



EAEC

ISSUE 4 • May 2009

news

Newsletter to the Members of
EAEC Automotive Engineers' Societies

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

In the fourth EAEC Newsletter, I am continuing with new services for the European Member Societies and for their members: The "*Post Congress Information*". This column provides information about the meetings after they have happened, e.g., about the number of participants, about the contents and how the proceedings are available.

In this Newsletter, there is no special birthday of one of our prominent members of the national EAEC Societies nor of the automotive world.

But I can announce that **Prof. Lenz** received an honorary award from the "*Community of Interest of the Austrian Motor Journalists*".

Prof. Bruno O. Braun was re-elected as VDI-President.

I would like to ask you again to give me information with pictures; if possible, about special occasions in your society or in your country, like special birthdays, anniversaries or occasions as mentioned above. I will put this in the next issue.

The new user-friendly outfit and contents of our EAEC Magazine "**Automotive Engineer**" are presented.

On the page "*Automotive Literature*", I have a lack of new information about technical search machines in the EAEC Member Countries. I am sure that many technical universities or other relevant institutions have data bases on technical, and thus on automotive literature. In this respect, I would like to ask you to inform me about such possibilities.

The FISITA Bookstore is also an excellent opportunity to be informed about automotive literature. A link to this bookstore is mentioned in this issue.

The "*Historic Corner*" continues the successful development of steam vehicles designed by Walter Hancock.

The additional events, which are not mentioned in the previous issues, are marked with an asterisk *. I would like to ask you to check the list and in case there are more events which are also being held in the language of your country, please inform me and send me the corresponding website.

May I put your attention to the **FISITA 2010** and the **EAEC 2009 Congress**.

In this Newsletter, please find more information about these two events.

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 the Crowne Plaza Hotel in Bratislava. It is 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 and is the best location for the congress.



Crowning church of the Hungarian Kings



Crown Plaza Hotel; View from the Presidential Residence



Pictures from the historic centre of Bratislava

Bratislava is easy to reach, within 10 km distance from the airport in Bratislava, or 50 km distance from the airport in Vienna. From here (arrival level) there is a bus transfer to Bratislava bus terminal.

The first bus starts at 08:00 and the next ones start from 08:30 till 23:30 every hour. The transfer takes about one hour.

Another romantic way to travel from Vienna to Bratislava is to use the hydrofoil "Twin City Liner". This goes from the centre of Vienna to the centre of Bratislava. The travelling time is 1 hour and 15 minutes.

TWIN CITY LINER

Straight from
City Center to City Center
VIENNA-BRATISLAVA

TWIN CITY LINER facts & figures
Concessionaire & Operator: Central Danube Region Marketing & Development GmbH
Partner in operational business: DDSG Blue Danube Schifffahrt GmbH
Built by: Båtservice Mandal, Norway
Hull material: Aluminium
Year of construction: 2006 and 2008
Length: 33 m
Beam: 8,5 m
Draft: max. 0,85 m
Height: 40 t
Weight: 40 t
Total capacity: 126 persons
Crew: 5 persons
Propulsion: 2 MTU diesel engines + 2 Hamilton water jets
Power: 1960 HP (1.440 kW)
Max. Speed: 37 knots (69 km/h)
Flatscreens: 4
Sound system (incl. wireless microphone): aboard
Power connection: 240V, 380V

ÖSTERREICH SLOWAKEI
Wien Bratislava
60 km

BRATISLAVA Stadt Wien
CENTRAL DANUBE
FLORA TOUR & TRAVEL, s.r.o.
Bratislava
Tel.: +421 2 5441 1023 ; 5443 5803
Cell: +421 903 610 716
Email: twincityliner@floratour.sk
URL: www.floratour.sk

Phone-Booking: 0043-1-58880
Online: www.twincityliner.com

Travel time 75 mins ...
 ... center to center connection ...
 ... enjoy the sun on the lookout deck ...
 ... friendly crew ...
 ... cruising speed of 60 km/h ...
 ... enough space for 126 persons ...
 ... discovering city walks ...
 ... enjoyable Vienna ...
 ... big hit Bratislava ...
 ... romantic journey on the Danube ...

The Twin City Liner starts at 08:30, 12:30 and 16:30 and on Saturdays and Sundays also at 09:00.

For more information refer to the website:

<http://www.twincityliner.com/deutsch/fahrplan.shtml>

CONGRESS PROGRAMME

Monday, June 29						Tuesday, June 30					Wednesday, July 01					
8:00						ROOM 1	ROOM 2	ROOM 3	ROOM 4	ROOM 5	ROOM 1	ROOM 2	ROOM 3	ROOM 4	ROOM 5	8:00
8:30																8:30
9:00	OPENING SESSION					P05	P09	V05	V09	P13	P15	V15	V13	P17	T03	9:00
9:30																
10:00						10:15 -> Opening of ASCEE 2009					Coffee Break					10:00
10:30	Coffee Break															10:30
11:00	PLENARY SESSION					P06	P10	V06	V10	P14	P16	V16	V14	P18	T04	11:00
11:30																
12:00											Coffee Break					12:00
12:30	LUNCH					LUNCH					CLOSING CEREMONY					12:30
13:00																
13:30																13:30
14:00	Congress Exposition Visit															14:00
14:30						P07	P11	V07	V11	T01	ASCEE VISIT					14:30
15:00	P01	P03	V01	V03	FISITA EDU CONF											15:00
15:30																15:30
16:00	Coffee Break					Coffee Break										16:00
16:30											16:30					
17:00	P02	P04	V02	V04		P08	P12	V08	V12	T02	17:00					
17:30											17:30					
18:00											18:00					
18:30	ROOM 1	ROOM 2	ROOM 3	ROOM 4	ROOM 5	ROOM 1	ROOM 2	ROOM 3	ROOM 4	ROOM 5	18:30					
19:00	CONGRESS RECEPTION					EAEC GALA DINNER					Legend: P01-P18 POWERTRAINS V01-V16 VEHICLES T01 T04 SYSTEMS					19:00
19:30																19:30
20:00																20:00
20:30																20:30
21:00																21:00
21:30																21:30

Wednesday, July 01				Thursday, July 02				Friday, July 03					
8:00				EAEC_COUNCIL MEETING				8:00	POST CONGRESS VISITS				
8:30								8:30					
9:00	TATRA HOTEL			Coffee Break				9:00					
9:30								9:30					
10:00	AUTODAY2009 / TATRA			COMMITTEE_01	COMMITTEE_02	COMMITTEE_03	COMMITTEE_04	10:00					
10:30								10:30					
11:00								11:00					
11:30								11:30					
12:00	LUNCH			LUNCH				12:00					
12:30												12:30	
13:00	LUNCH			LUNCH				13:00					
13:30											13:30		
14:00	AUTODAY2009 / TATRA / FISITA COUNCIL MEMBERS			FISITA ExBo				FISITA COUNCIL MEETING		14:00			
14:30													14:30
15:00													15:00
15:30													15:30
16:00	TATRA HOTEL			COUNCIL DINNER						16:00			
16:30													16:30
17:00	DINNER_TATRA (AUTODAY, FISITA COUNCIL)			COUNCIL DINNER						17:00			
17:30													17:30
18:00	TATRA HOTEL			ROOM 5						18:00			
18:30										18:30			
19:00										19:00			
19:30										19:30			
20:00										20:00			
20:30										20:30			
21:00										21:00			
21:30										21:30			

NAMES OF SESSIONS (EACH INCLUDED 3 LECTURES & DISCUSSIONS)**1st DAY**

SESSION P01	"POWERTRAIN PERFORMANCE_1"
SESSION P02	"Engine Development (innovation)"
SESSION P03	"Powertrain and Gears_1"
SESSION P04	"Powertrain and Gears_2"
SESSION V01	"Busses & Trucks_1"
SESSION V02	"Busses & Trucks_2"
SESSION V03	"New Materials"
SESSION V04	"Environment & Vehicle Safety"

2nd DAY

SESSION P05	"Hybrid_1"
SESSION P06	"Hybrid_2"
SESSION P07	"Hybrid_3"
SESSION P08	"POWERTRAIN & COMBUSTION"
SESSION P09	"Engine & Fuels "
SESSION P10	"Engine & Emissions"
SESSION P11	"Gas Fuels_1"
SESSION P12	"Gas Fuels_2"
SESSION V05	"Busses & Trucks"
SESSION V06	"Passenger Cars"
SESSION V07	"Vehicle Systems_1"
SESSION V08	"Vehicle Systems_2"
SESSION V09	"Noise & Vibration _ VEHICLES"
SESSION V10	"Models & Vehicle Simulation"
SESSION V11	"Safety_1"
SESSION V12	"Safety_2"
SESSION P13	"Noise & Vibration _ Engines"
SESSION P14	"Engine & Ecology"
SESSION T01	"Production Process"
SESSION T02	"Production Technology"

3rd DAY

SESSION P15	"POWERTRAIN PERFORMANCE_2"
SESSION P16	"Fuels & Lubricants"
SESSION V15	"Brakes & Suspension_1"
SESSION V16	"Brakes & Suspension_2"
SESSION V13	"Recycling"
SESSION V14	"Dynamic Simulation"
SESSION P17	"Noise & Vibration"
SESSION P18	"Engine Parameters & Transport"
SESSION T03	"Standard & Regulations"
SESSION T04	"Information & Communication Systems "

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:



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 can now be accepted. The deadline for abstract submission has been extended to 15 July, 2009

To submit a paper for the congress, please register at the **Authors' Area**:

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

Important dates are:

Please note that the deadline for the submission of abstracts has been extended to

15 July 2009

30 September 2009

Notification to authors

31 October 2009

Publication of the Preliminary Programme & Registration Form

15 March 2010

Deadline for submission of final paper

30 May - 4 June 2010

FISITA 2010 Budapest

The Congress Topics are:

- A. Environmentally-friendly vehicles**
- B. Vehicle design and development**
- C. Test, simulation and calculation methods of vehicles and components**
- D. Safety on roads**
- E. Intelligent systems in road traffic**
- F. Buses, trucks and heavy vehicles**
- G. Vehicle standards, regulations, legislation**
- H. Efficient production and operation of vehicles and components**



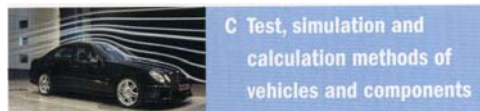
AUTHORS' AREA

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

The FISITA 2010 Congress will take place in the same area as the EAEC 2007 Congress, but with additional space for lectures and exhibition. The location is the new part of the Technical University of Budapest, near the River Danube, with excellent opportunities for Congresses.



The Congress Topics are:



Automotive Engineer Magazine

Automotive Engineer is the official EAEC Magazine. One page is always reserved for EAEC matters. In the last issues, the EAEC 2009 Congress was announced.

It is usual that newspapers and magazines change their appearance from time to time. This change is the fifth one in the history of *Automotive Engineer*.

I only can mention some aspects of the new layout of the magazine in this Newsletter issue. In the next issues, I will present more details of the new *Automotive Engineer*.

The magazine will still be published 11 times a year (July and August are a double issue).

Automotive Engineer is free for members of the EAEC Member Societies. This might be a great impetus for people to join their national society.

Mr. Paul Williams, the editor, will present the new *Automotive Engineer* at the EAEC Council Meeting Thursday, 2 July 2009 between 08:00 and 09:30.

Since *Automotive Engineer* was first published in 1975 the design, look and feel has evolved....

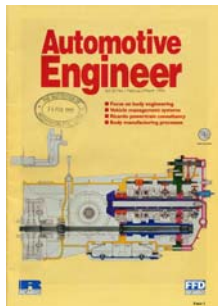
1975



1984



1992



1999



Automotive **ENGINEER**

Europe's automotive engineering magazine May 2009

Front Cover

- New black & white logo that is clear, authoritative and modern
- Larger and better cover images
- Greater impact, the stories can be "sold" better to readers



List of the local automotive events in Europe in the first half of 2009:

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.

Advanced Transmissions for Low CO2 Vehicles

Venue: Rueil Malmaison, France

Organiser: SIA

4 June 2009

Website: <http://www.sia.fr>

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

15 - 17 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

17 June 2009

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

6. Magdeburger Symposium - Motor- und Aggregate-Akustik

ATZ / MTZ Konferenz - Akustik 2009

Venue: Magdeburg, Germany

Organiser:

23 - 24 June 2009 / Magdeburg

Website: <http://atzlive.de>

7th European Mechatronics Meeting - Mechatronics for Vehicles and Production

Venue: Paris, France

Organiser:

24 - 25 June 2009

Website: <http://www.rosam.org/emm-fr9.html>

EAEC 2009

Venue: Bratislava, Slovak Republic

Organiser: SAITS

29 June - 1 July 2009

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

*** Transmissions in Vehicles 2009**

Venue: Friedrichshafen, Germany

Organiser: VDI-FVT

30 June - 1 July 2009

Website: <http://www.vdi-wissensforum.de/index.php?id=669>

Post Congress Information

May 04, 2009 - May 05, 2009

2nd International Conference - Advanced Car Design - New opportunities for a more efficient transport for persons and goods

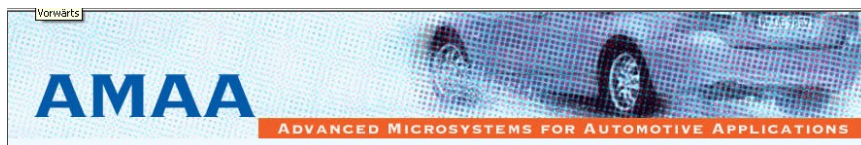
Torino Incontra
Torino (TO)
continue »



The congress has been organised in four themes for “**Advanced Design**”

- Mobility
- Processes
- Vision
- Components

ATA - Associazione Tecnica dell'Automobile
Strada Torino 32 A - 10043 Orbassano (TO)
Tel: 011 9032364
Fax: 011 908040
E-mail: luciano.pera@crf.it
review.ata@crf.it



AMAA 2009

13th Int. Forum on Advanced Microsystems for Automotive Applications

**Smart Systems for
Safety, Sustainability, and Comfort**

Berlin, 5-6 May 2009

Topics:

- Green Car and Electric Vehicles
- Road and Passenger Safety
- Driver Assistance
- Novel Sensors and Microsystems
- Safety at Intersection

AMMA Office:
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Phone: +49 (30)30 310078-134
E-mail; office@amaa.de

About the congresses

30th International Vienna Motor Symposium

7 – 8 May 2009

Barcelona International Motor Show including:

Barcelona Brokerage Event

SIAB AWARDS 2009

9 - 17 May, 2009

will be reported in the next issue.

**Injection Systems for IC Engineers: Combustion Engines
& Fuel Group Conference**

13 - 14 May 2009

Low-Carbon Vehicles 2009

20 - 21 May 2009

For both events further information are available at the IMechE website:

<http://www.imeche.org>



The banner features the Institution of Mechanical Engineers logo on the left, with the tagline "Improving the world through engineering". On the right, there is a "Member login" link, a search box, and a "GO" button. Below these are four navigation buttons: "ENERGY", "ENVIRONMENT", "TRANSPORT", and "EDUCATION".

Congratulations

On 06 05 2009 at the VDI board meeting in Düsseldorf, **Prof. Dr.-Ing. Bruno O. Braun** was unanimously confirmed in his function as President of the VDI. The 66-year-old habilitated mechanical engineer from Bietigheim (Württemberg) will remain in the VDI highest office until 31 December 2012.



"I am very pleased with the confidence placed in me and look optimistically into the next three years of my tenure," said Braun in the context of the German Engineer Day 2009 in Düsseldorf. "Right now, in times of downturn, it is more important than ever, to strengthen the technology location of Germany. The current crisis can be regarded as an opportunity."

Brown has led TÜV Rheinland Group as its CEO since 1993. Previously he worked in various executive positions, including some in the AG or Sempell German Babcock Company AG. Since 1980, Brown has taught in the University of Stuttgart as a professor in the Faculty of Power Engineering.

In many social and cultural institutions, he has an honorary commitment. In addition to this, Professor Brown has been an Honorary Consul of the Republic of Latvia since 1994. In 2003, he was winner of the 1st Class Medal of the Order of Merit of the Federal Republic of Germany.

On 20 April 2009 **Professor Dr.-Ing. Lenz** received, for the second time, the honorary award from the “Community of Interest of the Austrian Motor Journalists” (IGM). In his laudatio, Mr. Musil, of the Austrian Automobile Touring Club (ARBÖ) praised Prof. Lenz’s outstanding achievements in the world of automotive engineering. Prof. Lenz has always been prepared to provide his expert knowledge to the public, especially to the motor journalists.



Mr. Pisecker; Prof. Lenz; Mr. Musil
(IGM President); (Laudator)

During all the years of his professional activities, in private industry as well as academically, he has confronted the challenges of the ideas of the extreme environmentalists, the “panic makers”, and the opponents of individual automobility. He has provided answers and solutions to the catastrophe scenarios with respect to particulate matter, acid rain and climate change.

IGM President Peter Pisecker presented the award to Prof. Lenz in recognition of his impressive contribution to automotive engineering and expressed the wish, on behalf of all his journalist colleagues, for the continuation of this fruitful collaboration.

In Issue 3/09, the steam buses constructed by Goldworthy Gurney were presented. Sir Charles Dance ran Gurney's coaches on the Cheltenham and Gloucester Road. The timetable offered four tours per day and in the time between February and June 1831, the bus covered 5,858 km with 4,000 passengers without any accident. The fare was half of the price of a stage-coach ride. The operating costs per day were nine shillings in contrast to the 45 shillings for the required 18 horses. Unfortunately public opposition compelled its withdrawal. The vehicles were attacked, intentionally put down stone obstacles caused damage to the axles and the increase of road taxes forced Dance to stop this project.

At the time when Gurney was at work upon his steam carriages, another inventor, Walter Hancock, was also prominent and there was considerable jealousy between the two. That Hancock achieved most in the way of definite results and that his experimenting and accomplishments were more markedly along thoroughly intelligent and conservatively practical mechanical lines than any of his rivals is now generally conceded. His carriages were admirable productions as road vehicles, well-built, attractive and comfortable.

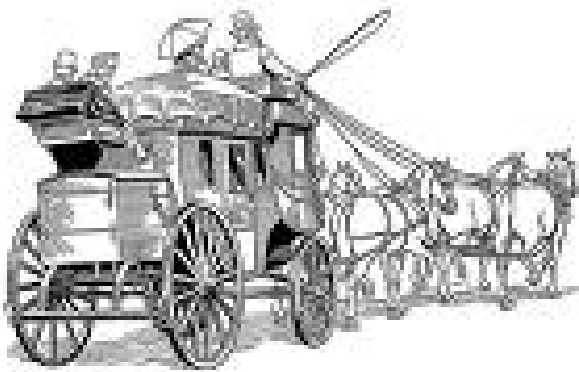


Walter Hancock (1799–1853) was an English inventor of the Victorian period. He is chiefly remembered for his steam powered road vehicles, but also received a patent for preparing and cutting Indian-rubber into sheets. He was the younger brother of Thomas Hancock, the inventor of rubber mastication who is also claimed by some to be the inventor of rubber vulcanization.

Between 1824 and 1836, Hancock constructed at his Stratford works a number of steam road vehicles, one of these being a three-wheeled four-seater car. In 1827, Hancock also patented a steam boiler that would split rather than blow (explode) so that the passengers being carried on his steam vehicles would be able to travel in safety.

In 1828, Hancock built a functioning steam vehicle which he named "Diligence" ("express stage coach"). This vehicle had 20 hp and a steam pressure of 17.6 bar. A remarkable thing was that it had a condenser in order to decrease water consumption and the separate propulsion of the front and rear drive.

"Diligence" was originally stagecoach of a four-wheeled closed coach for passengers and goods, strongly sprung and drawn by four horses, usually four-in-hand. Widely used before the introduction of railway transport, it made regular trips between stages or stations, which were places of rest provided for stagecoach travelers.

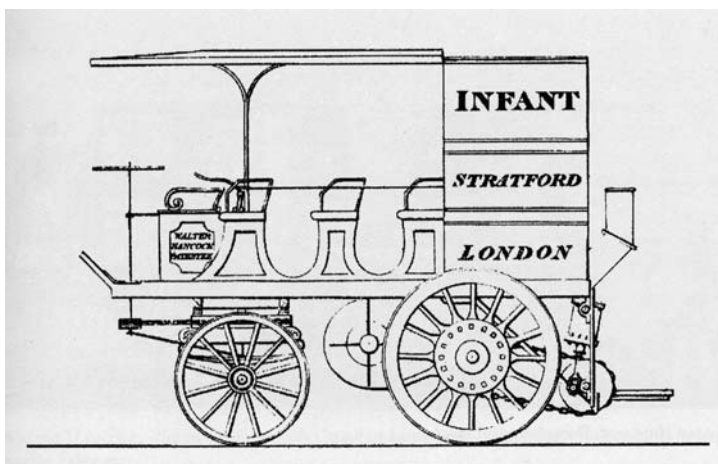


"Horse-driven "Diligence"

In 1830, he improved this concept and named this steam vehicle "Infant" (a very young child from birth to one year who has not yet begun to walk or talk)!

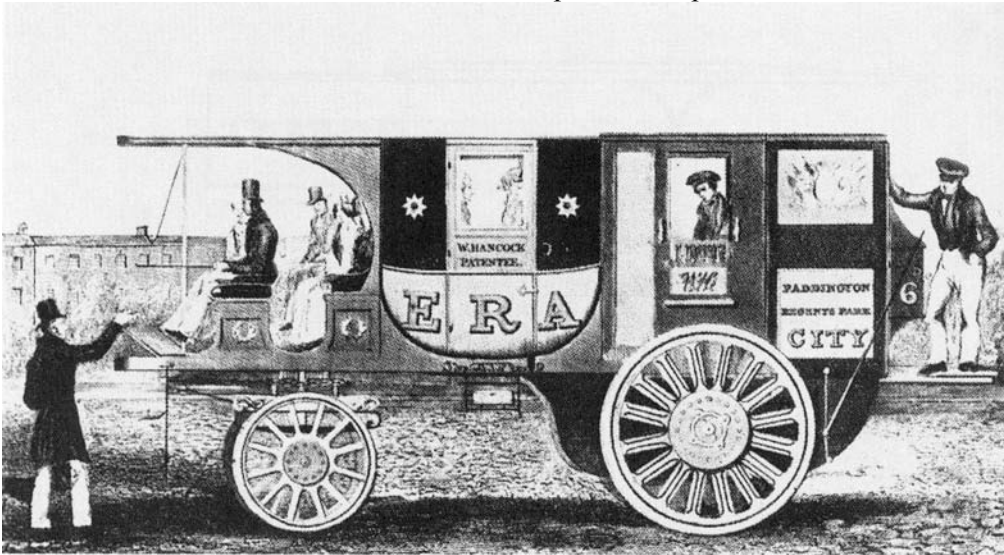
On 31st October, 1832, the "Infant" took an experimental trip to Brighton. The tiers first prototype had a capacity of six passengers, an improved model had one tier more.

He began a regular service between Stratford and London. This vehicle was made famous by its later revenue-earning journeys from London to Brighton, which were a British first, and also demonstrated its usability by successfully ascending a frozen slope of 5 degrees where horse-drawn coaches were struggling. The vehicle was ultimately lost in an accident when the driver blocked the safety valve in order to increase the starting pressure and the boiler exploded.



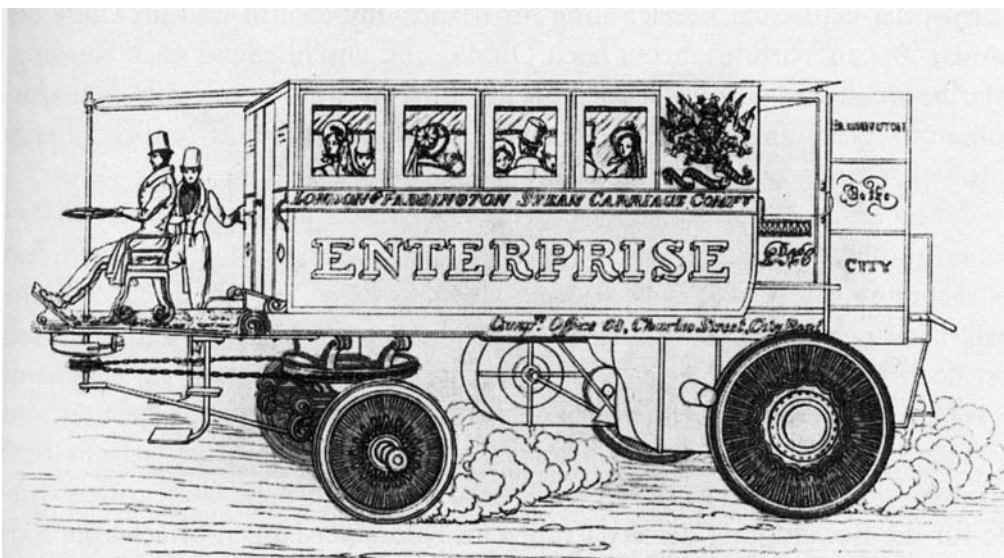
"Infant"

His third steam vehicle was the “Era”. At this time, it present provided a regular service between London and Greenwich, but was later used for public transport to Windsor.



“Era”

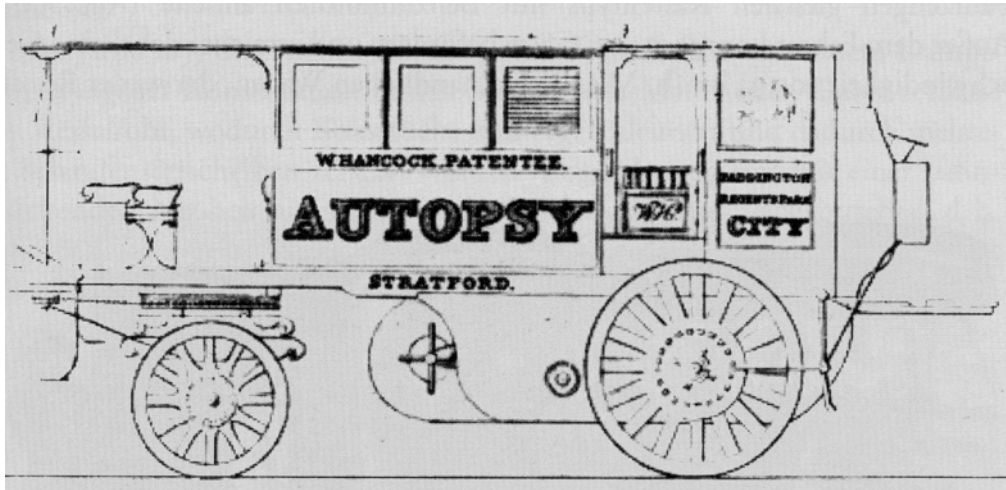
In 1833, Hancock constructed two new steam omnibuses the “Enterprise” and the “Autopsy”. The “Enterprise” was the first regular steam carriage service used by the public and offered city bus transport between London and Paddington via Islington.



“Enterprise”

The “Autopsy” was the new variant of “Era” and in 1834, a bus service between Moorgate and Paddington started. 4,000 passengers were transported at an average speed of 20km/h.

Beginning in August 1834, the “Era” and the “Autopsy” were run daily in London between the City, Moorgate and Paddington. During the ensuing four months over four thousand passengers were carried. Each coach carried from ten to twelve passengers, and the trip from Moorgate to Paddington, five miles, was made in half an hour, including stops. On the trial trip, a speed of twelve miles per hour, exclusive of stops, was maintained.



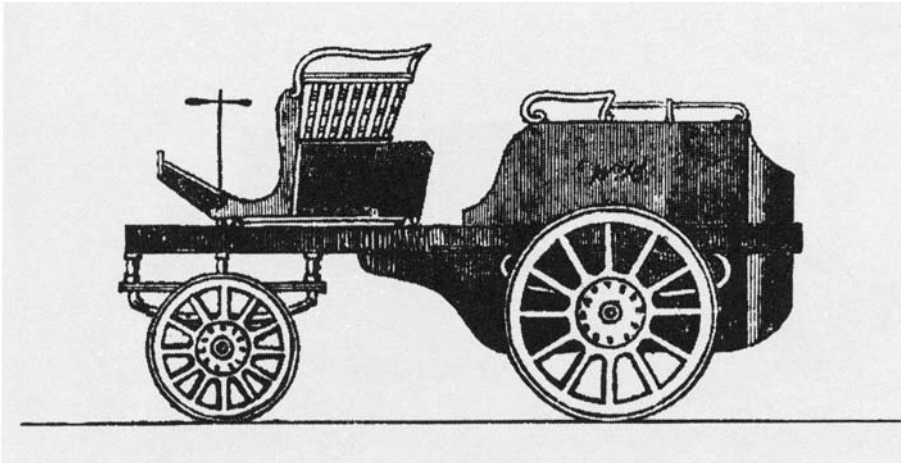
”Autopsy”

In 1836, Hancock ran all his carriages on a regular route on the Stratford and Islington roads for a period of twenty weeks, making in that time seven hundred and twelve trips, covering four thousand two hundred miles, and carrying twelve thousand seven hundred and sixty-one passengers.

The next steam bus designed by Hancock was the “Automation” with a capacity of 22 passengers and a maximum speed of 33km/h. In a period of 20 weeks, the “Automation” covered 6,758 km and transported 12,761 passengers with a capacity of 20,240 seats.



“Automation”



Hancock built a “Phaeton” for his private use. The name “Phaeton” has two meanings:

In Greek mythology, **Phaëton** or **Phaethon** (pronounced /'fɛɪətn/ or /'fɛɪəθɒn/) (Greek: Φαέθων "shining") was the son of Helios (Phoebus). Perhaps the most famous version of the myth is given through Ovid in his *Metamorphoses* (Book II). Phaeton seeks assurance that his mother, Clymene, is telling the truth that his father is the sun god Helios. When Phaeton obtains his father's promise to drive the sun chariot as proof, he fails to control it and is killed to prevent further disaster.



“Accident of Phaeton” painting by Paul Rubens (1577 – 1640)



Phaeton is the early 19th-century term for a sporty carriage drawn by a single horse or a pair, typically with four extravagantly large wheels, very lightly sprung, with a minimal body, fast and dangerous usually with no sidepieces in front of the seats. The rather self-consciously classicizing name refers to the disastrous ride of the mythical Phaëton.

Phaeton horse coach

Hancock's Phaeton can be regarded as the first passenger car for private use only.

Hancock turned his attention in the later years of his life to developing the use of Indian-rubber, in together with his brother, Thomas Hancock, who was one of the foremost rubber manufacturers of England. He secured several patents for improvements in manufacturing rubber.

That Hancock achieved most in the way of definite results and that his experimenting and accomplishments were more markedly along thoroughly intelligent and conservatively practical mechanical lines than any of his rivals is now generally conceded. His carriages were admirable productions as road vehicles, well-built, attractive and comfortable.

EAEC Member Societies

(In alphabetic order of the countries)

Austria

Austrian Society of Automotive Engineers
OEVK

President: Prof. Hans Peter Lenz
Tel.: +43 1 585 27 41-0
E-mail: info@oevk.at
<http://www.oevk.at>



Belarus

Academic Automotive Association
AAA

President:
Tel.: +375 172 92 1562
E-mail: vgorbash@bntu.by
<http://www.bntu.by>



Belgium

Union Belge des Ingenieurs de l'Automobil
UBIA

President:
Tel.: +32(0)10 22 7664
E-mail: ubia@bskynet.by
<http://www.ubia.be>



Bulgaria

Society of Automotive Engineers in Bulgaria
SAEB

President:
Tel.: +359 82 888450
E-mail: barzev@ru.acad.bg
<http://www.ru.acad.bg/>



Croatia

Croatian Society for Engines and Vehicles
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