



Vehicle Dynamics and Damping: First Revised Edition

By Jan Zuijdijk

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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.

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Editorial Review

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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