



EAEC

Issue 1 • February 2009

news

Newsletter to the Members of
EAEC Automotive Engineers' Societies

Dear President,
Dear Secretary,
Dear Members of the national EAEC Societies,

I intend to start again with the **EAEC Newsletters**. This form of information has an old tradition. In the time before the intensive use of e-mail correspondence, there were printed folders of EAEC Newsletters distributed quarterly to the member societies.

It was before my time and I could not really find out when this activity started and when it ended.

In order to continue this former successful tradition, I am using the same layout of the printed newsletter in this electronic version.

The new EAEC Newsletters will be distributed at anomalous time intervals, with a minimum of four times a year, when interesting and useful information is available.

In this very first Newsletter information is being given about the FISITA and EAEC main events, **FISITA 2010** and **EAEC 2009** as well about the large number of local European automotive events of the first half of 2009.

In order to express the family character of EAEC, I am reporting about the 80th birthday of Prof. Fiala, a prominent person in the automotive community as a scientist, university professor and industrial leader.

In this respect, I would like to ask you about special occasions in your society or in the automotive world in your country, which is worth being announced.

The *"historic corner"* should inform about some interesting historic vehicles and former automotive developments

The Newsletters are not only for the information of the staff of the national society but should also be information for the individual members.

Suggestions, corrections and new ideas to the content and layout of the new Newsletters are very welcome.

Brigadier ret. Prof. Günter Hohl
EAEC President
Vice President FISITA Europe

The main events of EAEC are the biannual EAEC Congresses.
Please support the



Europe in the Second Century of Auto-Mobility

29 June to 1 July 2009
Bratislava, Slovakia

The biennial EAEC Congress provides excellent opportunities for automotive experts to present their latest results and to exchange information in the field of the automotive and related industries.

The 12th EAEC European Automotive Congress Bratislava will take place at Crowne Plaza Bratislava, a first class deluxe hotel, combining the best central location with comfortable accommodation, modern conference facilities and superb cuisine. The Hotel is situated in the heart of the city - opposite the Presidential Residence, within the pedestrian zone and only a few minutes walking distance to the famous Bratislava Castle.

Easy to reach, within 10 km distance from Airport in Bratislava, or 50 km distance from Airport in Vienna, it is the best location for the congress.

Please find all details concerning the programme and registration on the Congress website:

<http://www.eaec2009.com>

Next year there is another important automotive meeting:



Automobiles and Sustainable Mobility

The biennial FISITA Congress provides excellent opportunities for automotive experts to present the latest technologies and to exchange information in the field of automotive and related industries.

In cooperation with FISITA, GTE has embarked on a number of activities to ensure that it holds a successful conference.

The goal is to make the FISITA 2010 Congress a forum for the latest achievements of the automotive industry.

Abstracts for technical papers on any of the Congress Topics are now accepted.
The deadline for abstract submission is 30 June, 2009

To submit a paper for the congress, please register at the Authors Area.

<http://www.fisita2010.com/authors>



List of the local automotive events in Europe:

The list of automotive events in the first half of 2009 are based on information from the national European Societies and from information of automotive organisations I received directly.

In the case there are more events in your country which are not on the list please let me know and will distribute the updated list again to all Member Societies directly or via the next Newsletter. Also congresses, conferences, workshops or symposia, which are held in the language of your country, will be announced and mentioned on the list. All European events will be put into the EAEC home page.

79th International Motor Show

Venue: Geneva, Switzerland

Organiser: Comité Permanent du Salon International de l'Automobile h 2009
3 -15 March 2009

Website: <http://www.salon-auto.ch/en/>

IAMF 2009 - Energy for transportation 2050

Venue: Geneva, Switzerland

Organiser: Geneva Palexpo

10 - 12 March 2009

Website: <http://www.iamf.ch>

9th International Automobile Recycling Congress

Venue: Munich, Germany

Organiser: ICM AG

11 - 13 March 2009

Website: <http://www.icm.ch/>

VDI-Fachtagung „Elektrische Energiespeicher – Schlüsseltechnologie für energieeffiziente Anwendungen“

(Conference Language: German / no simultaneous translation)

Venue: 25. und 26. März 2009 Fulda, Germany

Organiser: VDI Wissensforum

25. - 26. March 2009

Website: <http://www.vdi.de/elektrischespeicher>

4th International Workshop - Traffic management in alpine roads and tunnels for mobility and safety: future perspectives

Venue Susa (TO), Italy - CONSEPI Autoporto MotorOasi

Organiser: ATA

2 April 2009

Website: <http://www.ata.it/en/convegni/calendario/futuri/>

22nd JUMV International Automotive Conference

Venue: Belgrade, Serbia

Organiser: JUMV

14 - 16 April 2009

Website: <http://nmv2009.celtdevel.com>

9th European All-Wheel Drive Congress Graz 2009

A future with all-wheel drive? All-wheel drive with future?

(Congress under EAEC Patronage)

Venue: Stadhalle Graz, Graz, Austria

Organiser: Magna Powertrain & MAGNA STEYR

18 – 19 April 2009

Website: <http://www.awdcongress.com>

2nd Workshop

Le lavorazioni meccaniche

Venue: Torino, Italy, Torino Incontra Conference Centre

Organiser: ATA

22 April 2009

Website: <http://www.ata.it/en/convegni/calendario/futuri/>

2nd International Conference/Car Design – Towards higher challenges

Venue: Torino, Italy, Torino Incontra Conference Centre

Organiser: ATA

4-5 May 2009

Website: <http://www.ata.it/en/convegni/calendario/futuri/>

30th International Vienna Motor Symposium

Venue: Viena, Hofburg, Austria

Organiser: ÖVK

7 – 8 May 2009

Website: <http://www.oevk.at/>

Injection Systems for IC Engines: Combustion Engine & Fuels Group Conference

London, United Kingdom

Organiser: IMechE

13 - 14 May 2009

Website: <http://www.imeche.org>

Low-Carbon Vehicles 2009

Venue: London, United Kingdom

Organiser:

20 - 21 May 2009

Website: <http://www.imeche.org>

Commercial Vehicles 2009

Venue: Neu-Ulm, Germany

Organiser: VDI-FVT

27 - 28 May 2009

Website: <http://www.vdi-wissensforum.de>

Braking 2009

Venue: York, United Kingdom

Organiser: IMechE

9 - 10 June 2009

Website: <http://www.imeche.org>

ESV 2009

Venue: Stuttgart, Germany

Organiser: Federal Highway Research Institute (BASt), Germany

5 - 18 June 2009

Website: <http://www.esv2009.com/>

3rd International Conference/Hybrid, electric and fuel-cell propulsion systems

Venue: Torino, Italy, Torino Incontra Conference Centre

Organiser: ATA

Mid June 2009

Website: <http://www.ata.it>

EAEC 2009

Venue: Bratislava, Slovak Republic

Organiser: SAITS

29 June - 1 July 2009

Website: <http://www.eaec2009.com>

Special Birthday

Professor Dr.-Ing. Ernst Fiala celebrated his 80th birthday on 2 September 2008. He studied mechanical engineering in Vienna and obtained his PH.D. in 1959. After working as designer of the passenger car superstructures development at Daimler Benz AG, he was appointed in 1963 as a full professor of the Institute for Motor Vehicles in Berlin, which he led until 1970. Afterwards he took over the leading function in the central research department of Volkswagen AG, where he was active from 1973 to 1988 as executive for research and development. Since his 60th birthday, he has given lectures until now at the Technical University of Vienna on the subject "Interrelations between Humans and Vehicle".



He has initiated more than 100 patents, is the "father" of numerous power train innovations and many scientific publications. Some of his outstanding achievements were the development of the "Golf" model, the security concepts, the diesel engine in the "Golf" class, the search for alternative energies, the study of the bio mechanics, the ecological total balance of a vehicle and much more besides. Professor Fiala has received numerous national and international honours. The list of the technical and scientific publications goes into the hundreds.

In all his activities, Prof. Fiala has shown extraordinary engineering and leadership competence. The Technical University of Vienna honoured its Honorary Prof. Fiala on 3 September 2008 with a ceremonial act, where prominent experts presented his life and spoke about themes related to the fields of his activity. The highlight was Prof. Fiala's own humorous presentation of about "*unconventional*" ideas.

The Historic Corner

The automobile as we know it was not invented in a single day by a single inventor. The history of the automobile reflects an evolution that took place worldwide. It is estimated that over 100,000 patents created the modern automobile. However, we can point to the many firsts that occurred along the way. The first theoretical plans for a motor vehicle had been drawn by both Leonardo da Vinci and Isaac Newton.

In 1769, the very first self-propelled road vehicle was a military tractor invented by French engineer and mechanic, Nicolas Joseph Cugnot (1725 - 1804). Cugnot used a steam engine to power his vehicle, built under his instructions at the Paris Arsenal by mechanic Brezin. It was used by the French Army to haul artillery at a whopping speed of 2 1/2 mph on only three wheels. The vehicle had to stop every ten to fifteen minutes to build up steam power. The steam engine and boiler were separate from the rest of the vehicle and placed in the front (see engraving above). The following year (1770), Cugnot built a steam-powered tricycle

In 1771, Cugnot drove one of his road vehicles into a stone wall, making Cugnot the first person to get into a motor vehicle accident. This was the beginning of bad luck for the inventor. After one of Cugnot's patrons died and the other was exiled, the money for Cugnot's road vehicle experiments ended.



Steam engines powered cars by burning fuel that heated water in a boiler, creating steam that expanded and pushed pistons that turned the crankshaft, which then turned the wheels. During the early history of self-propelled vehicles - both road and railroad vehicles were being developed with steam engines. (Cugnot also designed two steam locomotives with engines that never worked well.) Steam engines added so much weight to a vehicle that they proved a poor design for road vehicles; however, steam engines were very successfully used in locomotives.

His development was so impressive that the French King Louis XV awarded him an annual pension. At the beginning of the French Revolution his pension expired and he emigrated to Brussels where he lived in poverty. Shortly before his death Napoleon encouraged him to return to Paris.

Historians, who accept that early steam-powered road vehicles were automobiles, feel that

Nicolas Cugnot was the inventor of the first automobile.

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(In alphabetic order of the countries)

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