



## Proposed New Mosler Aerodynamic Device 2011

### Information for Mosler GT3 Customers

We are working on a new rear diffuser that will fit into the standard position on the GT3 car with minimal fitting issues restricted to removal of lower tow bar chassis brackets and possibly to silencer pipes. We are developing it with Total Sim (who did the Cup/SuperGT aero) and their results have proven to be very real world.

Below you will see the first renderings that are being submitted for CFD tests. No doubt the shapes will change as development progresses, but this bulletin is to advise you that we are looking at increasing the performance advantage of the GT3 car for Britcar, Dutch Super, V de V etc.

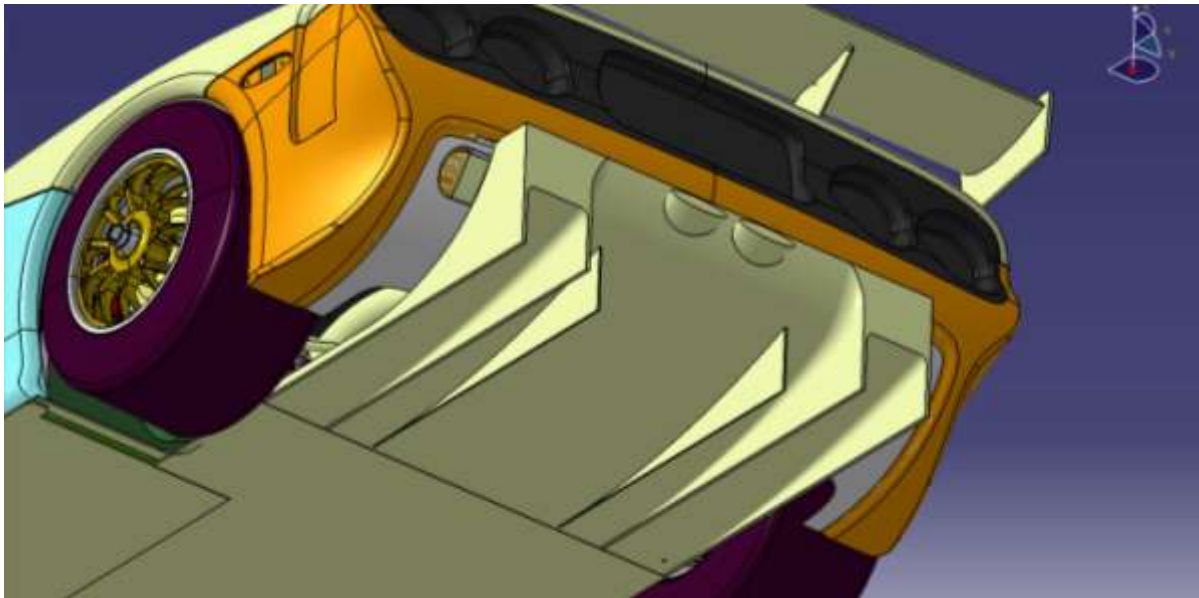
The new Mosler GT3 Car Rear diffuser will improve Downforce allowing increased top speed and surer handling in medium and high speed corners. The rear diffuser is similar to the original but it has studied curvature and it extends back further by 90mm than the original. The addition of vertical revised strakes to a diffuser help to optimise efficiency by ensuring that the air is only drawn from the under body and does not spill in from the upper body surface. This new diffuser will possibly use exhaust gasses to drive the aerodynamics at the rear of the car with the exhaust system blowing air through the rear diffuser so more downforce can be gained and this is an efficient way to gain downforce without additional drag.

For extra silenced cars, this may not be possible.

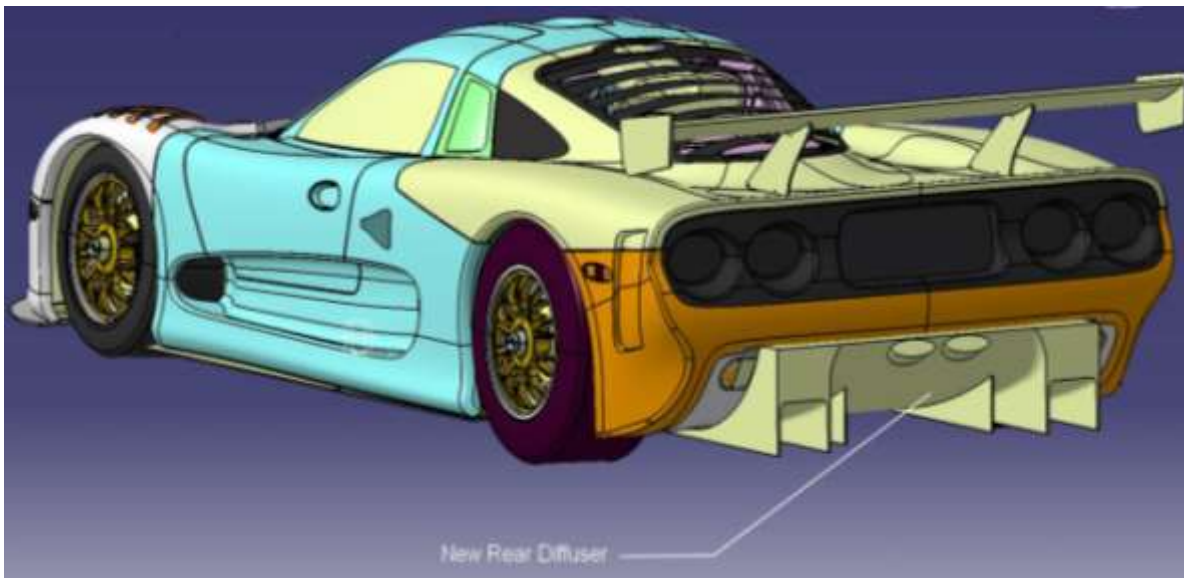
Hopefully the CFD will show us what advantages there are to be gained from the shape, and also from the interaction with the engine. 7 litres engines move a lot of air. : )

Best Regards

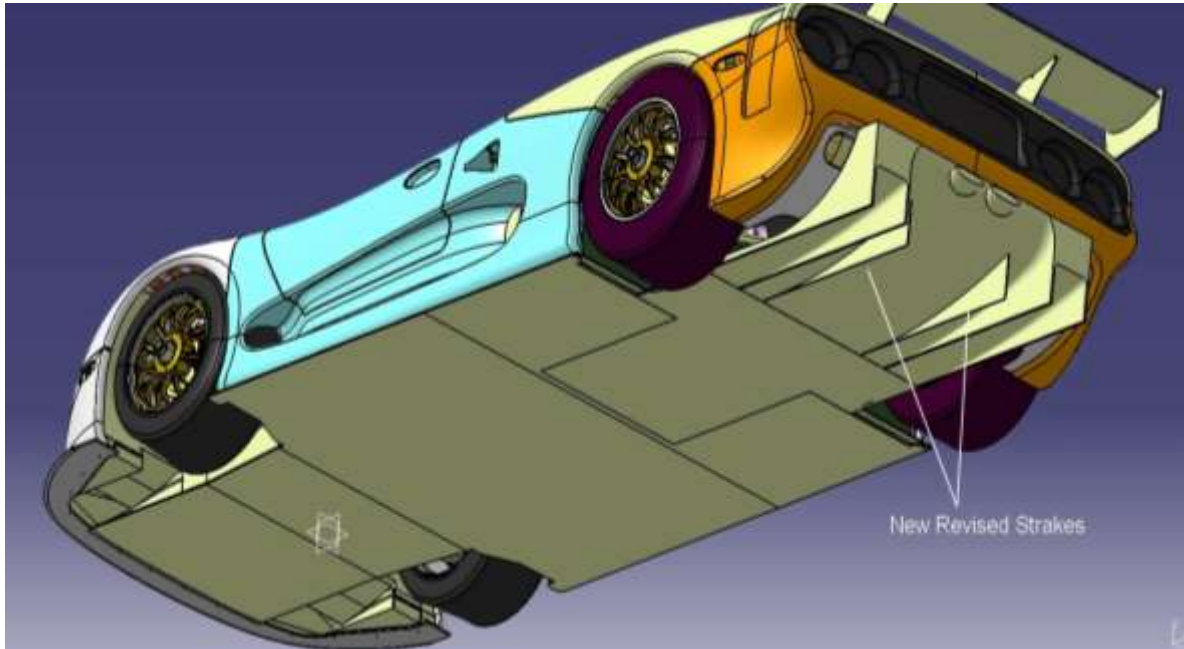
Martin Short



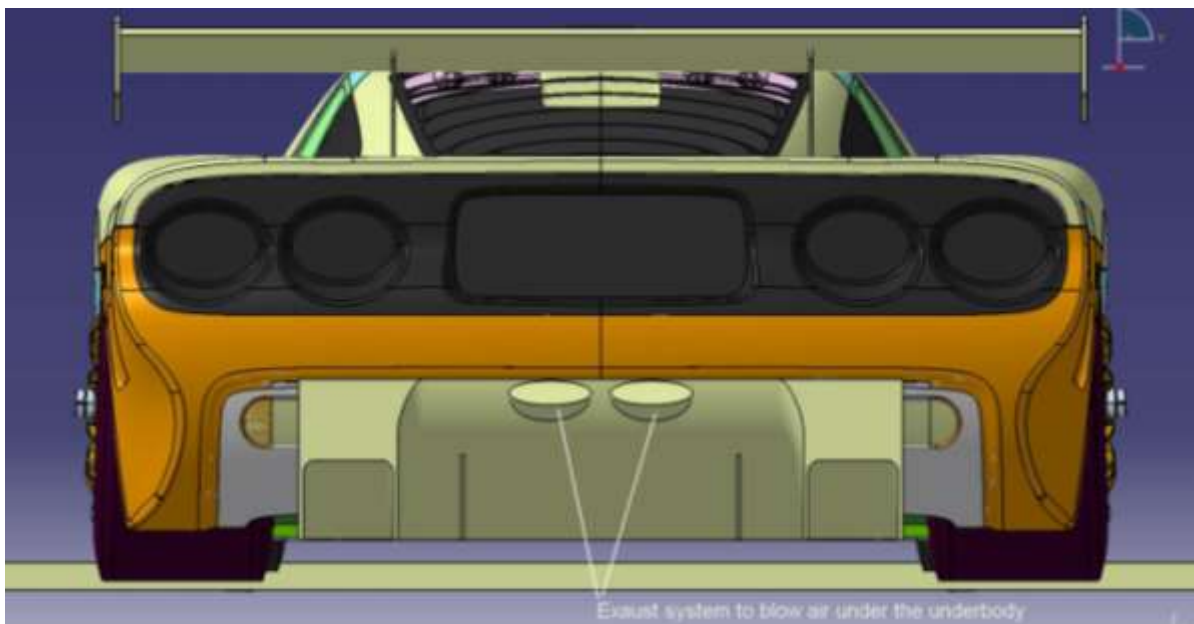
New Rear Diffuser



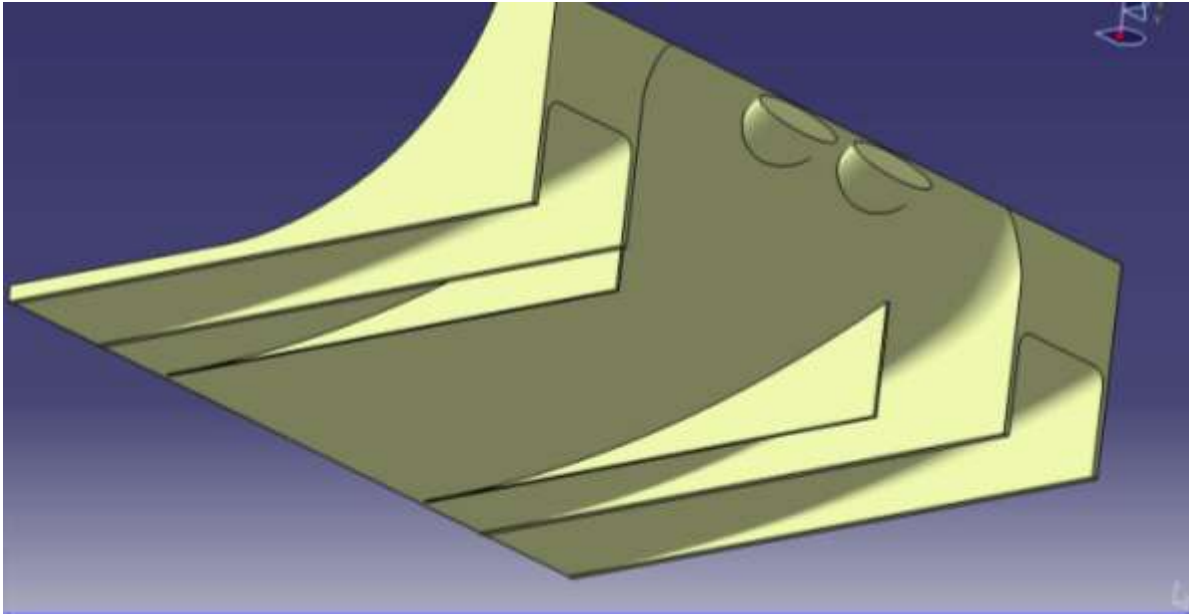
Isometric rear view



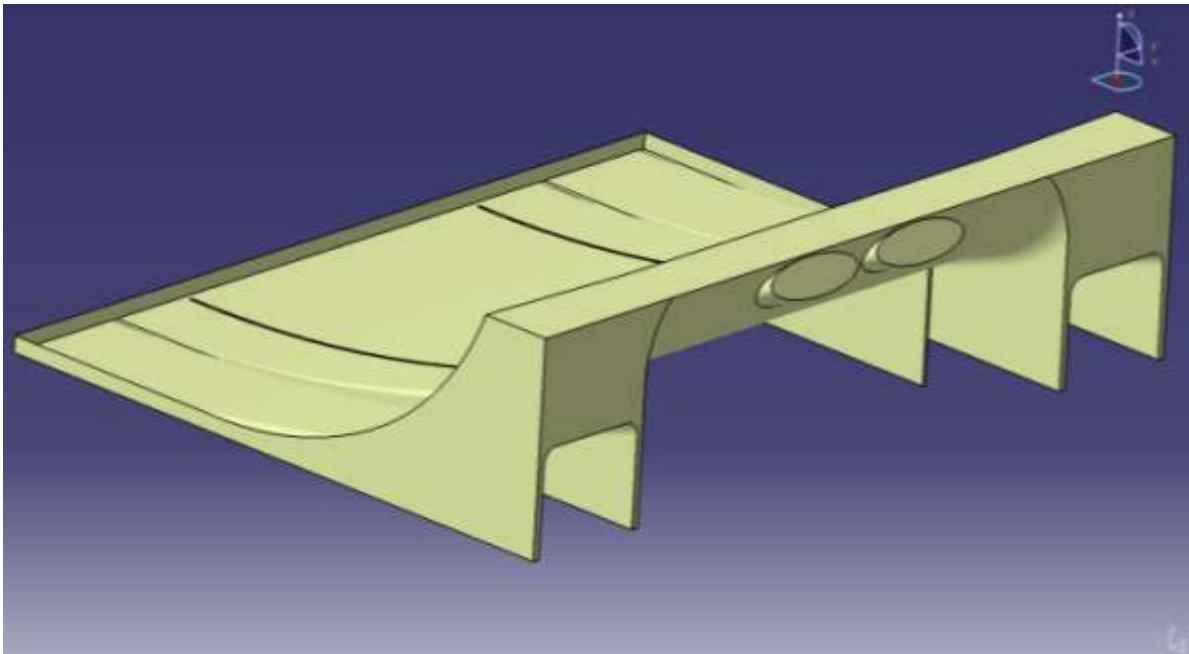
Rear diffuser bottom view



Back view



One piece made by composite material rear diffuser



Isometric view rear diffuser