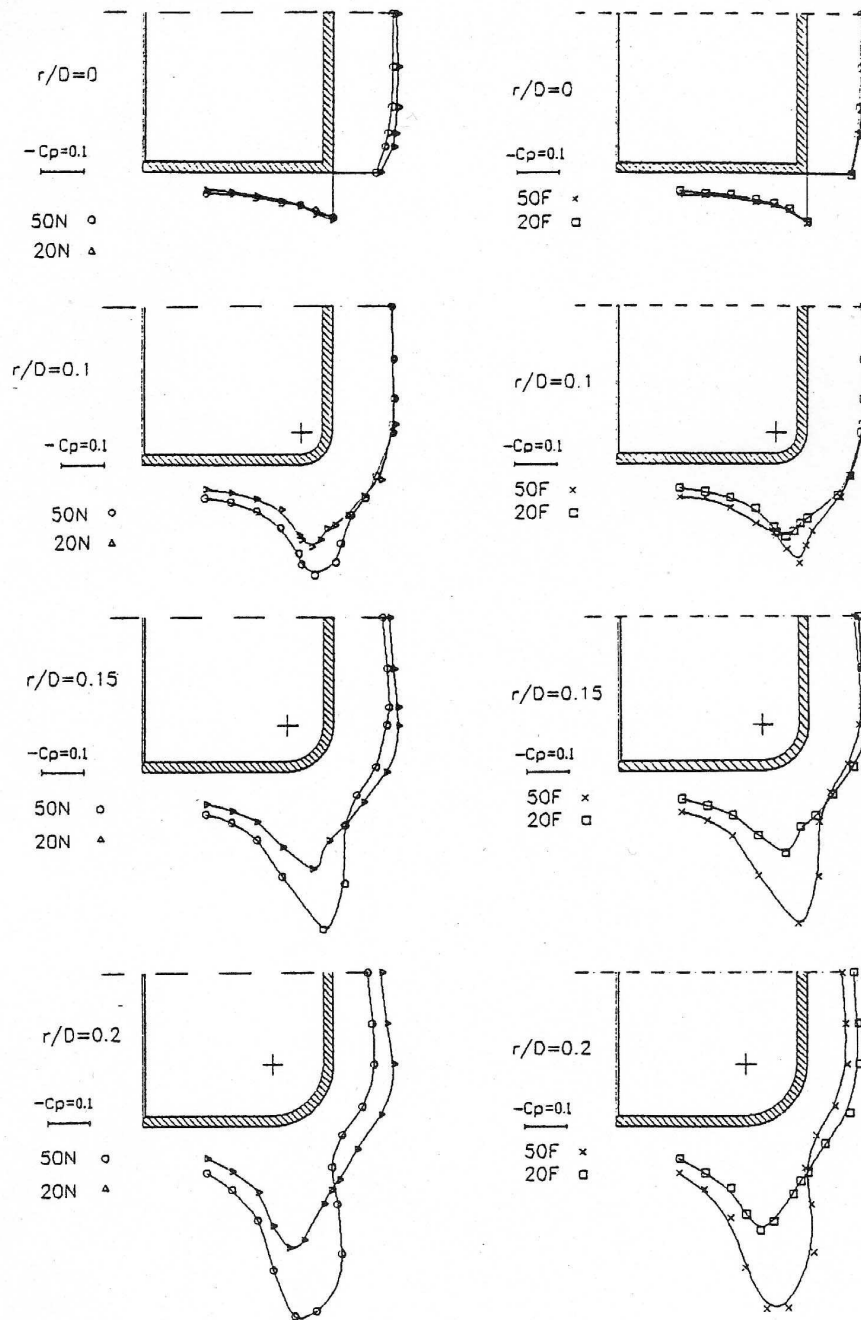


Figure 8. Influence of "splitter" plates (and similar devices) on the drag coefficient of vortex-street-producing shapes (tested between walls). The values in brackets are the drag coefficients without wake interference. The Reynolds numbers (on d or h) are between 10^4 and 10^5 .



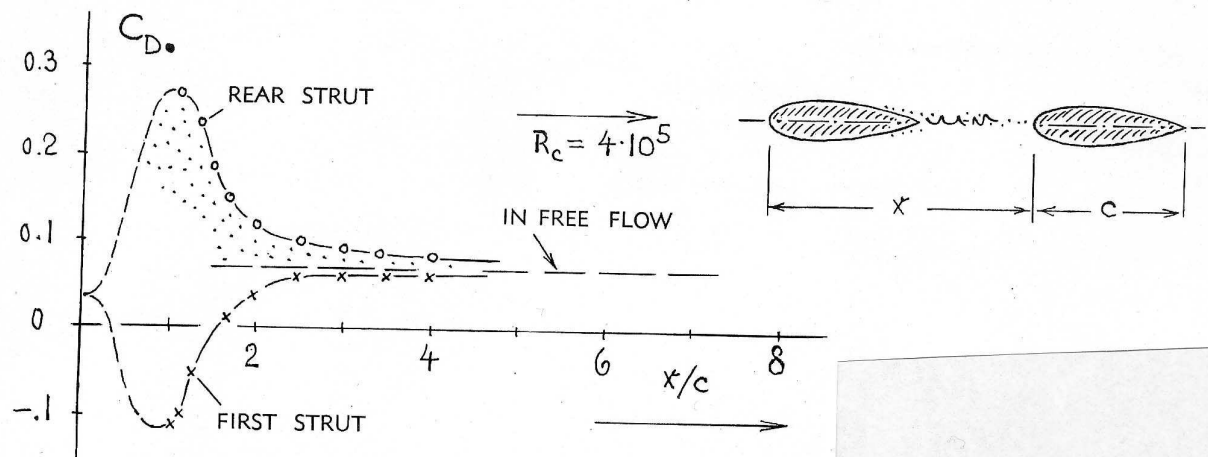


Figure 3. Drag of a pair of strut sections, one behind the other, in tandem (2,a).

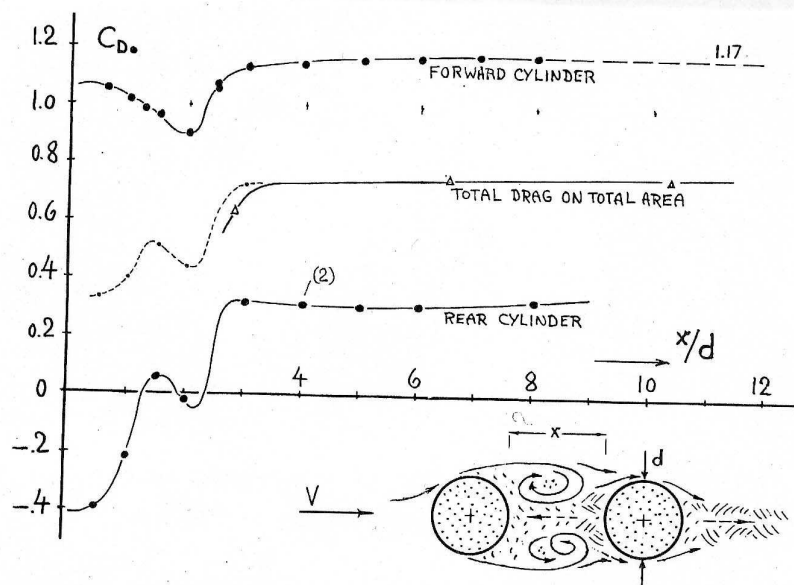


Figure 2. Drag coefficients of two circular cylinders, one placed behind the other.

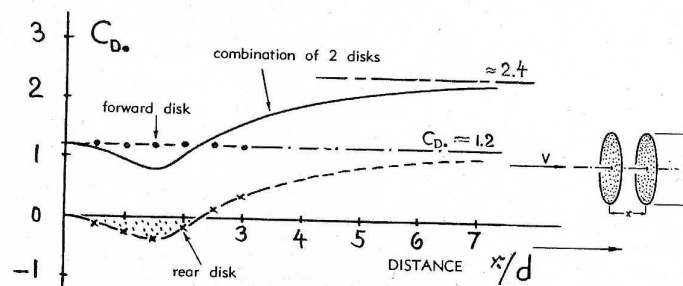


Figure 1. Interaction between two disks placed one behind the other; (reference 1,a).

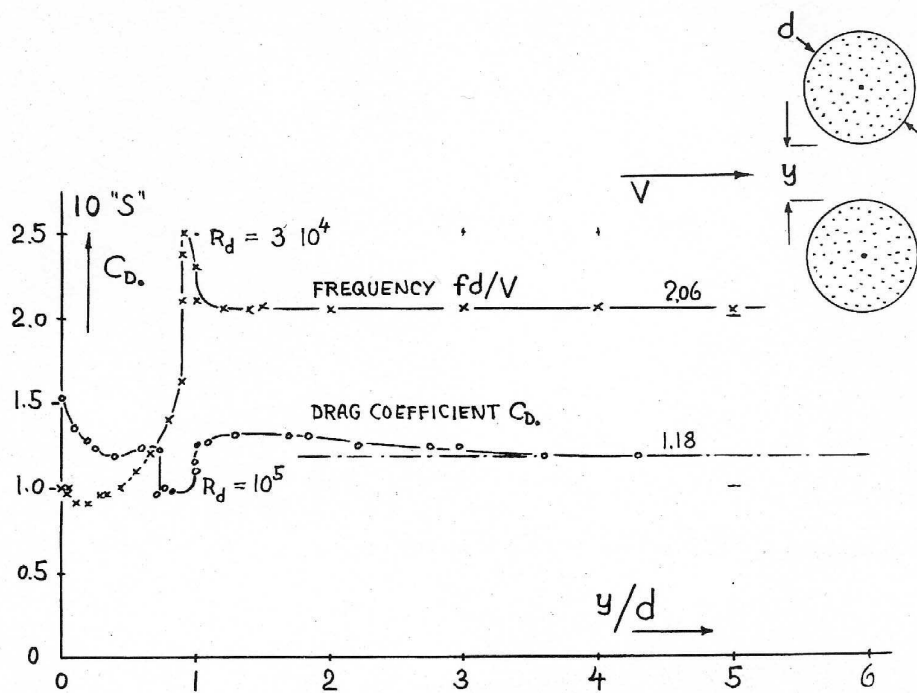


Figure 5. Drag (2,a) (and vortex-street frequency, reference 2,b) of a pair of circular cylinders placed side by side.

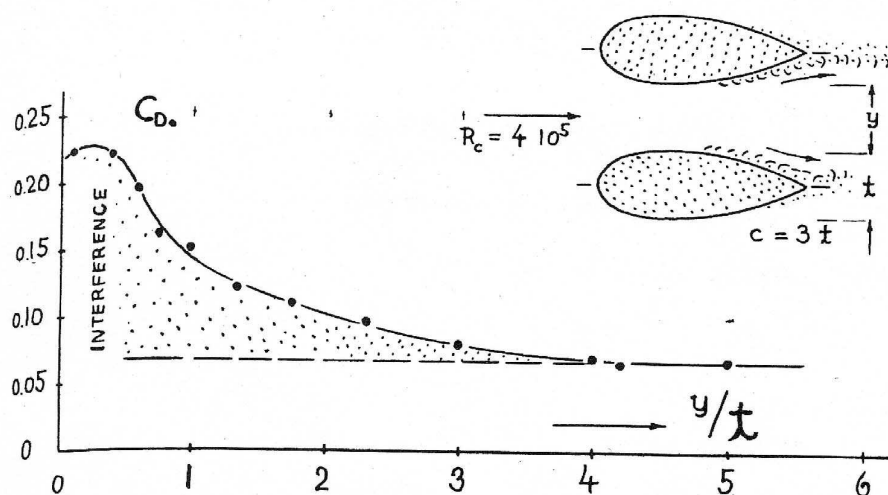


Figure 6. Drag of a pair of struts, one beside the other (2,a).

Fig. 5-30. Schematics of the aerodynamic interaction during overtaking.

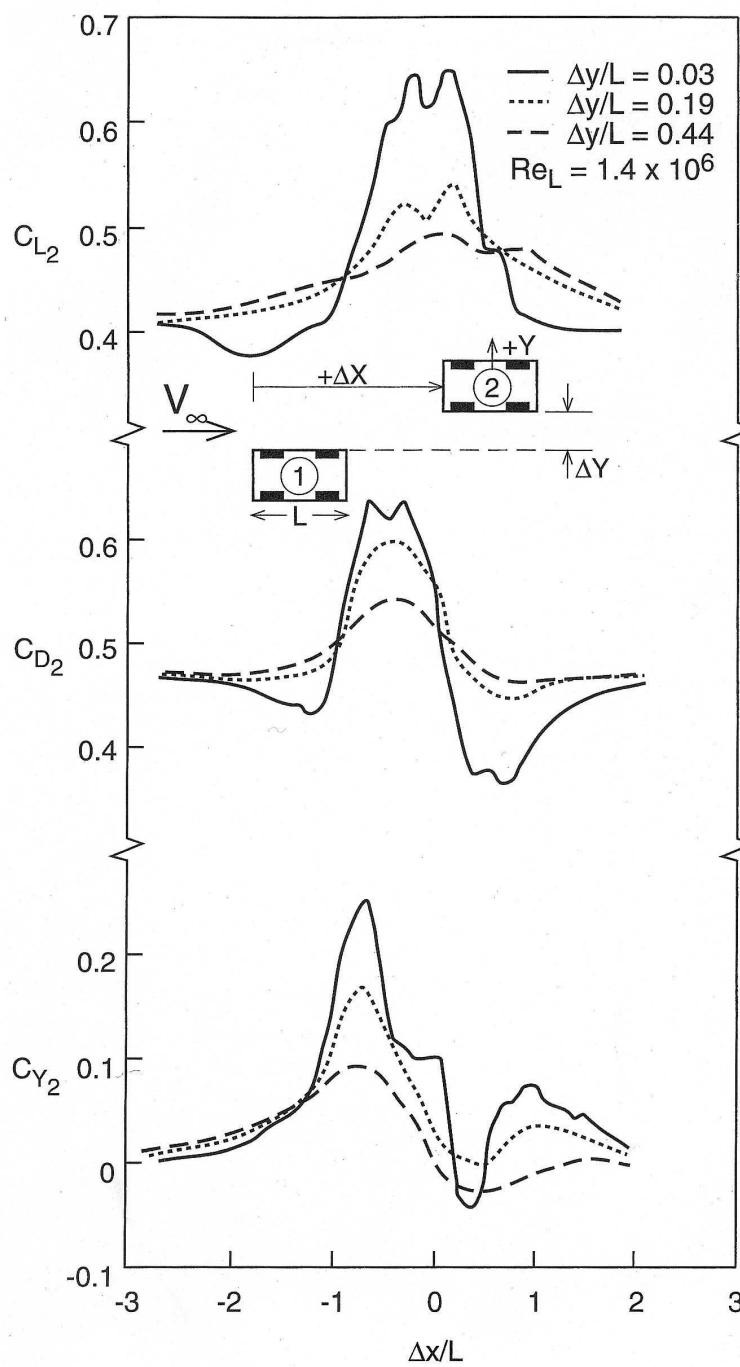
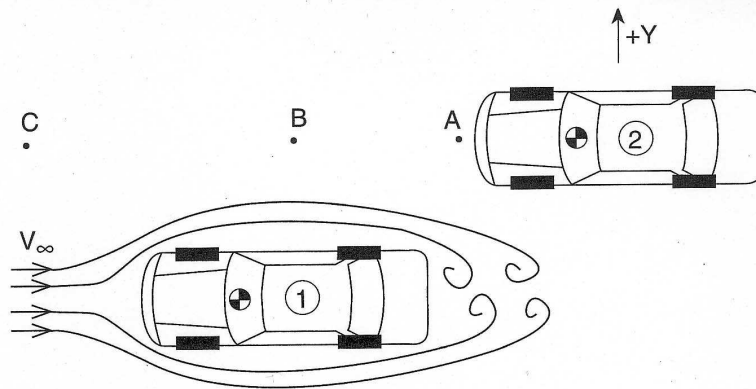


Fig. 5-34. Visualization of a smoke particle line above two Jackson NASCARs at the Lockheed wind tunnel. There is some indication that the free-stream flow does not impinge on the front grill of the following car, thus reducing its aerodynamic drag. Courtesy of Automotive Aerodynamics, Inc.



Fig. 5-32. Schematic description of the aerodynamic interaction during drafting.

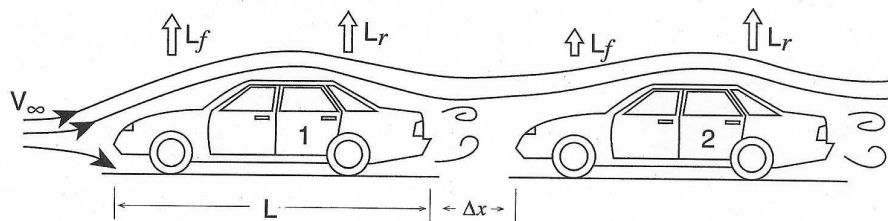


Fig. 5-33. Lift and drag variation for the two cars during drafting. Reprinted with permission from SAE Paper 710213, Copyright ©1971 SAE, Inc.

