

# *AERO 101*

Part two of the seventeenth segment of Aero 101! Today we will look at the Singular Motorsports #337 piloted by Sean Thomson.



The front of Sean's car, unlike Ryan's, lacks a splitter. Sean is going with a different route to generate downforce, by using a 949Racing air dam to lower the pressure underneath the front of the car. The air dam provides a stagnation point for the airstream and reduces the ground clearance, resulting in lower pressure directly behind it. The air dam is also shaped in a way that it blocks air from hitting the tires and creating unnecessary drag. Sean's car also features many hood louvers to reduce underhood pressure and create downforce. The stock Miata bumper inlet is perfectly sized for a naturally aspirated 1.8L motor's radiator.



Sean's car is very simple and clean, featuring a set of canard-like rear tire blockoffs to create a tad more downforce. Hopefully the vortices created by these don't interfere with the performance of the rear wing. It's hard to tell without CFD technology. At the rear of Sean's car is an APR GTC-200, featuring Singular Motorsport's new line of endplates. The APR GTC-200 is still using the stock stands with 2.5" risers, which puts it at the perfect level below the roofline. Remember, since a 3D wing has multiple profiles, and aggressive ones at that, putting it too high will create a lot of unnecessary drag. Sean could benefit from new wing mounts but that may come at a later date. Finally, Sean has opted to cut the majority of his rear bumper to reduce drag and allow the air to expand as it exits the underside of the car.

Next for part 3: the Blackbird Fabworx #222, aka Creampuff!