



EAEC Issue 4 • August 2010

news

Newsletter to the Members of
EAEC Automotive Engineers' Societies

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

After the summer holidays, we are now planning our activities till the end of this year, as well as for the first month of 2011. In this issue, all automotive events from September 2010 till July 2011 are listed in the column;

“List of the automotive events in autumn 2010 and early 2011”

Please send me information about automotive events in your country, which are not on the list. I will announce them in the next issues.

The main congress next year in our EAEC family will be the

EAEC 2011 Congress

14 – 16 June 2011

Valencia, SPAIN

The “First Announcement and Call for Papers” has already started. Please find more information about the programme and the city of Valencia as well as for the procedure how to submit abstracts in this Newsletter and on the homepage

<http://eaec2011.com/>

Unfortunately I did not get any information about special birthdays or anniversaries in the European societies. If there are any, please let me know and I will announce them in the next issue.

The “Historic Corner” is dedicated to the beginning of hybrids. We always think this is a very modern technology, but the idea as well as real hybrid vehicles is more than 110 years old. The most prominent pioneer in this field was Ferdinand Porsche, better known as designer for the VW Beetle and the Porsche sportcars.

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

Future Main European Events

Next year, one of the most important automotive meetings in Europe will be the:

EAEC 2011 Congress

The Spanish Society of Automotive Engineers (STA) will host the 13th EAEC European Automotive Congress 2011, which will take place from June 14th to June 17th 2011 in Valencia, Spain.

The theme of the Congress is:

The Automobile in the Second Decade: Sharing all Energy Solutions

The biennial EAEC Congresses provide excellent opportunities for automotive experts to present latest developments and to exchange information in the field of automotive and related industries.

The **First Announcement and Call for Papers** has been distributed and can be downloaded from the EAEC 2011 home page.

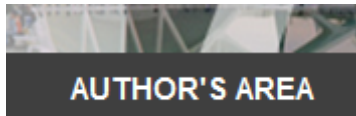


<http://eaec2011.com/>



Submission of Abstracts

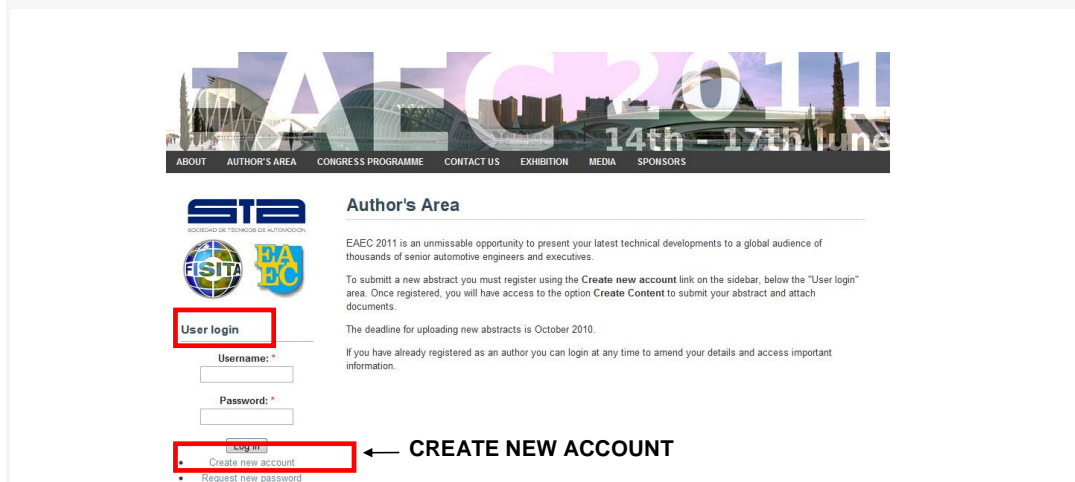
The procedure for sending abstracts can be found in the "Author's Area".



To submit a new abstract you must register yourself on the website using:

CREATE NEW ACCOUNT link, on the sidebar, below the "User login" area.

Once registered, you will have access to the option CREATE NEW CONTENT to submit your abstract and attach documents.



Abstracts must be submitted in English via the Congress website, and should contain the following:

- Title of the paper
- Contact information (author/co-authors)
- Subject group
- Abstract: Clear description of the subject, main results and conclusions
Min. 300 – Max. 500 words.
- 3-5 key words

Papers should be originals and should not have been presented elsewhere. Papers must be written and presented in English.

Oral presentations are allocated 20 minutes each with 10 minutes' discussion afterwards.

Important dates:

November 2009

First Announcement

April 2010

First Call for Papers

October 2010

Deadline for Abstract Submission


January 2011


Publication of the Preliminary Programme

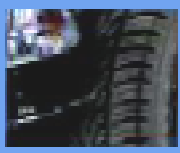
Time Schedule:

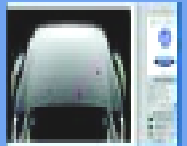
	Monday 13 th	Tuesday 14 th	Wednesday 15 th	Thursday 16 th	Friday 17 th
09:00 11:00		Opening Ceremony	Technical Sessions	Technical Sessions	Executive FISITA
11:00 13:00		Plenary Session	Technical Sessions	Closing Plenary Session	Executive FISITA
13:00 14:30		Lunch	Lunch	Buffet	Lunch
14:30 18:00		Technical Sessions	Technical Sessions	FISITA Committee EAEC Council	FISITA Council
20:00 22:00	Welcome	Social Programme	Congress Dinner	FISITA Meeting Informal Dinner	FISITA Dinner


The congress topics are:

A Powertrain and Green Technologies 

B New Control Systems and Materials 

C Vehicle Dynamics 

D Manufacturing and Process Innovation 

E Safety and Human Factors 

All aspects of automotive technology fit into the congress topics!

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, American style, with all room and administration facilities for middle-sized congresses. A bus transfer from the hotels will be provided. Public traffic and taxis are available.



View of the campus



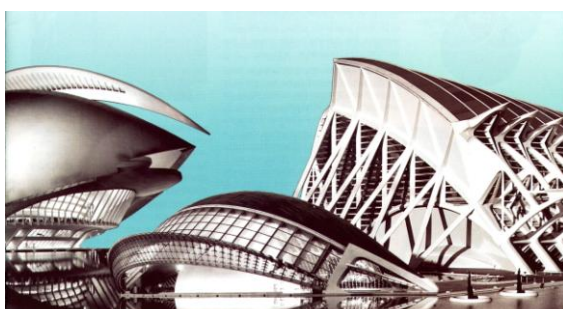
“Agora” of the campus

Agora (old Greek *ἀγορά*) was the meeting point and market of a city in antique Greece and brought a community into the status of a city.

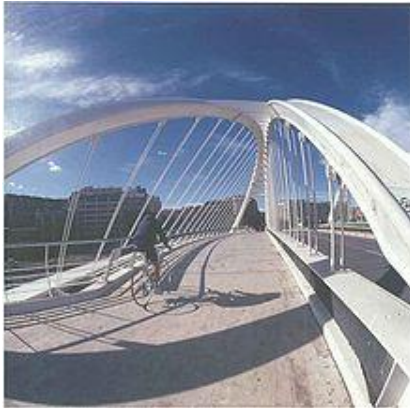


Valencia is not only famous for its historical buildings. Some of them were shown in the last issue of the EAEC Newsletters. The River Turia overflowed the city several times. Therefore, the river was detoured in a new river bed. In the former river bed the famous architect **Santiago Calatrava**, son of Valencia, built his “City of Art and Science”.

Santiago Calatrava Valls (born 28 July 1951) is an internationally recognized and award-winning Valencian Spanish architect, sculptor and structural engineer whose principal office is in Zürich, Switzerland. Classed now among the elite designers of the world, he has offices in Zürich, Paris and Valencia.



Besides the famous new buildings in Valencia, he has also designed some other fascinating architected projects.



Bridge "Bac de Roda" in Barcelona



Bridge "Puente del Alamillo" in Sevilla for the world exhibition 1992

Post Congress Information

The EAEC Newsletter 2010-03, informed about getting the proceedings of the

FISITA 2010 World Automotive Congress



Proceedings are available via:

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

or

mail.gte@mtesz.hu

The proceedings CD-ROM does not include the plenary lectures and the lectures of the four plenary sessions.

You can also find the information about:


FISITA 2010 Plenary Lectures

FISITA 2010 Photo Gallery

FISITA 2010 List of Participants

on the <http://www.fisita2010.com/> website

Traditionally during summertime there are very few automotive meetings. Therefore I only can report about two events in July and August.



VDI/VDE-Gesellschaft
Mess- und Automatisierungstechnik


IFAC Symposium Advances in Automotive Control 2010
12-14 July 2010, Munich, Germany



Innovations and advances in automotive industry rely mainly on modern control technology. Sophisticated control algorithms are integral parts of automotive mechatronic systems and form the basis for networked and vehicle-spanning driver-assistance systems. Some prominent examples are vehicle dynamics control, active chassis systems, drive-by-wire, control of combustion processes, alternative power systems and energy management.

Proceedings are available via:

e-mail: secretariat@ifac-control.org



AVEC 10
10th International Symposium on Advanced Vehicle Control
August 22-26 2010
Loughborough, UK

AVEC 2010 was the 10th International Symposium on Advanced Vehicle Control.

22 - 26 August 2010

Loughborough, UK

Proceedings are available via

Susan Taylor

AVEC 10

Department of Aeronautical and Automotive Engineering

Stewart Miller Building

Loughborough University

LE11 3TU, UK

Telephone: +44 (0) 1509 227207

E-mail: avec10@lboro.ac.uk

Automotive Engineer is the official EAEC Magazine and the leading magazine for automotive engineers. It is published by Professional Engineering Publishing Limited, the publishing company of the Institution of Mechanical Engineers (IMEchE). One page is always reserved for EAEC matters. In the issues, the EAEC Congresses and other information about EAEC are 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*. Some aspects of the new layout of the magazine were presented by the publisher of the *Automotive Engineer* magazine, Mr. Paul Williams at the EAEC Council Meeting in Bratislava and in the previous EAEC newsletters.

The magazine will still be published 11 times a year (July and August are a double issue) and it is free for members of the national EAEC Member Societies.

Automotive ENGINEER

News section

- Established at 4 pages
- 40-50 stories per issue
- More stories per page
- More reasons to read



Automotive ENGINEER

Since the redesign in May 2009

- 11 editions of Automotive Engineer have been published
- Produced over 660 pages of content
- Nearly 440 pages of news, features and technology info
- Sent a copy of each edition free of charge to every EAEC society member

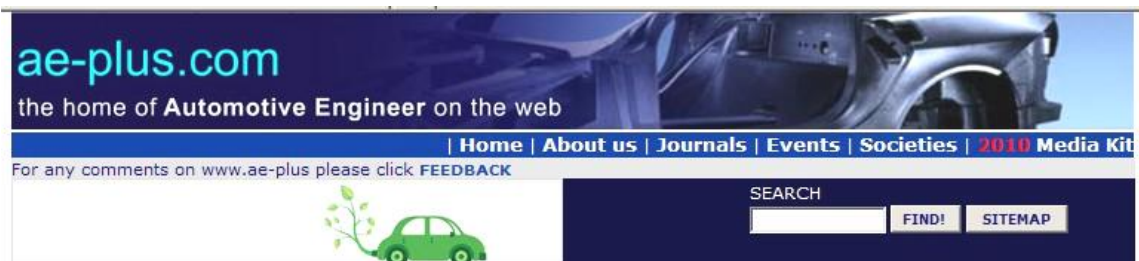


In addition to the hard copy of the *Automotive Engineer* magazine, the publisher also has a very informative home page:

<http://www.ae-plus.com>

ae-plus.com is the official website of **Automotive Engineer** magazine

ae-plus.com is for all automotive engineers, executives, researchers and enthusiasts who wish to update themselves on the industry's technology, business, news and general information. It is an English language website but it is intended by the publisher that the articles are written at a level of the English language which should be understood by all automotive engineers and other people who might be interested in automotive engineering no matter which country they come from.



Headline of the start page

ae-plus.com will not replace **Automotive Engineer** magazine or detract from its contents, but will be complementary to the printed publication. Articles published in the magazine are often archived on this site after three months (or longer). However, **ae-plus.com** is more than an on-line archive for it will generate its own copy, with business and technology news.

In addition, within each Key Topics subject is a Technical Review banner which takes the visitor to another page listing selected papers from the journals published by Professional Engineering Publishing Limited. These are updated on a regular basis. This is an invaluable resource for those interested in true academic research and is the only free available source of this information.

The site is wholly under the direction of the **Automotive Engineer** editorial team so that the high standard of editorial integrity and quality that has become a trademark of the magazine is maintained on **ae-plus.com**.

In the page "**About us**" are explanations in nine languages.

Entering the page **Journals**, there is information about the portfolio of Journals representing the best in mechanical engineering published by the Institution of Mechanical Engineers.

May I draw your attention to a special page in the ae-plus.com home page:


In the column **Key Topics**, you can find amongst others a link to **Car Companies**. This page opens a list of all car companies and a link to the latest information about these companies.

Key Topics

- Brakes, Steering, Suspension
- Car Companies
- Commercial Vehicles
- Design/Bodywork
- Drivetrain
- Electronics
- Emissions
- Fuel Cells/Batteries
- Hybrids
- Interiors
- Lighting
- Manufacturing
- Materials
- Motorsport
- Powertrain
- Safety
- Software
- Supply Chain
- Telematics
- Testing
- Vehicle Design Highlights
- ARCHIVES
- The AE Archive

Car Companies

[BACK]



Alfa Romeo	Fiat	Lincoln	Rolls-Royce
Aston Martin	Ford	Lotus	Saab
Audi	GM	Maserati	Samsung
Bentley	Holden	Maybach	Saturn
BMW	Honda	Mazda	Seat
Bugatti	Hummer	Mercedes-Benz	Shanghai Auto
Buick	Hyundai	MG Rover	Skoda
Cadillac	Isuzu	Mini	Smart
Caterham	Iveco	Mitsubishi	SsangYong
Chevrolet	Jaguar	Nanjing	Subaru
Chrysler	Jeep	Nissan	Suzuki
Citroen	Kia	Opel	Tata
Dacia	Lada	Peugeot	Toyota
Daewoo	Lamborghini	Peykan/Iran Khodro	TVR
Daihatsu	Lancia	Porsche	Vauxhall
Dodge	Land Rover	Proton	Volkswagen
Ferrari	Lexus	Renault	Volvo

The key topics and car company news are updated regularly.

List of the Local Automotive Events in Europe early Autumn and in the first half of 2011

The list of automotive events in the first half of 2010 is based on information from the national European Societies and from information of automotive organizations that I have received directly.

Should there be more events in your country which are not on the list, please let me know and I 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 on the EAEC home page.

22nd International AVL Conference 'Engine & Environment'

Venue: Graz, Austria

Organizer: AVL

9 - 10 September 2010

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

36th International Scientific Congress on Powertrain and Transport Means European

EUROPEAN KONES2010

Venue: Warszawa – Gdynia - Jurata

Organizer: SIMP

12 – 15 September 2010

Website: <http://www.ilot.edu.pl/>



1. Győrer Tribologie Tagung

Venue: Győr, Hungary

Organizer: AUDI HUNGARIA LEHRSTUHL FÜR VERBRENNUNGSMOTOREN

12 - 15 September 2010

Website: <http://www.auditanszek.hu/>

ISMA 2010

Venue: Leuven, Belgium

Organizer: K.U.Leuven Department of Mechanical Engineering, PMA

20 - 22 September 2010

Website: <http://www.isma-isaac.be/>

Aachen Body Engineering Days 2010

Venue: Aachen, Germany

Organizer: Forschungsgesellschaft Kraftfahrwesen mbH Aachen (fka)

21 - 22 September 2010

Website: <http://www.ika.rwth-aachen.de/index-e.php>

FIVE Fires in Vehicles

Venue: Gothenborg, Sweden

Organizer: EARPA - European Automotive Research Partner Association

29 - 30 September 2010

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

The Aachen Colloquium "Automobile and Engine Technology"

Venue: Aachen, Germany

Organizer:

4 – 6 October 2010

Website: http://www.aachener-kolloquium.de/index_e.htm

International Conference on Gears

4 - 6 October 2010

Venue: Garching, Germany

Organizer: VDI

Website: <http://www.vdi-wissensforum.de/index.php?id=1308>

International Congress of Heavy Vehicles, Road Trains and Urban Transport



6 - 9 October 2010

Venue: Minsk, Belarus

Organizer: Academic Automotive Association – AAA

Belarussian National Technical University – BNTU

Website : <http://truck2010.bntu.by/>



MVM 2010

Venue: Kragujevac, Serbia
 Organizer: Faculty of Mechanical Engineering Kragujevac
 7 - 9 October 2010
 Website: <http://www.mfkg.kg.ac.rs/>

AAC 2010

Venue: Aachen
 Organizer: FEV Motorentechnik GmbH
 23 – 24 November 2010
 Website: <http://www.vdi.de/aac.2010>

CONAT2010

CONAT 2010
International CONgress on Automotive and Transport Engineering
 Brasov, Romania, October 27-29, 2010

Brasov, Romania
 Venue: Brasov, Romania
 Organizer: SIAR
 27 - 29 October 2010
 Website: <http://www.siar.ro/>

**CVT Hybrid International Conference**

Venue: Helmond, Netherlands
 17 - 19 November 2010
 Organizer: Eindhoven University of Technology
 Website: <http://www.cvt2010.org/>

11th Automotive Day

AUTOMOTIVE DAY IN BIEL

Venue: Biel, Switzerland
 17 November 2010
 Organizer: SAE Switzerland
 Website: <http://www.sae-switzerland.ch>

**Thermo electrics goes Automotive**

Venue: Berlin, Germany
 09 – 10 Dezember 2010
 Organizer: IAV Automotive Engineering, Inc.
 Website: http://www.iav.com/de/4_veranstaltungen/iav_tagungen.php?we_objectID=16307

23rd JUMV International Automotive Conference

Medjunarodni naučno-stručni skup sa izložbom
XXIII NAUKA I MOTORNA VOZILA 2011
SCIENCE AND MOTOR VEHICLES 2011
 International Automotive Conference with Exhibition
 19 - 21 April 2011, Beograd, Serbia

Venue: Belgrade, Serbia
 19 – 21. April 2011
 Organizer: JUMV
 Website: <http://jumv.rs/en/>



Commercial Vehicles 2011

Venue: Steyr, Austria
26 - 27 May 2011
Organizer: VDI-FVT and EAEC
<http://www.vdi.eu/>

EAEC 2011

Venue: Valencia, Spain
14 - 16 June 2011
Organizer: STA and EAEC
Website: <http://eaec2011.com/>

International VDI Congress Transmissions in Vehicles 2011

Venue: Friedrichshafen, Germany
7 - 8 July 2011
Organizer: VDI-FVT
Website: <http://www.getriebkongress.de/>

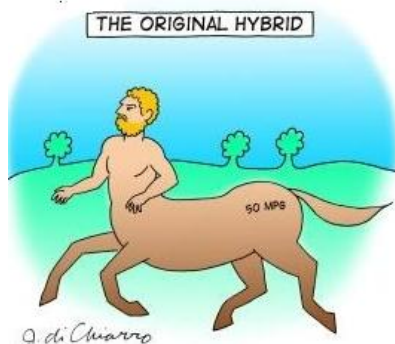
The Historic Corner

This issue is about the start of the history of electric cars with the first "hybrid propulsion". The term hybrid seems very modern as it came into usage only a few years ago! However, hybrid is an old-fashioned name in biology and specifically, genetics. Hybrid has several meanings, all referring to the offspring of sexual reproduction.

According to the Oxford English Dictionary, the word is derived from Latin *hybra*, meaning the "offspring of a tame sow and a wild boar", "child of a freeman and slave", etc. The term entered into popular use in English in the 19th century, although examples of its use have been found from the early 17th century.

In biology, hybrids are animals and plants with different species of parents. Interspecific hybrids are bred by mating two species, normally from within the same genus. The offspring displays traits and characteristics of both parents. The offspring of an interspecific cross is very often sterile; thus, hybrid sterility prevents the movement of genes from one species to the other, keeping both species distinct.

In ancient times from mythology, we have some examples of hybrid creatures. The Egyptian "Sphinx" had the Head of a female human being and the body of a lion. In ancient Greek, the "Centaur" was a cross of a male human being and a horse.



Centaur



Sphinx

The best known examples for real "hybrids" in the world of animals are mules or hinnies. A mule is the offspring of a male donkey and a female horse. Contrary to this, a hinny is a domestic equine hybrid that is the offspring of a male horse and a female donkey.



Donkey and mule



Zebra Hinny

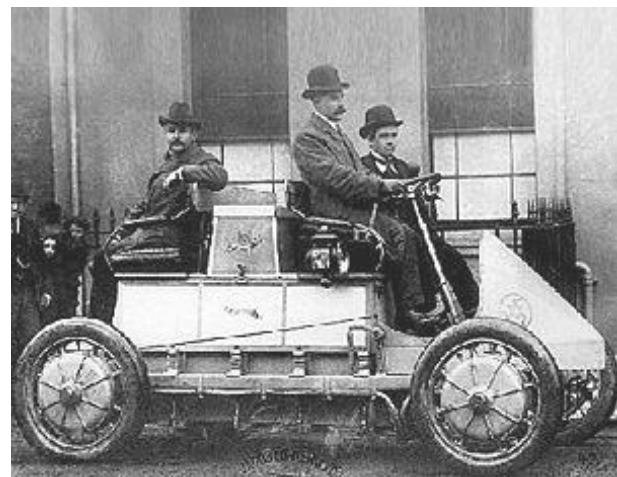
According to the definition of the UN, a “hybrid vehicle” has to have two energy sources and two energy transformers. In the case of the modern hybrid cars, the energy sources are the fuel and the battery and the two energy transformers are the combustion engine and the electric motor. With this definition, a pure electric car is no hybrid, but a sailing ship with a servo-motor could be regarded as a hybrid.

The history of hybrid cars according to today’s definition started at the turn of the 19th to 20th century. Ferdinand Porsche (1875 – 1951) is generally regarded as the inventor of the first “hybrid”. But the first design, unveiled in 1898, was the "System Lohner-Porsche", a carriage-like car driven by two electric motors, directly fitted within the front wheel hubs, and powered only by batteries. It was a pure electric vehicle. This drivetrain construction was easily expanded to four-wheel drive, by simply mounting two more electric motors to the rear wheels as well. Ferdinand Porsche may also have invented the 4-wheel drive.

The 1,800 kg of lead acid batteries it required graphically illustrated the limits of this powertrain concept. Although it showed wonderful speed when it was allowed to sprint, the weight of its huge battery pack meant that it was singularly reluctant to climb hills and suffered from limited range due to limited battery life.



“Lohner-Porsche” Pure electric vehicle
Front wheel drive

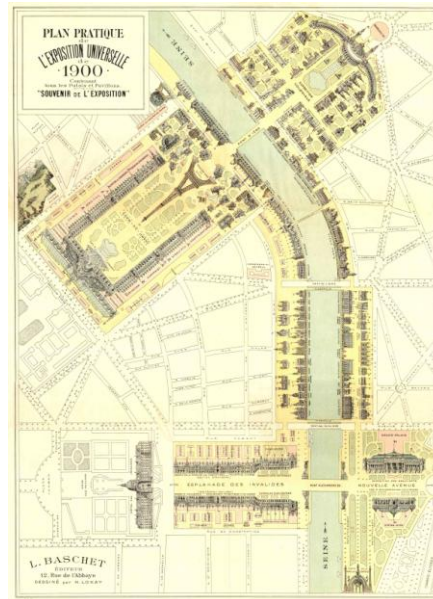


“Lohner-Porsche” Hybrid 4 wheel drive
“Mixte”

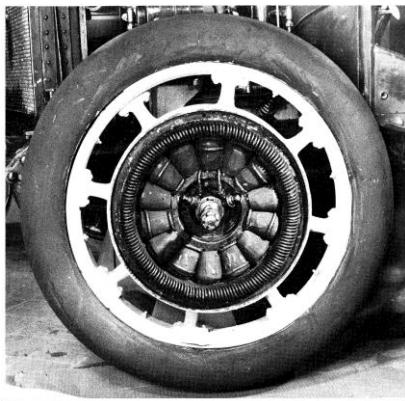
In December 1900, the car was presented at the Paris World Exhibition under the name “Toujours-Contente” (“always content”) and it was the sensation of this exhibition .



Paris World Exhibition 1900



To avoid the short range of a pure electric vehicle, while employed at Lohner Coach Factory, Ferdinand Porsche developed the “Mixte” in 1900. This was a 4WD series-hybrid in the version of the "System Lohner-Porsche" electric carriage. This vehicle had been commissioned for the purposes of racing and record-breaking. The Mixte included a pair of generators driven by 2.5-hp Daimler IC engines to extend operating range and it could travel nearly 40 miles on battery alone and was presented at the Paris Auto Show in 1901. The Mixte broke several Austrian speed records, and also won the Exelberg (a steep mountain road near Vienna) Rally in 1901 with Porsche himself driving. The Mixte used a gasoline engine powering a generator, which in turn powered electric hub motors, with a small battery pack for reliability.



Electric hub motor



Advertisement for a Lohner-Porsche electric car

It had a top speed of 50 km/h and a power of 5.22 kW. It was later upgraded with more powerful engines from Daimler and Panhard, which proved to be enough to pass more speed records. In 1905, Porsche was recognized with an award as Austria's most outstanding automotive engineer.

Below is a picture of a racing version of the front wheel driven, petrol-electric Lohner "Porsche". This vehicle was entered in the 1900 "Semmering" (a pass between Lower Austria and Styria) race and was driven by Porsche himself.

Lohner produced a number of hybrid petrol-electric cars, that is, with a petrol engine driving a generator to produce the electricity to drive the electric motors.

The up to 56 km/h (35 mph) fast carriages broke several Austrian speed records, and also won the Exelberg Rally, near Vienna in 1901 with Porsche himself piloting a front-wheel drive hybrid specimen.



Ferdinand Porsche (1875 - 1951)

Ferdinand Porsche was one of the most important and successful automotive engineers of the 20th century. He was born to German-speaking parents in Maffersdorf (today Vratislavice nad Nisou) near Reichenberg (today Liberec), then northern Bohemia, Austro-Hungarian Empire (today Liberec, Czech Republic). He showed high aptitude for mechanical work at a very young age. He managed to attend classes at the Imperial Technical School in Reichenberg at night while helping his father in his mechanical shop by day. Thanks to a reference, Porsche landed a job with an electrical company in Vienna, where he developed an electric hub motor over five years.

Here in the capital of the Austrian-Hungarian Monarchy, he would sneak into the local university whenever he could after work. Beyond auditing classes there, Porsche had never received any higher engineering education. During his five years with Béla Egger, Porsche first developed the electric hub motor.

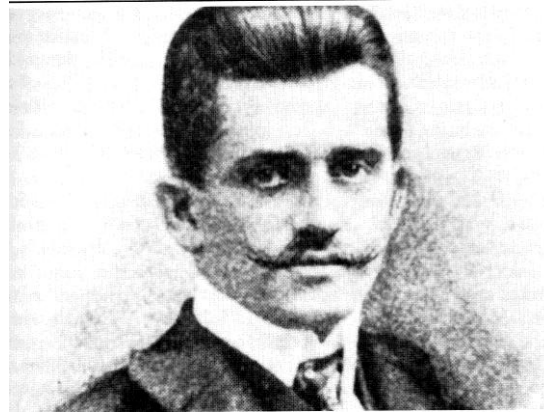
In 1898, Porsche joined the Vienna-based factory Jakob Lohner & Co, that produced coaches for Emperor Franz Joseph I of Austria, as well as for the kings of England, Sweden, and Romania[citation needed]. Jakob Lohner had begun construction of automobiles in 1896. The results of this cooperation see above.

JACOB LOHNER & CO. — WIEN

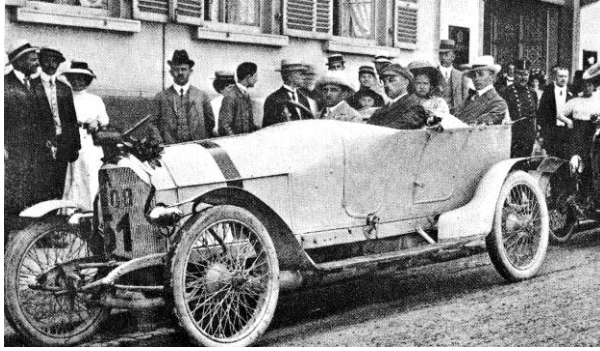
K. U. K. HOF-WAGEN- UND AUTOMOBIL-FABRIK.

In 1902, he was drafted into military service. He served as a chauffeur to Archduke Franz Ferdinand of Austria, the crown prince of Austria whose assassination sparked World War I a mere decade later.

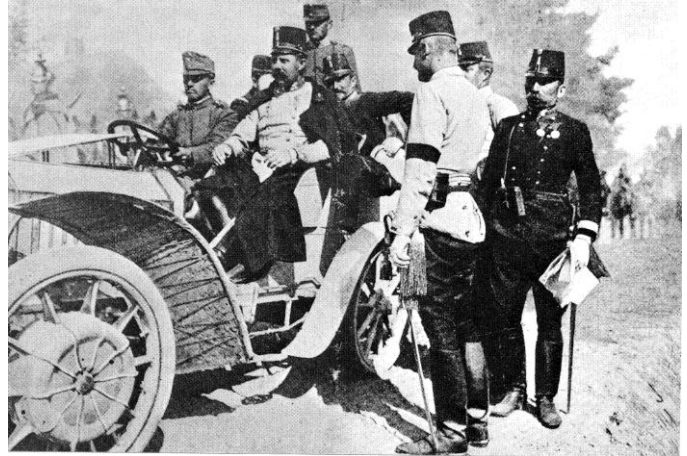
In 1906, Austro-Daimler recruited Porsche as their chief designer. Porsche's best known Austro-Daimler car was designed for the Prince Henry Trial in 1910, named after Wilhelm II's younger brother Prince Heinrich of Prussia. Examples of this streamlined, 85 horsepower (63 kW) car won the first three places, and the car is still better known by the nickname "Prince Henry" than by its model name "Modell 27/80"



Porsche 1904



Prince Henry car;



Ferdinand Porsche (driver) and Archduke Franz Ferdinand (front passenger) in the "Lohner Porsche" hybrid car

Porsche had advanced to Managing Director by 1916 and received the honorary doctorate degree, "Dr. techn. h.c." from the Vienna University of Technology in 1917. Porsche left Austro-Daimler and landed a new job as Technical Director of Daimler Motoren Gesellschaft's in Stuttgart, Weimar Germany, which was already then a major hub for the German automotive industry.

He received another honorary doctorate from the Stuttgart Technical University for his work at Daimler Motoren Gesellschaft in Stuttgart and later the honorary title Professor. He left this company in 1929 for Steyr Automobile, but the Great Depression brought about Steyr's economic collapse and Porsche ended up being unemployed.

In April 1931, Porsche founded his consulting firm, Dr. Ing. h.c. F. Porsche GmbH, Konstruktionen und Beratungen für Motoren und Fahrzeugbau, in Stuttgart.

In 1934, Dr. Ferdinand Porsche agreed to create the "People's Car" (Volkswagen). Porsche was also the designer of the Mercedes-Benz SS/SSK, as well as the first of many Porsche automobiles, and for his contributions to advanced German tank designs: Tiger I, Tiger II, and the Elephant. In 1937 Porsche was awarded the German Award for Art and Science.

In November 1945 after the war, Porsche was asked to continue the design of the Volkswagen in France. Differences within the French government and objections from the French automotive industry put a halt to this project before it had even begun. In December 1945, the French authorities arrested Porsche and he was held in a Dijon prison for 20 months.



Ferry (left) and Ferdinand Porsche (right)



Workshop in Gmünd

While Porsche was in captivity, his son Ferry tried to keep the company in business, and they also repaired cars, water pumps and winches. A contract with Piero Dusio was completed for a Grand Prix motor racing car, the Type 360 Cisitalia. The innovative 4WD design never went into races, but the money it raised for Porsche was used to redeem Ferdinand Porsche from French imprisonment.

The company also started work on a new design, the Porsche 356, the first car to carry the Porsche brand. The company was located in Gmünd in Carinthia at the time, to which they had evacuated from Stuttgart to avoid Allied bomb raids. The company started manufacturing the Porsche 356 in an old saw mill in Gmünd. They manufactured 49 cars, which were built entirely by manual labour.

The typical Porsche sport car design still exists in nowadays.



VW Beetle People's Car" (Volkswagen) of the first production



Modern Porsche sport car

The Porsche family returned to Stuttgart in 1949 not knowing how to restart their business. In November 1950, Porsche visited the Wolfsburg Volkswagen factory for the first time since the end of World War II. Porsche spent his visit chatting with Volkswagen president Heinrich Nordhoff about the future of the VW Beetle, which was already being produced in large numbers.

A few weeks later, Porsche suffered a stroke. He did not fully recover, and died on January 30, 1951.

In 1996, Porsche was inducted into the *"International Motorsports Hall of Fame"*.

see: http://en.wikipedia.org/wiki/International_Motorsports_Hall_of_Fame)

and in 1999 posthumously won the award of *"Car Engineer of the Century"*

see: http://en.wikipedia.org/wiki/Car_Engineer_of_the_Century

The name Porsche still exists in the famous Porsche sport cars.

EAEC Member Societies

(In alphabetic order of the countries)

Austria

Austrian Society of Automotive Engineers
OEVK

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