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Store all the answers in your hip pocket! This handy pocket guide written by racing professional Carroll Smith suggests realistic solutions to common race car handling problems. Formatted listing causes and possible effects, and problems and possible causes. Spiralbound, 3 1/2"x 7 3/4", 32 pgs.' This book constitutes the refereed proceedings of the 16th Australian Conference on Artificial Intelligence, AI 2003, held in Perth, Australia in December 2003. The 87 revised full papers presented together with 4 keynote papers were carefully reviewed and selected from 179 submissions. The papers are organized in topical sections on ontologies, problem solving, knowledge discovery and data mining, expert systems, neural network applications, belief revision and theorem proving, reasoning and logic, machine learning, AI applications, neural computing, intelligent agents, computer vision, medical applications, machine learning and language, AI and business, soft computing, language understanding, and theory. A guide to setting up your car for maximum handling performance on the street or strip. This instructional handbook shows readers how to set up their street machine chassis for high performance street or amateur drag strip racing. Not only are chassis and suspension the most popular types of modification, but their technology is constantly evolving. It offers the latest techniques for maximizing car performance on streets and strips. This definitive guide includes in-depth sections on chassis fabrication, rear axle selection and setup, rear and front suspension, shocks and springs, brakes, steering, and wheels and tires. Maurice Olley, one of the great automotive design, research and development engineers of the 20th century, had a career that spanned two continents. Olley is perhaps best known for his systematic approach to ride and handling. His work was so comprehensive that many of the underlying concepts, test procedures, analysis, and evaluation techniques are still used in the auto industry today. Olley's mathematical analyses cover design essentials in a physically understandable way. Thus they remain as useful today as when they were first developed. For example, they are easily programmed for study or routine use and for checking the results of more complex programs. Chassis Design – Principles and Analysis is based on Olley's technical writings, and is the first complete presentation of his life's work. This new book provides insight into the development of chassis technology and its practical application by a master. Many examples are worked out in the text and the analytical developments are underpinned by Olley's years of design experience. COMPLETE CONTENTS Maurice Olley – his life and times Tyres and steady–state cornering – slip angle effects (primary) Steady–state cornering– steer effects (secondary) Transient cornering Ride Oscillations of the unsprung Suspension linkages Roll, roll moments, and skew rates Fore–and–aft forces Leaf springs – combined suspension spring and linkage Appendices Comprehensive and well–illustrated with over 400 figures and tables, as well as numerous appendices. This book details how to design, build, and setup the chassis and suspension for road race and stock cars. Includes chassis dynamics, spring and shock theory, front and rear suspension geometry, real world racing aerodynamics, steering systems, racing chassis software and all you need to know to set you chassis up to win races. A thorough study of the principles and main types of chassis design and the considerations involved in its construction The Lola T70 was the car that Eric Broadley wanted to build for Ford instead of the GT40. He thought the GT40 too conservative in specification for a state-of-the-art sports racing car, so he split with the giant corporation to build the T70 under the aegis of his own company: Lola. Immediately successful, the T70 carried John Surtees to the Championship in the 1966 Can-Am series. The cars were also very successful in Group 7 races until the series ended in 1966, by which time the likes of Denny Hulme, David Hobbs and Brian Redman had all driven T70s to victory. Under continuous development until the Mk IIIb Coupé of 1969, the T70 was never a great endurance racer but achieved major successes in shorter events such as the TT and Martini races. Today, the T70 is a leading force in historic racing. Over many years, John Starkey – T70 owner and ex-Curator of the famous Donington racing car collection – has compiled a huge amount of information on the cars and interviewed many past and present owners and drivers about their experiences with the T70. Uniquely, this book contains the history and specification – where known – of each individual T70 chassis. Available again after an absence of several years, here is the definitive development and racing history of the Lola T70. The design and evolution of the backbone of any race car -- its chassis -- is covered here in thorough detail. While technical and of great value to racers and race car builders, this book is also of value to racing enthusiasts who want to better understand race car technology. Aird covers the evolution of chassis designs and explains how each design is best-suited for a specific style of race car and its internal center of gravity placement, load transfer, and weight distribution. This invaluable handbook on the structural design and science behind the race car chassis includes sections on materials and structures, structural loads, a brief overview of suspension and chassis design, multi-tube and space frame chassis, joining ferrous metals, stressed skin construction, and joining light alloys. The Full Course RCT book will help you avoid the trial-and-error approach to chassis setup. It will teach you sound, proven technology that is both easy to understand and easy to use, so you can set up your race car in the shop and see the positive results on the track immediately,

with very little tweaking. What follows is a common-sense approach to chassis setup, vehicle dynamics and race-car design, founded on solid engineering theory. However, you will need to have an open mind, and be willing to accept new ideas that may go against previous chassis setup thinking. Just to make it clear, the technology presented here applies to all race cars, from quarter midgets to Formula One and everything in between. This book tends to lean towards stock car racing because it represents most of the world's automobile racing. But know that not only will be useful for all forms of circle track racing from asphalt types to dirt cars, a great deal of the technology applies to all race cars. Automotive technology. The first book to summarize the secrets of the rapidly developing field of high-speed vehicle design. From F1 to Indy Car, Drag and Sedan racing, this book provides clear explanations for engineers who want to improve their design skills and enthusiasts who simply want to understand how their favorite race cars go fast. Explains how aerodynamics win races, why downforce is more important than streamlining and drag reduction, designing wings and venturis, plus wind tunnel designs and more. In most forms of racing, cornering speed is the key to winning. On the street, precise and predictable handling is the key to high performance driving. However, the art and science of engineering a chassis can be difficult to comprehend, let alone apply. Chassis Engineering explains the complex principles of suspension geometry and chassis design in terms the novice can easily understand and apply to any project. Hundreds of photos and illustrations illustrate what it takes to design, build, and tune the ultimate chassis for maximum cornering power on and off the track. Hand-selected by racing engineer legend Carroll Smith, the 28 SAE Technical Papers in this book focus on the chassis and suspension design of pure racing cars, an area that has traditionally been - farmed out - to independent designers or firms since the early 1970s. Smith believed that any discussion of vehicle dynamics must begin with a basic understanding of the pneumatic tire, the focus of the first chapter. The racing tire connects the racing car to the track surface by only the footprints of its four tires. Through the tires, the driver receives most of the sensory information needed to maintain or regain control of the race car at high force levels. The second chapter, focusing on suspension design, is an introduction to this complex and fascinating subject. Topics covered include chassis stiffness and flexibility, suspension tuning on the cornering of a Winston Cup race car, suspension kinematics, and vehicle dynamics of road racing cars. Chapter 3 addresses the design of the racing chassis design and how aerodynamics affect the chassis, and the final chapter on materials brings out the fact that the modern racing car utilizes carbon construction to the maximum extent allowed by regulations. These technical papers, written between 1971 and 2003, offer what Smith believed to be the best and most practical nuggets of racing chassis and suspension design information. At the time, little was recorded about the activities of Alfa Romeo's World Championship-winning Sports Racing car, the Tipo 33. The model had a long career, as a factory car as well as in private hands from 1967 until 1977. Great Italian motorsport engineer Carlo Chiti designed and ran a prolific number of different models of the Tipo. Unfortunately, nothing of the history of these developments was documented at the time, but the author has managed, after intense investigation and numerous personal interviews, to uncover much about this marvelous sports prototype. This book details how to design, build, and setup the chassis and suspension for road race and stock cars. Includes chassis dynamics, spring and shock theory, front and rear suspension geometry, real world racing aerodynamics, steering systems, racing chassis software and all you need to know to set you chassis up to win races. This set includes Race Car Vehicle Dynamics, and Race Car Vehicle Dynamics - Problems, Answers and Experiments. Written for the engineer as well as the race car enthusiast, Race Car Vehicle Dynamics includes much information that is not available in any other vehicle dynamics text. Truly comprehensive in its coverage of the fundamental concepts of vehicle dynamics and their application in a racing environment, this book has become the definitive reference on this topic. Although the primary focus is on the race car, the engineering fundamentals detailed are also applicable to passenger car design and engineering. Authors Bill and Doug Milliken have developed many of the original vehicle dynamics theories and principles covered in this book, including the Moment Method, "g-g" Diagram, pair analysis, lap time simulation, and tyre data normalization. The book also includes contributions from other experts in the field. Chapters cover: *The Problem Imposed by Racing *Tire Behavior *Aerodynamic Fundamentals *Vehicle Axis Systems and more. Written for the engineer as well as the race car enthusiast and students, the companion workbook to the original classic book, Race Car Vehicle Dynamics, includes: *Detailed worked solutions to all of the problems *Problems for every chapter in Race Car Vehicle Dynamics, including many new problems *The Race Car Vehicle Dynamics Program Suite (for Windows) with accompanying exercises *Experiments to try with your own vehicle *Educational appendix with additional references and course outlines *Over 90 figures and graphs This workbook is widely used as a college textbook and has been an SAE International best seller since its introduction in 1995. To make your car handle, design a suspension system, or just learn about chassis, you'll find what you need here. Basic suspension theory is thoroughly covered: roll center, roll axis, camber change, bump steer, anti-dive, ride rate, ride balance and more. How to choose, install and modify suspensions and suspension hardware for best handling: springs, sway bars, shock absorbers, bushings, tires and wheels. Regardless of the basic layout of your car—front engine/rear drive, front engine/front drive, or rear engine/rear drive—it is covered here. Aerodynamic hardware and body modifications for reduced drag, high-speed stability and increased cornering power: spoilers, air dams, wings and ground-effects devices. How to modify and set up brakes for maximum stopping power and handling. The most complete source of handling information available. "Suspension secrets" explained in plain, understandable language so you can be the expert. Dialogue between one of the world's most experienced racing car designers and a technical author-graduate engineer on the theory and technique of racing car design and development. Contents include: The anatomy of a racing car designer; biography of Len Terry; description of nearly 30 Terry designs from clubman's sports car to Indianapolis winner; a blank sheet of paper; handling characteristics; the theoretical aspects; oversteer and understeer; practical implications; structural considerations; space-frames and monocoques; the cockpit area; the structural engine; progress and legislation; suspension; changing needs and layouts; the torsion bar; self-levelling systems; anti-dive and anti-squat; progressive-rate springing; stiffness/weight ratio; brakes, wheels and tires; influence of smaller wheels; twin-disc brake systems; attention to details; low-profile tire phenomena; aerodynamics; wings and things; intake ram effect; ground effect vehicles; the cooling system; radiator location; cooling the oil; safety and comfort; primary and secondary safety; driver comfort; materials; components-ball joints, batteries, brakes, clutches, dampers, drive-shafts, electrics, flexible bearings, flexible fuel cells, gearshift linkages, instruments, non-return valves, non-spill fuel fillers, oil and fuel pipes, Perspex mouldings, radiators, springs and steering gear; design versus development; the competition-nine other racing car designers discussed; future developments. Powered by Porsche – the Alternative Race Cars is a thorough and fascinating account of the racing cars that were powered by Porsche engines, but where the chassis and development of the car was carried out by others. The Porsche company in

Zuffenhausen, Germany, can probably be said to be the most successful marque ever for victories in the motor racing scene. Likewise many firsts in innovation have come with the name Porsche attached. Many major racing car producers such as Elva, Lotus, Lola, or March, as well as many smaller independents, at some time featured a Porsche engine in their chassis. Demand for the services and supply of cars, chassis, and parts from Porsche, often outstripped their ability to deliver during the late '70s to early '80s. With many new projects in the rapidly expanding Porsche organisation, race car projects had to be prioritised. This would lead to the creation of the replicas, as opposed to the factory-built works race cars, and even Porsche was building 'replica' 935s to supply to clients, continuing into the 962 era. In turn, a whole new, highly specialised, high quality industry grew up to meet the demand for Porsche-powered racers. In this fascinating book we meet the racing cars, the teams and the people who turned to Porsche to utilise the power from, perhaps, the greatest of all engine makers. This is thought to be first book on the subject, covering the entire history of Porsche engines, detailed engine specifications, non-Porsche chassis, and race details, as well as team histories with anecdotes from drivers. It is illustrated with many previously unpublished photos, and provides fascinating reading for all racing fans, as well as Porsche enthusiasts. Learn everything you need to know about winning in this hands-on guide, which features the latest stock car racing chassis and suspension technology. Subjects covered include: roll centers, chassis setup, racing shocks, aerodynamics, springs, steering systems, rear geometry, brakes, testing procedures, design priorities, chassis dynamics, bump steer, weight transfer, camber/caster/Ackermann, racing software and instructions. In general terms, drag racing is the fastest form of motor racing; within drag racing, Top Fuel is the fastest of the classes. Top Fuel has always been the leading class in terms of technology, cost, excitement, and speed. Over the years, technology has changed greatly. What started out as a flathead engine, four wheels, frame rails, and a steering wheel has morphed into technological wonders producing horsepower figures in the thousands and running supercharged nitromethane cars over the quarter-mile in the 4-second range. Industry legend and veteran journalist Steve Reyes was there through all the technological changes; he has the photos, anecdotes, quotes, and tales of the era. He discusses it all, including the experimentation that led to incredibly exciting racing and wild mishaps. Join him in the pages of this book where he shares all the stories of this incredible racing era. A guide to setting up your car for maximum handling performance on the street or strip. This instructional handbook shows readers how to set up their street machine chassis for high performance street or amateur drag strip racing. Not only are chassis and suspension the most popular types of modification, but their technology is constantly evolving. It offers the latest techniques for maximizing car performance on streets and strips. This definitive guide includes in-depth sections on chassis fabrication, rear axle selection and setup, rear and front suspension, shocks and springs, brakes, steering, and wheels and tires. This collection of technical articles from Stock Car Racing and Circle Track magazine will give the amateur stock car racer a guide to setting up his or her car for racing. This book taps into the weekend racers quest for a proven information about a stock car chassis set-up. With the right chassis settings, these racers can bring home trophies and cash. Without it, they will find themselves in the back of the pack fighting an evil-handling race car. The book includes crucial advice and information on suspension and preliminary set-up adjustment, weight balance, and castor and camber adjustments and it explains the critical factors that contribute to optimum mechanical grip. A vital reference for racers and an insightful look at how race cars work, this title will appeal to stock car racers and fans alike. Build a roadworthy two-seater open sports car for a fraction of the cost of a kit car! Using standard tools, basic skills and low-cost materials, this volume shows you how to make the chassis, suspension and bodywork, and advises you on how to modify and use inexpensive but serviceable mechanical components. Contains sections on improving handling, information on how to get through the Single Vehicle Approval test, and builders' own stories. The volume will include selected and reviewed papers from CONAT - International Congress of Automotive and Transport Engineering to be held in Brasov, Romania, in October 2016. Authors are experts from research, industry and universities coming from 14 countries worldwide. The papers are covering the latest developments in automotive vehicles and environment, advanced transport systems and road traffic, heavy and special vehicles, new materials, manufacturing technologies and logistics, accident research and analysis and innovative solutions for automotive vehicles. The conference will be organized by SIAR (Society of Automotive Engineers from Romania) in cooperation with FISITA. The all-color practical Build Your Own Sports Car provides all the information needed to build a road-going two-seater, open-top sports car on a budget, using standard tools, basic skills and low-cost materials. The down-to-earth text clearly explains each step along the road to producing a well-engineered, high-performance sports car, providing a learning experience in engineering and design - and opening up a whole new world of fun motoring. The Haynes Roadster, which has fully independent rear suspension, has been designed with the aid of CAD software to develop the chassis and suspension, resulting in a car with performance and handling to challenge many established kit cars and mainstream sports cars. The design is intended to make use of components sourced primarily from a Ford Sierra donor, although alternative donors are mentioned. The latest in the Exceptional Cars series tells the story of one of the two cars bought by The Automovil Club Argentino (ACA). Painted in the bright blue and yellow Argentine racing colours, 1600 was to play an important role in the Argentine team's international expeditions to Europe. Fangio won two races in the car, the most important being at Pau in 1950, where he repeated his win in the ACA sister car a year earlier. As well as a detailed chronicle of the car's highs and lows, the text includes profiles of the drivers who raced in 1600 and a personal account of driving and running the car by a former owner who describes the daunting task of re-creating a Maserati 4CLT engine from scratch. Updated with nearly 60 percent new material on the latest racing technology, this book details how to design, build, and setup the chassis and suspension for road race and stock cars. Includes chassis dynamics, spring and shock theory, front and rear suspension geometry, real world racing aerodynamics, steering systems, racing chassis software and all you need to know to set you chassis up to win races. Based on the principles of engineering science, physics and mathematics, but assuming only an elementary understanding of these, this textbook masterfully explains the theory and practice of the subject. Bringing together key topics, including the chassis frame, suspension, steering, tyres, brakes, transmission, lubrication and fuel systems, this is the first text to cover all the essential elements of race car design in one student-friendly textbook. It avoids the pitfalls of being either too theoretical and mathematical, or else resorting to approximations without explanation of the underlying theory. Where relevant, emphasis is placed on the important role that computer tools play in the modern design process. This book is intended for motorsport engineering students and is the best possible resource for those involved in Formula Student/FSAE. It is also a valuable guide for practising car designers and constructors, and enthusiasts. A definitive history of Ford's Ferrari-beating GT40 sports racing car.

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