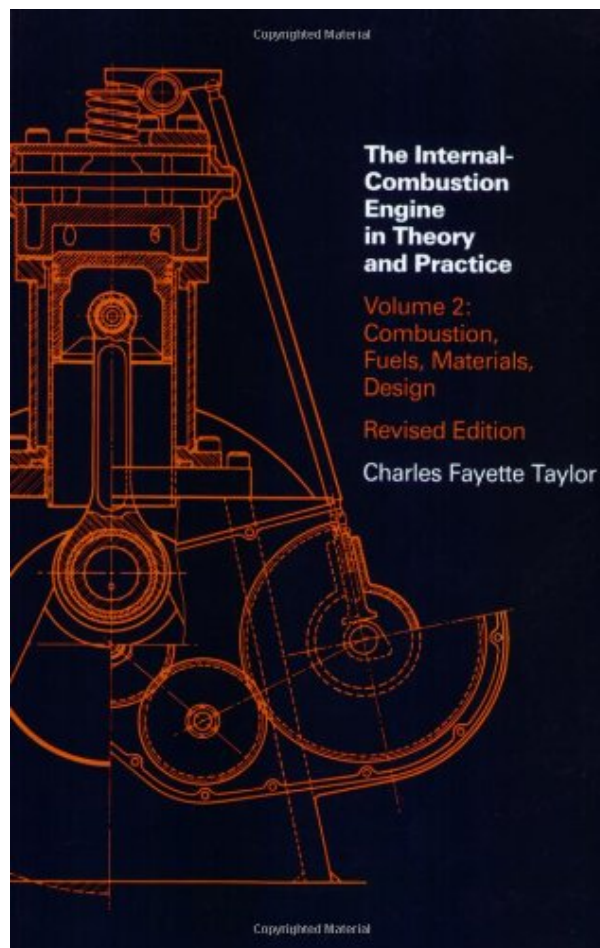
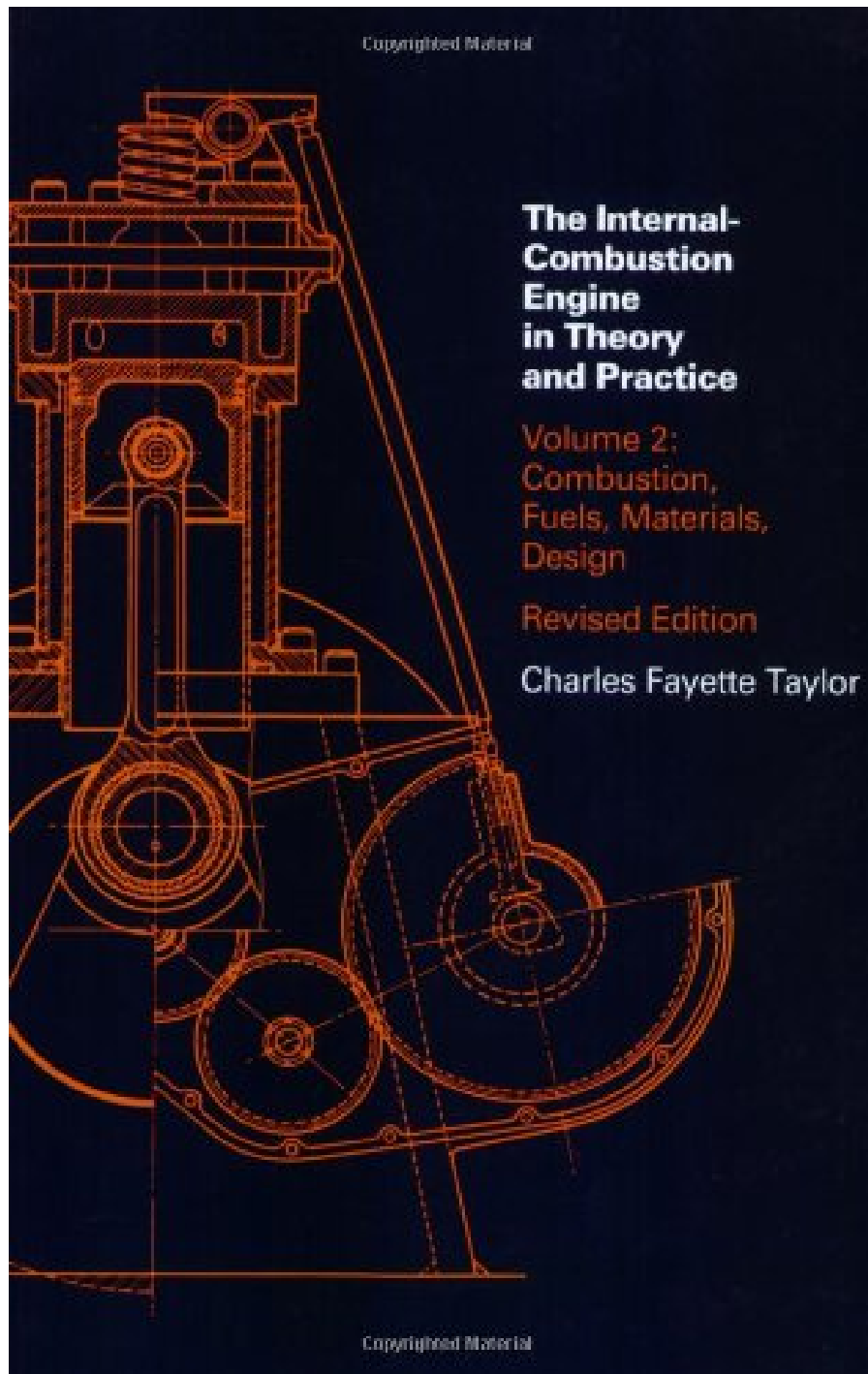


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About the Author

The late Charles Fayette Taylor was Professor of Automotive Engineering Emeritus at MIT. He directed the Sloan Automotive Laboratories at MIT from 1926 to 1960

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This revised edition of Taylor's classic work on the internal-combustion engine incorporates changes and additions in engine design and control that have been brought on by the world petroleum crisis, the subsequent emphasis on fuel economy, and the legal restraints on air pollution. The fundamentals and the topical organization, however, remain the same. The analytic rather than merely descriptive treatment of actual engine cycles, the exhaustive studies of air capacity, heat flow, friction, and the effects of cylinder size, and the emphasis on application have been preserved. These are the basic qualities that have made Taylor's work indispensable to more than one generation of engineers and designers of internal-combustion engines, as well as to teachers and graduate students in the fields of power, internal-combustion engineering, and general machine design. Charles Fayette Taylor is Professor of Automotive Engineering Emeritus at MIT. He directed the Sloan Automotive Laboratories at MIT from 1926 to 1960

- Sales Rank: #108166 in Books
- Published on: 1985-03-19
- Original language: English
- Number of items: 1
- Dimensions: 9.25" h x 1.31" w x 6.00" l, 2.39 pounds
- Binding: Paperback
- 800 pages

About the Author

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Be aware that the book does not use international standards for the units.

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The book is as good as all reviews here claims but be aware that it is written with English units. It is not a problem but it would be nice to have an edition with the International standards.

19 of 19 people found the following review helpful.

still a classic, but where is a 3rd edition?

By W Boudville

Sadly there will be no 3rd edition by Taylor. He died in 1996, at the age of 102. These volumes remain classics. Written by a person whose life spanned most of the development of the internal combustion engine, and who worked for the Wright brothers.

The book gives an excellent education in the basic physics of the engine. Nor does the book confine itself to a strict 4 stroke engine. It also covers the two stroke engine, typically found in motorcycles and lawnmowers. The comparison between the 4 and 2 stroke designs are especially illuminating. It gives you an idea of the defining properties of both, and their relative limitations.

Perhaps Taylor's estate can find someone suitably talented to co-author a third edition. The second edition dates from 1985, and there have been improvements in this field. Somewhat modest perhaps, but the progress of time makes those changes sufficient to deserve recognition in a book of this repute. Plus, the currently perceived high price of petrol is leading to investigations of improved engine performance, be this in such areas as fuel mixtures or mechanical configuration. Another incentive to update the text.

1 of 1 people found the following review helpful.

I was fortunate to submit to 4 universities an important question with ...

By Bob Whitmore

I was fortunate to submit to 4 universities an important question with my solution. I opened the mail one day to find the letter from Professor Charles F. Taylor. Taylor included his phone number so I called him. Due to talking to him, I purchased from him his first volume, hard bound.

Anyway, his book inspired me a lot of times. I thought I got it in 1961 but perhaps it was 1960. He told me then he was writing volume 2 but I did not find out till today it came out. At my age, I probably won't indulge. But the book is fabulous. Others gave some of the details so you read them. But doesn't it inspire you when a famous professor takes the time to write back to you? I did not learn he lived to 102.

Others did not mention what he wrote also about fuels. At least I have not seen it said. I think for those not understanding the math, they can certainly ask those who do the math for help. Do not let the complexity of the book prevent you from owning a copy by a master.

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