



26. Tumble Swirl: side ports and vertical ports.

27. Tuning of individual inlet and exhaust systems.

34. Optimum gas velocity at inlet.

37. Determination of Thermal and Volumetric Efficiencies.

47. The Ferrari SOHC V12 inlet limitation.

54. Combustion Chamber Shape and Efficiency.

80 The FVA and DFV and "Tumble Swirl".

80B. "Barrel Turbulence" aka "Tumble Swirl".

83. Exhaust resonant speed.

86. The mid-1971 Tyrrell improvement.

99 Friction-and- Pumping Mean Effective Pressure (FPMEP) for 4-Stroke.

99B Friction-and- Pumping Mean Effective Pressure (FPMEP) for 4-Stroke.

Additional experimental data on Mechanical Efficiencies (EM)

100. Mercedes-Benz experiments with variable-length inlet tracts.

129. Mercedes F1 Thermal Efficiency and Power output.