



# EAEC

Issue 6 • October 2009

# news

Newsletter to the Members of  
EAEC Automotive Engineers' Societies

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Dear President,  
Dear Secretary,  
Dear Members of the National EAEC Societies,  
Dear Friends and Colleagues,

I do hope you are relaxed after the summer holidays. In the meantime, the season for automotive events in Europe has started. It is a good signal that despite the crisis, so many congresses, conferences and symposia are still being held.

In this 6<sup>th</sup> issue of the EAEC Newsletters, I am presenting information about European events in the rest of the second half of the year 2009 and some events, about which I have been informed, in the first half of 2010. Of course, the list of 2010 is not complete but it will be completed step by step in the next issues. You can also find such congress information on the EAEC homepage, as well as in all the previous Newsletters of 2009:

<http://www.eaec.net>

From the previous "autumn" automotive meetings, I can give you information how to get the proceedings in the column "*Post Congress and Event Information*".

May I draw your attention to the main congress in 2010. It is the next FISITA World Congress which will be held in Europe:

**FISITA 2010 Congress; Budapest, Hungary, 30 May to 4 June 2010**

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

In this Newsletter, please find more information about this event.

I am still looking for persons in your society and in your country, who have been honoured or celebrate a special birthday. I am also looking for anniversaries of your society or other automotive organizations in your country, please always let me know about such events.


The "*Historic Corner*" continues the information about the development of steam-powered vehicles in England in the first half of the 19<sup>th</sup> century. In the next issue, I will present the development of steam-powered vehicles in other European countries. After that, I intend to stop for the present about steam vehicles. The time of about 1850 was not the end of those vehicle types. In some niches, they were still in use in the 20<sup>th</sup> Century and I will inform about this period of time later. In the first issue 2010, I intend to present the history of electric vehicles.

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


## Future Main European Events

Next year there is an important automotive meeting:

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



**FISITA**  
**2010**  
World Automotive Congress  
30 May – 4 June, Budapest, Hungary

FISITA 2010 WORLD AUTOMOTIVE CONGRESS  
**Automobiles and Sustainable Mobility**

The biennial FISITA Congresses provide 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.

### Important dates are:

#### November 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

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.



More information please find on the congress website  
<http://www.fisita2010.com/>

The next EAEC Congress will be one year later in 2011.

## EAEC 2011 Congress

# VALENCIA 2011

## 13<sup>th</sup> EAEC European Automotive Congress

**TIME:** Tuesday 14<sup>th</sup> to Friday 17<sup>th</sup> of June 2011

**THEME:** The Automobile in the Second Decade:  
*"Sharing all Energetic Solutions"*





<http://www.stauto.org>

	Monday 13 <sup>th</sup>	Tuesday 14 <sup>th</sup>	Wednesday 15 <sup>th</sup>	Thursday 16 <sup>th</sup>	Friday 17 <sup>th</sup>
09:00h 13:00h		Opening Ceremony  Plenary Session	Technical Sessions  Technical Sessions	Technical Sessions  Closing Plenary Session	Executive FISITA
13:00h 14:30h		Lunch	Lunch	Buffet	Lunch
14:30h 18:00h		Technical Sessions	Technical Sessions	FISITA Committee EAEC Council	FISITA Council
20:00h 22:00h	Welcome	Cultural Encounters	Congress Dinner	FISITA Meeting Informal Dinner	FISITA Dinner

The EAEC 2009 Congress will take place at the:

Universidad Politécnica de Valencia

Auditorium: 400 people

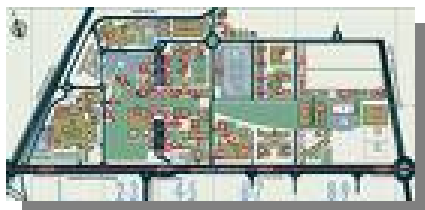
Amphitheatre: 100 people

Simple hall: 40-45 people

Double hall: 80-85 people



The Technical University of Valencia is located in a big campus in an American style, with all room and administration facilities for middle sized congresses. A bus transfer from the hotels will be provided,



## Post Congress and other Event Information

The main events of EAEC in this year was the.



## Europe in the Second Century of Auto-Mobility

29 June to 1 July 2009

Bratislava, Slovakia



The biennial EAEC Congress in Bratislava was presented in detail in the EAEC Newsletter volume 2009-5.

For proceeding CDs please contact:

**Prof. Jan Lesinsky**

E-mail address:

[jan.lesinsky@stuba.sk](mailto:jan.lesinsky@stuba.sk)

or the **FISITA Bookstore**

<http://www.fisita.com/publications/bookstore>

Another past event was the:



**12 -15 August 2009**  
**Melk, Austria**

The **Formula Student Austria** Event was very successful and was a service from students for students and will probably be continued next year. Students from the Technical University Graz founded a society, which acted as the organizer. The FS Austria team organized the whole event themselves. The students started with this idea in February for the event in August. Thanks to sponsors and the indemnity bond of the Austrian Society of Automotive engineers (ÖVK) the financial budget was balanced. ÖVK donated also an award for the best design.



























Presentation of the "Design Prize"



Jubilation of the "Overall Winner"  
Beaver Racing Team  
Oregon State University

Apart from the three Austrian teams, Germany had the largest contingent with 13 teams. Additionally, teams came from the USA, Canada, Italy, Switzerland and the UK.

Car #	Country	Teamname	Car #	Country	Teamname
1		<b>BA RaceIng</b>	13		<b>SEG MADI</b>
2		<b>fast forest</b>	14		<b>Infinity Racing</b>
3		<b>KA RaceIng</b>	15		<b>CAT Racing</b>
4		<b>Elefant Racing</b>	16		<b>Dynamics e.V.</b>
5		<b>Raceyard</b>	17		<b>TUW Racing</b>
6		<b>Bodensee Racing Team</b>	18		<b>High Speed Karlsruhe</b>
7		<b>HAWKS Racing</b>	19		<b>Beaver Racing</b>
8		<b>munichMotorsport</b>	20		<b>ETS Motorsports</b>
9		<b>Unical Reparto Corse</b>	21		<b>Otanniemi_Flying_Finns</b>
10		<b>AMZ Racing</b>	22		<b>Mainfranken Racing</b>
11		<b>TUfast</b>	23		<b>TU Graz Racing Team</b>
12		<b>LU Motorsport</b>	24		<b>joanneum racing graz</b>

The location of this event was on the racing and testing ground of the Austrian Autobobile Club (ÖAMTC) in Melk. Melk is famous for its baroque Benedictine Monastery which was in the background of the race track as well as for the beautiful landscape in the River Danube Valley (Wachau). The race track was provided by the ÖAMTC, free of charge, as a sponsor donation for this student event. The organization and the event facilities were praised by the participating teams.

*Generally speaking the event was a combination of culture, nature and technology!*

### Ranking



Overall Rank	Car #	University	Overall Score
1	19	Oregon State University	918,57
2	24	UAS Graz	775,57
3	1	UCE Ravensburg	772,18
4	23	Graz University of Technology	763,38
5	11	Technical University of Munich	736,07
6	10	ETH Zürich	730,00
7	12	Loughborough University	711,05
8	8	UAS Munich	670,90
9	22	UAS Würzburg-Schweinfurt	626,12
10	7	UAS Hamburg	622,43
11	17	Vienna University of Technology	544,15
12	15	UAS Coburg	519,97

Overall Rank	Car #	University	Overall Score
13	6	UAS Konstanz	484,00
14	20	Ecole de Technologie Supérieure	422,34
15	3	University of Karlsruhe	388,22
16	2	UAS Deggendorf	377,63
17	14	UAS Kempten	356,52
18	5	UAS Kiel	355,87
19	16	UAS Regensburg	329,34
20	4	University of Bayreuth	152,03
21	9	Università della Calabria	78,65



Tents of the racing teams



"Overall Winner" Beaver Racing Team; USA

### Winners

Winner Overall: 1st place: Beaver Racing Oregon State University!

Winner Overall: 2nd place: Joanneum Racing Graz!

Winner Overall: 3rd Place: BA Racing Team!



Tel.: +43 (316) 787 927  
 Telefax: + 43 (316) 231123 4490  
 E-mail: [event@avl.com](mailto:event@avl.com)



**Environment and Sustainable Transport**  
**Timisoara, Romania, 16-18 September 2009**

This international seminar was organized by the PIARC Technical Committees A.1 'Preserving the Environment' and B.4 'Freight Transport and Intermodality' in cooperation with the Professional Association of Roads and Bridges from Romania and the National Company of Motorways and National Roads of Romania.

Proceedings are available from:

**National Company of Motorways and National Roads**

Address: 38, Dinicu Golescu Blvd.

010873, Sector 1, Bucharest

Romania

Phone: +40 21 223 26 06

Fax : +40 21 312 09 84

Web-site: [www.andnet.ro](http://www.andnet.ro)

E-mail: [and@andnet.ro](mailto:and@andnet.ro)

**35th International Scientific Congress on Powertrain and Transport Means**

**EUROPEAN KONES2009**

Zakopane, Poland

13 – 16 September, 2009



ceremony; Jankovski (standing)  
Hohl (right at the corner)



Keynote speech: Dr. Fülep: Hungary

Opening

290 delegates (including 51 delegates from abroad) from 14 countries attended the KONES2009:

Austria, Czech Republic, Germany, Hungary, Latvia, Lithuania, Malaysia, Poland, Romania, Russia, Slovak Republic, Switzerland, UK, USA

268 lectures, (of which 36 lectures from abroad), were presented during KONES2009 in Plenary, Thematic and Poster sessions.

263 lectures were printed in KONES proceedings in 4 volumes containing 2200 pages.

**Social Programme**

The congress delegates could choose from excursion to the Kasprowy Wierch Mountain Top (by cable car) or to the Dunajec River Gorge Rafting, Evening events, Barbeque and Gala Dinner





Barbeque: Mrs. Ujsaghy, Hungary (in front) Dr.

## Main topics

The latest achievements in research, development and design of:

- Compression-ignition and spark-ignition as well as other combustion engines (hybrids)
- Bio-fuels, ecology, injection, fuel economy, combustion processes, mixture preparation
- Exhaust after treatment, particulates filters, thermodynamics and heat transfer,
- Noise and acoustics, durability and reliability, new experimental methods,
- New materials (composite) and production engineering processes, tribology, engine parts, fuels and lubricants, other alternative fuels (including hydrogen), fuel cells and converters, electric drive standards
- Noise and vibration, diagnostics (OBD), catalysis, catalyst systems,

Proceedings are available via:

**Prof. Antoni Jankowski**

E-mail address: [ajank@ilot.edu.pl](mailto:ajank@ilot.edu.pl)

## Electronic Systems for Motor Vehicles

Baden-Baden, Germany

7 - 8 October 2009

More than 1.100 delegates participated at this congress and celebrated the 25<sup>th</sup> anniversary of this event. 70 papers were presented and 75 companies showed their products at the exhibition.

At the "Networking Party" in the Festival Building in Baden-Baden had the participants had the opportunity to exchange ideas and experiences within their special field of activity.

A jury honoured three young engineers with the "Junior Prize" of 10.000 Euro each, Alexander Vähling and Michael Ochs (both ZF) Marko Hörter (Institute for Technology; Karlsruhe). The "Honorary Prize" was given to Dr. Wolfgang Runge, the Chairman of this event.



Electric car



Festival Building  
Baden Baden



Prize winners: Vähling,  
Runge, Ochs

For more information about the congress and the availability of proceedings please contact:

Mrs. Nora Kraft  
VDI Wissensforum GmbH  
VDI-Platz 1  
40468 Düsseldorf  
Telefon: +49 (0) 211 62 14-4 26  
Telefax: +49 (0) 211 62 14-1 54  
E-Mail: kraft@vdi.de

### 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.

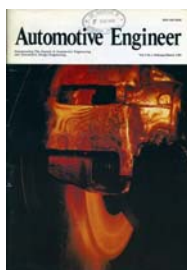
It is usual that newspapers and magazines change their appearance from time to time. This change is the fifth one in the history of *Automotive Engineer*.

In the issue 4/09, some aspects of the new layout of the magazine were mentioned. In this issue, more details of the new *Automotive Engineer* magazine are presented.

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

And the design, look and feel of *Automotive Engineer* has also changed...

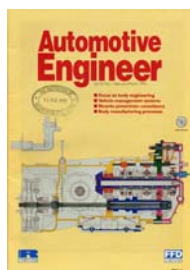
1975



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 second 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 organizations I have received directly.

Should there be 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.

### **IX International Braking Conference 'Vehicle Safety Development'**

Venue: Lodz, Poland

Organizer: SIMP

11 November 2009

Website: <http://www.ptim.simp.pl/ptim/>

### **Powertrain Machining Conference**

Venue: Fellbach, Germany

Organizer: Carl Hanser Verlag, PTW

11 - 12 November 2009

Website: <https://www.hanser-tagungen.de/web/index.asp?task=001&vid=200903051619524>

### **ESFA 2009**

Venue: Bucharest, Romania

Organizer:

12 - 14 November 2009

Website: <http://esfa2009.upb.ro/index-1.html>

### **10th Automotive Day 2009**

Venue: Bern, Switzerland

Organizer:

13 November 2009

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

**Kleintransporter und leichte Nutzfahrzeuge**

Venue: Munich, Germany  
Organizer: TÜV Süd Akademie GmbH  
19 - 20 November 2009  
Website: <http://www.tuev-sued.de/uploads>

**AAC 2009**

**AACHEN Acoustic COLLOQUIUM**

Venue: Aachen, Germany  
Organizer:  
24 – 25 November 2009  
Website: <http://www.aachener-akustik-kolloquium.de>

**Conference on Internal Combustion Engines: Performance, Fuel Economy and Emissions**

Venue: London, United Kingdom  
Organizer: MechE  
8 - 9 December 2009  
Website: <http://events.imeche.org/EventView.aspx?code=C684>

**ELEKTRONIKSYSTEME IM AUTOMOBIL**

Venue: Munich, Germany  
Organizer: Europaforum, The Conference Company  
9 – 11 February 2010  
Website: <http://www.elektroniksysteme-automobil.de>

**31 INTERNATIONAL VIENNA MOTOR SYMPOSIUM**

Venue: Vienna, Austria  
Organizer: ÖVK  
29 – 30 April 2010  
Website: <http://www.oevk.at/>

**IAMF 2010**

Venue: Geneva, Switzerland  
Organizer: Geneva Palexpo  
9 - 10 May 2010  
Website: <http://www.iamf.ch/en/>

**Commercial Vehicle Workshop**

Venue: Graz, Austria  
7. May 2010  
Organizer: TU Graz; Institut für Fahrzeugtechnik  
Website: <http://www.ftg.tugraz.at>

**FISITA 2010 World Automotive Congress**

Venue: Budapest, Hungary  
Organizer: GTE  
Website: <http://www.fisita2010.com/>



**IFAC Symposium****AAC 2010****Advances in Automotive Control**

Venue: Munich, Germany

Organizer: VDI/VDE- Gesellschaft Mess- und Automationstechnik

Website: <http://www.vdi.de/aac.2010>

**News from the EAEC Member Societies**

Dr. Luciano Pera stepped down from the function of General Manager of ATA after his retirement, but he will continue to collaborate with ATA on part-time basis.

His successor is:

**Dr. Alessandro Matarazzo****ATA- Associazione Tecnica dell'Automobile****General Director**

Strada Torino 32A, 10043 Orbassano (TO), ITALY

Tel. +39.011.9083.107- Fax: +39.011.9080.400

Mobile +39.335-5610431

e-mail: [alessandro.matarazzo@crf.it](mailto:alessandro.matarazzo@crf.it)-

web site: [www.ata.it](http://www.ata.it)

On the occasion of his retirement, I would like to thank Dr. Pera on behalf of FISITA and EAEC for his co-operation in the last years

I wish Dr. Matarazzo a good and successful time in ATA and I would like to ask him for a continuation of the good cooperation I had in the last years with ATA.



Dr. Luciano Pera



Dr. Alessandro Matarazzo

## Historic Corner

Until the introduction of the tramway, the majority of stage carriage services in Britain were provided by the horse buses, but with the advances in steam and especially with the success of the railway network, application of steam to road transport was also tried

Steam-powered coaches operated between various English towns between 1820 and 1840. The increased popularity of the rapidly expanding railway network, as well as opposition from operators of horse-drawn coaches, who physically blocked roads and persuaded the government to impose crippling tolls, was largely responsible for driving the steam coach operators out of business.

The first steam-drawn coaches were more closely allied to the stage coaches of the time, the introduction to London, on 22nd April 1833 of a regular steam carriage service marked the beginning of the history of the mechanically propelled bus. Walter Hancock's steam omnibus named 'The Enterprise' was built for the London and Paddington Steam Carriage Company and ran between London Wall and Paddington via Islington.

One of these early pioneers was Dr. Church. The drawing below shows the steam carriage designed and built by Dr Church of Birmingham in 1833, which often can be found in popular literature. The carriage operated on a daily basis between Birmingham and London, at an average speed of 14 miles per hour. It had an unusual design, with three solid wheels, and could carry 44 passengers, 22 inside the carriage and 22 outside.



Dr. Church Bus

He introduced a new design principle. The frame consisted of an angle support and elastic leaf springs for the suspension consisting of the axles and the wheels. This design minimized the shocks and vibrations initiated by the rough surface of the roads at that time.

Some experts are not sure that this 3-wheeler was really in regular service. The impressive picture above made this "Dr. Church" vehicle to a symbol of steam-powered vehicles belonging to the first half of the 19<sup>th</sup> century.

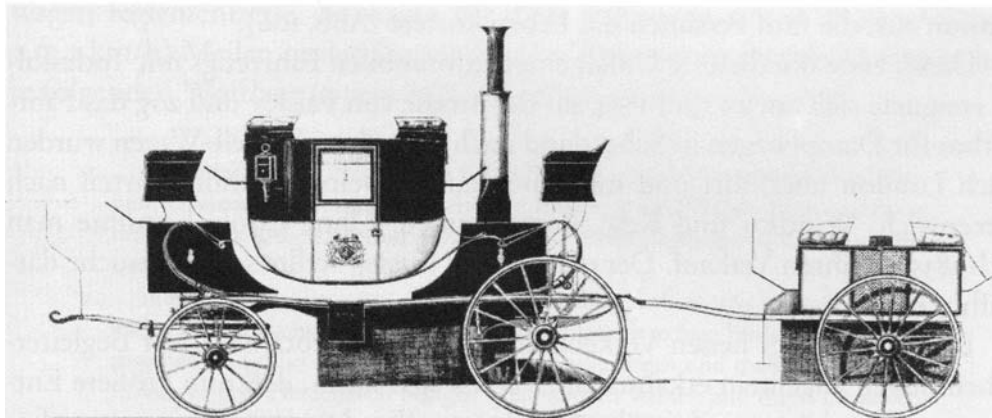
This time could have been the basis for a further continuous development of steam-powered buses. Contrary to the steam railway, which was out of discussion, the steam road vehicles were in competition with horse-drawn vehicles.

The obvious benefits of steam buses were of minor influence to their future development. Many steam vehicle companies had given up their activities already since 1832.

However, in 1834 the STEAM CARRIAGE COMPANY OF SCOTLAND opened, with six buses a regular transport service between Glasgow and Paisley. The buses were built by John Scott Russell.

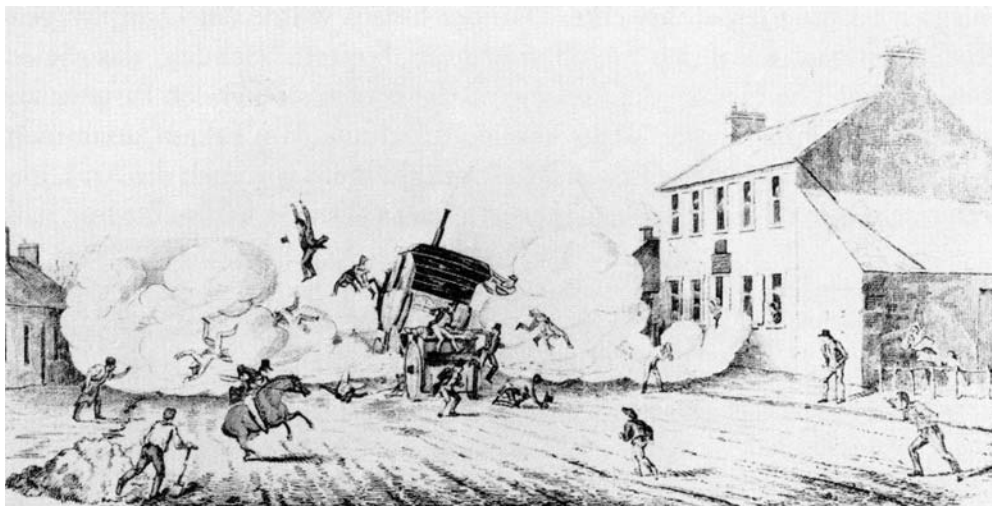
John Scott Russell had grown up in Glasgow where he was so fascinated by the great creak and roar of the first Newcomen steam \*) engines at the Carntyne mines, that he abandoned his career in the church to become an engineer himself. He followed his father's footsteps to St Andrews University, and then made such an impression at Edinburgh University that he was appointed Prof. of Natural Philosophy at just 24.

\*) About the Newcomen steam engines you can find a description at this internet address:  
[http://en.wikipedia.org/wiki/Newcomen\\_steam\\_engine](http://en.wikipedia.org/wiki/Newcomen_steam_engine)



John Scott Russell: Steam bus with trailer

His first engineering success was on the roads, where his fine vehicles were used to set up the Scottish Steam Carriage Company in 1834, carrying 26 passengers between Glasgow and Paisley. But within months his success was cut short - the hostile road trustees sabotaged his carriage. The owners of the road raised stone barricades which caused the breaking of a wheel. The vehicle tipped over and the steam vessel exploded. This dreadful accident, killing four of the passengers, was perhaps the first fatal car crash. It was the reason for a general prohibition of steam carriages in Scotland. Two of the Russell steam carriages should have been sold to London for a demonstration, but without sustainable success.

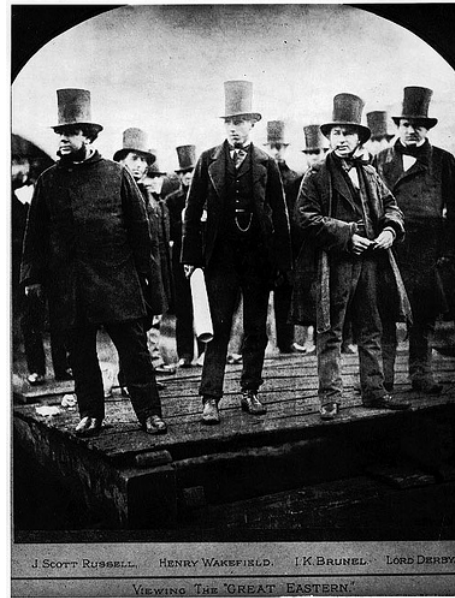


Steam bus  
accident 1834  
(Russell steam  
carriages)

Union Canal Company to beat off the challenge from the new steam carriages and railways by designing better, faster boats - this was the turning point in his career. While testing his boats on the Union Canal near Edinburgh, he decided that it was the great bow wave the boats made that was slowing them down.



John Scott Russell (1808 -1882)



John Scott Russell (left) and Isambard Brunel \*)  
(second from right)

So, in 1844 Russell packed his bags and set off for London. He made friends in high places, organized the Royal Commission for the Great Exhibition of 1851, and made a great name as a ship builder. But he was a better scientist than businessman, and made many enemies too - he was eventually ousted from the committee of the Great Exhibition, and was thrown out of the Institute of Civil Engineers for some dodgy arms deals during the American Civil War!

Russell's business gradually declined, and despite his earlier successes he, too, eventually died a relatively poor man in 1882. It wasn't until the 1960's that scientists realised just how important Russell's discovery had been. They reasoned that if a wave in water could be made to travel so far, what about other waves, like light? Today's most advanced fibre-optic communications use stable pulses of light identical to Russell's waves, and carry masses of information over thousands of kilometres of fibres. John Scott Russell not only once a great steam vehicle and ship builder who fell on hard times, but he can also be regarded as the grandfather of modern telecommunications.

\*) **Isambard Brunel**, (1806 – 1859), was a British engineer. He is best known for the creation of the Great Western Railway, a series of famous steamships, including the first propeller-driven transatlantic steamship, and numerous important bridges and tunnels. His designs revolutionised public transport and modern engineering.

During his short career, Brunel achieved many engineering "firsts", including assisting in the building of the first tunnel under a navigable river and development of SS Great Britain, the first propeller-driven ocean-going iron ship, which was at the time (1843) also the largest ship ever built. His steamship the Great Eastern played a significant part in laying the first lasting transatlantic telegraph cable in 1865.



## **EAEC Member Societies**

(In alphabetic order of the countries)

### ***Austria***

Austrian Society of Automotive Engineers  
**OEVK**

Tel.: +43 1 585 27 41-0  
E-mail: [info@oevk.at](mailto:info@oevk.at)  
<http://www.oevk.at>



### ***Belarus***

Academic Automotive Association  
**AAA**

Tel.: +375 172 92 1562  
E-mail: [vgorbash@bntu.by](mailto:vgorbash@bntu.by)  
<http://www.bntu.by>



### ***Belgium***

Union Belge des Ingenieurs de l'Automobil  
**UBIA**

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



### ***Bulgaria***

Society of Automotive Engineers in Bulgaria  
**SAEB**

Tel.: +359 82 888450  
E-mail: [barzev@ru.acad.bg](mailto:barzev@ru.acad.bg)  
<http://www.ru.acad.bg/>



### ***Croatia***

Croatian Society  
for Engines and Vehicles  
**CroSEV**

Tel.: +86 10 633 45 599  
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### ***Czech Republic***

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**CAS**

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### ***Finland***

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**SATL**

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<http://www.satl.fi/>



### ***France***

Société des Ingénieurs de l'Automobile  
**SATL**

Tel.: +33(0)1 41 44 93 73  
E-mail: [info@siafr](mailto:info@siafr)  
<http://www.sia.fr/>



### ***Germany***

VDI-Gesellschaft Fahrzeug-und Verkehrstechnik  
**VDI-FVT**

Tel.: +49 211 6214 223  
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### ***Hungary***

Gepipari Tudomanyos Egyesulet  
**GTE – Vehicle Devision**

Tel.: +36 1 202 0582/0656  
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<http://www.gte.mtesz.hu/>



### ***Italy***

Gepipari Tudomanyos Egyesulet  
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<http://www.ata.it>



### ***Latvia***

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<http://www.laia.lv/>



### ***Lithuania***

Lithuanian Society of Automotive Engineers  
**LAIS**

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<http://www.lais.lt/>



### ***Poland***

Towarzystwo Inzynierow  
I Techniow Mechanikow Poliskich  
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