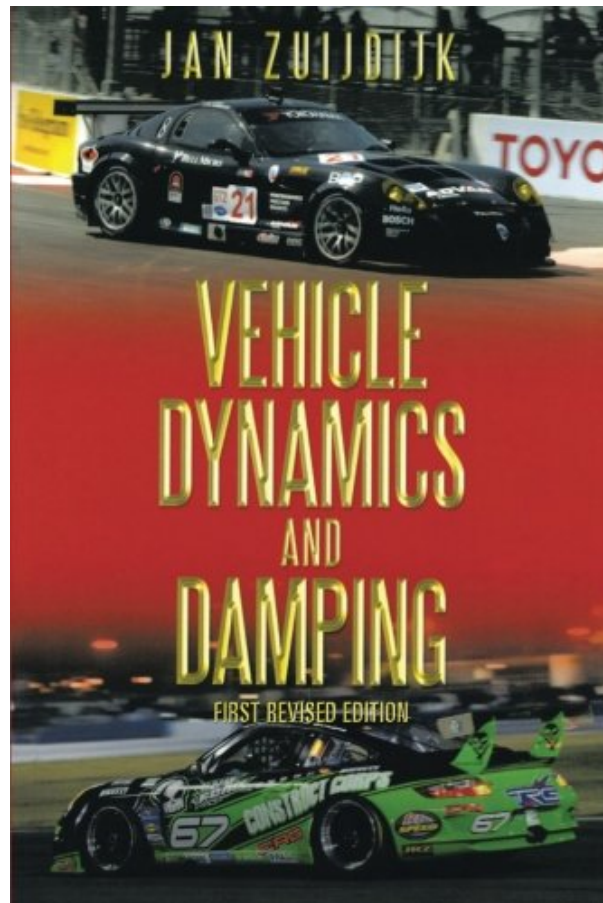
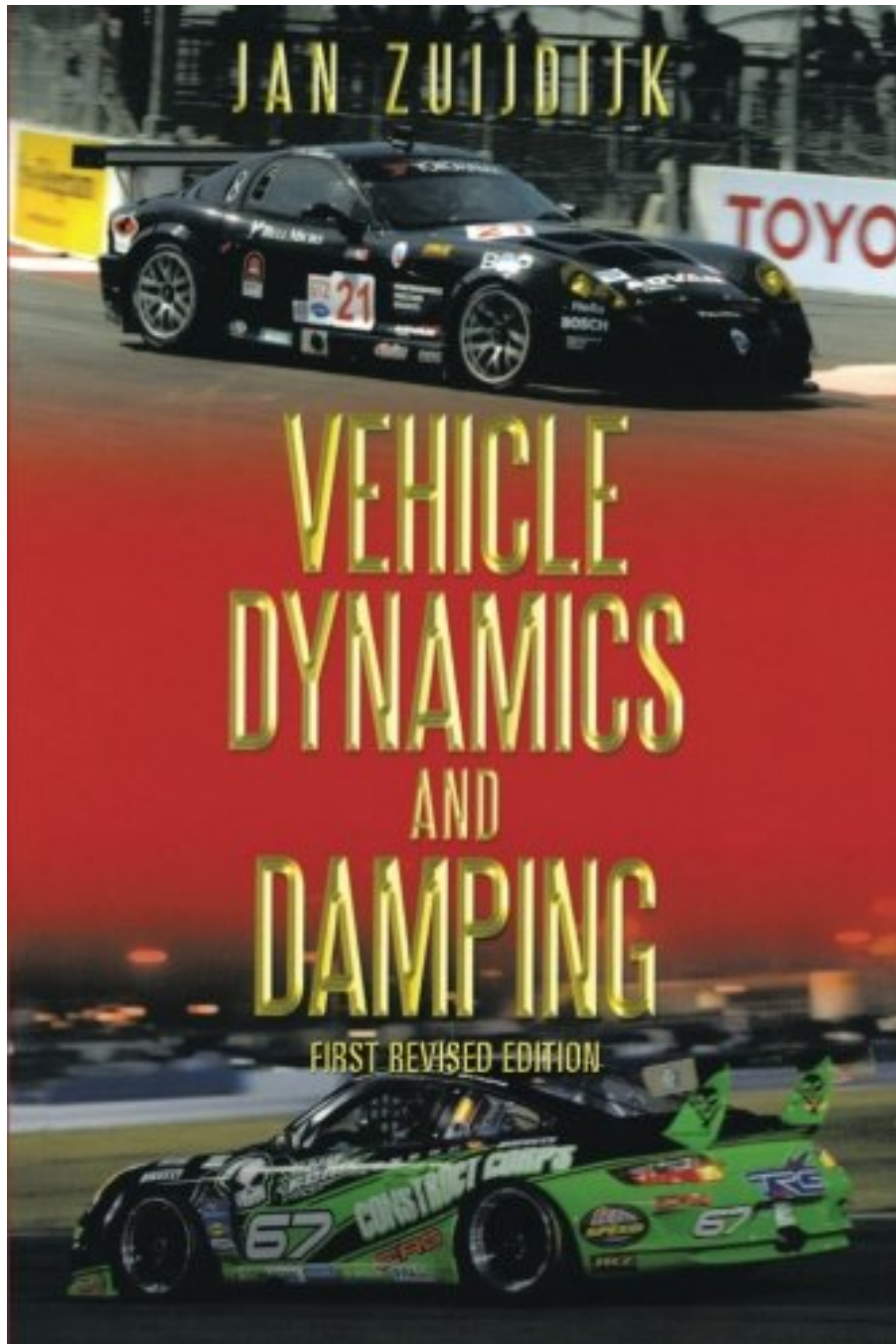


VEHICLE DYNAMICS AND DAMPING: FIRST REVISED EDITION BY JAN ZUIJDIJK



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About the Author

Jan Zuijdijk has been active in motorsports as suspension engineer and designer of damping systems for over 45 years, specializing in gas hydraulic damping and vehicle dynamics as applied to race cars in a diversified field. His career started at Koni in Holland in 1960 in Research and development and was soon a regular suspension engineer on the Formula One and international racing series providing set up service to the teams. Jan Zuijdijk together with the late Henk Richten, service manager at Koni Holland, designed and pioneered a new revolutionair damper design of which the damping forces could be adjusted without taking the damper of the car. After the new design damper was tested on the Ferrari prototype sports cars at the Nurburgring, the Formula One teams of Lotus, Tyrrell, Brabham, Surtees and other teams started using the new damper designed by Zuijdijk and Richten. Zuijdijk worked within the research department on a Koni Gas hydraulic Self Leveling Suspension system for the Porsche 911 and Ferrari 365 2+2 especial tuning the ride and handling of the system. The Leveling system using suspension movement to activate the pump action providing lift to carry the variable weight of the car. In 1972, Jan Zuijdijk moved to the United States of America working with the Koni importer in the function of Chief Engineer and became directly involved with the American Racing series of which there are many and diverse series, soon the Zuijdijk prepared Koni dampers dominated the Indy car series. In 1978, Zuijdijk accepted the function of Director of Engineering and Racing services, responsible for product development for the North American and Canadian market, organizing racing service throughout the country at Koni America in Culpeper V.A. In 1988, Zuijdijk resigned from Koni and continued to work as consultant to racing teams in the USA. In 1989, He worked with the Patrick racing team, designing suspension components

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This book explains the influence of damping on the ride and handling of race and sports cars. The author deals with the myths about damping, explaining the correlation between laws of physics and damping design, showing that there is nothing mysterious about the way dampers work or damping forces can be manipulated. If the tire is the most important part transmitting engine power to the pavement, an integrated damping/suspension system is the second most important component between engine power and road surface. Over the last decades, suspension design and tuning has become one of the most important reasons for success on the race track. One of the most significant achievements of the author has been the realisation that the unsprung mass is a greater disturbing factor for good handling than the sprung mass of a car. The author describes the observations leading to this breakthrough in modern suspension tuning and the excellent results in racing.

- Sales Rank: #1927232 in Books
- Brand: Brand: AuthorHouse
- Published on: 2013-03-25
- Released on: 2013-03-25
- Original language: English
- Number of items: 1
- Dimensions: 9.00" h x .58" w x 6.00" l, .75 pounds
- Binding: Paperback
- 228 pages

Features

- Used Book in Good Condition

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Most helpful customer reviews

11 of 12 people found the following review helpful.

Lacking Substance

By Graham Gillies

I was expecting a lot more from this book and was sorely disappointed by it.

Given that the author has so much expertise in the field, I was hoping for some concrete examples, more information on actual settings to use, more in-depth troubleshooting tips, some practical real World setup information and there was almost none. What there WAS, was some technical insight into how dampers work, the history of their development, some personal anecdotes from the author, but almost nothing that could be of value to anyone looking for help on how to set up their suspension and dampers etc.

As the other review says, I am appalled by the complete lack of proofreading that went into this book. The number of misspellings, typographical errors, grammatical slip-ups and overall lack of attention to detail is unforgivable. The publisher really needs to hire someone that understands the concept of proofreading, syntax, spelling and English grammar, because this is by FAR the worst book I have ever read in that regard.

Overall, definitely NOT recommended unless you are more interested in a lightweight history of the damper than you are in the everyday practical setup of your suspension and handling.

6 of 6 people found the following review helpful.

Good information, poorly presented

By DNV

Parts of this big are definitely worth reading, and other parts are worth skipping over. Jan clearly (repetitively) states his philosophy on damper tuning but does not prove it sufficiently. I believe in his philosophy, based on my own experience, but I expected more calculations from him to complete his teachings (preferably clearly laid out). I would say that you need a basic understanding of the effects of damping in vehicle dynamics to catch Jan's train of thought, so it's not a book for beginners, even if complex formulas and calculations are not present.

I did find it hard to read as it appears that no one has proof read it, and his english is generally bad. But, he's Dutch and it's to our advantage that he has chosen to share his experiences in English, so I can accept his efforts. The language becomes much more acceptable when the text switches from technical description to anecdotes - it brings his personality out.

I will probably not read this book twice, but I am glad that I have read it once.

5 of 5 people found the following review helpful.

Zuijdijk reveals the truth about racing dampers.

By Attavit Ansvananda

Jan Zuijdijk is the expert in this field. He reveals a lot of his experience working in racing dampers which contradicts to what people has believed for ages. The book explains the working principles of dampers, i.e. twin-tube, mono-tube, mono-tube with sub-tank, mono-tube with sub-tank and compression valving, and their adjustables to improve the handling of the race cars. This could be the first book to my knowledge to explain

about the importance of bump damping which has the greater effect in handling than rebound damping. Additionally, the gas adjusting is also explained in both principle and application.

The downsides of the book are:

1. It has some repetition from chapter to chapter.
2. The dynamometer graphs and dampers illustrations are not clear, especailly the graph from damper dynamometer.
3. There are so many English mistyping, almost every page. Someone should have proof-read before it was published.

Apart from those downsides, I would give 5 stars in this book.

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