

Issue 5 ● October 2010

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



This issue has a new and more professional layout.
The information should be more attractive and user friendly.
The season for automotive events in Europe has already started.
In the column "Post Congress Information", I inform about
automotive congresses and conferences of September and October 2010.

In the column: "List of the automotive events in autumn 2010 and early 2011" all automotive events
from November 2010 till July 2011 are listed.

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

May I announce again our main congress the

EAEC 2011 Congress

14 – 16 June 2011

Valencia, SPAIN

The "First Announcement and Call for Papers" has already been circulated. The deadline for the submission of abstracts has been extended to 15 November 2010. Now is the last chance to submit an abstract. Please find more information about the procedure to submit abstracts, more details about the programme and the city of Valencia and the surrounding area.

<http://eaec2011.com/>

Our EAEC Magazine is being published by a new company. On 25 October 2010 there was a meeting between the new publishers and me in the office of the Austrian Society of Automotive Engineers. The results of the meeting are reported in this issue.

During summer time, there were two Formula Student events in Austria and in Hungary. In this issue, there is a report about these competitions.

The "Historic Corner" continues the history of hybrids and other electric vehicles with examples from England, France and Austria till the beginning of WWI.



Brigadier ret. Prof. Günter Hohl
EAEC President

Future Main 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 - June 17th 2011 in Valencia, Spain.

The theme of the Congress is:

The Automobile in the Second Decade:

Sharing all Energy Solutions

Submission of Abstracts

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

The deadline for submission of abstracts has been extended to:

15 November 2010



User login

Username: *

Password: *

Author's Area

EAEC 2011 is an unmissable opportunity to present your latest technical developments to a global audience of thousands of senior automotive engineers and executives.

To submit a new abstract you must register using the **Create new account** link on the sidebar, below the "User login" area. Once registered, you will have access to the option **Create Content** to submit your abstract and attach documents.

The deadline for uploading new abstracts is October 2010.

If you have already registered as an author you can login at any time to amend your details and access important information.

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

November 2010
Deadline for Abstract Submission

January 2011
Publication of the Preliminary Programme

14 - 17 June 2011
EAEC 2011 Congress

	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

Congress Topics

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!

EAECh 2011 Congress will take place at the:

Universidad Politécnica de Valencia

- Auditorium: 400 people
- Amphitheatre: 100 people
- Lecture rooms: 40-45 people



Front view of the congress building

On 19 – 20 October 2010, there was a meeting of the Congress Committee of the EAECh 2011 Congress in Valencia.

The next steps in organizing the Congress were decided. In the next issues of the EAECh Newsletter, more details will be reported.

The preparations for the Congress are in time schedule and are going well.

The locations for the Congress are ideal. The congress building is integrated in the campus.

There is a hall for the opening and closing session and smaller lecture rooms for the presentations.

Each of the lecture rooms is named after a historical Spanish scientist.

The exhibition will be in front of the congress building as well as the tent for lunch.



Tent for lunch



Plenary hall

The Gala Dinner will take place in a restaurant at the old harbour. The restaurant „Mar de Bamboo“ which is very elegant in style and has a beautiful view over the harbour area.

In recent years, the American Cup started here..The America’s Cup is a trophy awarded to the winner of the America’s Cup sailing regatta match, and the oldest active trophy in international sport



Harbour view from Restaurant „Mar de Bamboo“



Restaurant „Mar de Bamboo“ Inside



View to the Restaurant „Mar de Bamboo“

At the end of the meeting a contract between STA and the Universidad Politécnica de Valencia (UPV) was signed.

The provision of the congress facilities was a great support for STA.



Signature ceremony between representatives of STA, UPV and EAEC

Sightseeings in Valencia



L’Hemisfèric is a planetarium and a huge IMAX cinema showing science and geography related documentaries.

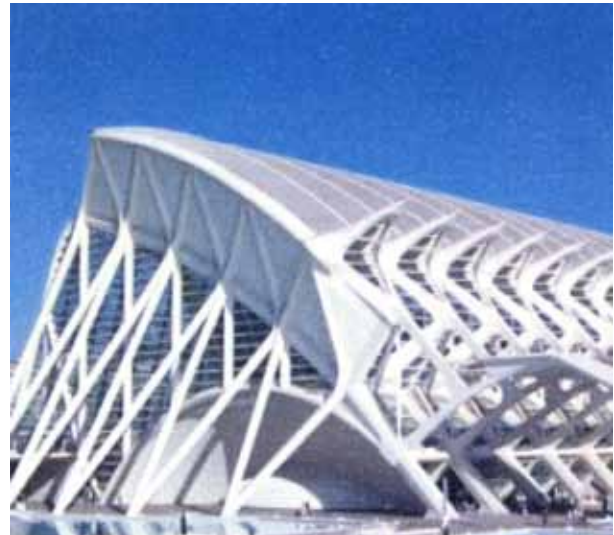
L’Hemisfèric is an splendid Laserium, Planetarium and IMAX cinema (over a 900 square meters of screen). It belongs to the City of Arts and Sciences complex.

Here the spectator can in the same space experience the sensations of a conventional planetarium while enjoying the images offered in IMAX format.

The building was designed by Santiago Calatrava. It has the shape of an eye, and is reflected 24.000 square meters lake. The cover of the cinema looks like the eye lips of the eye, and can be closed or opened.

The **Museo de las Ciencias Principe Felipe** containing exhibitions of the latest in high technology; This museum belongs to the City of Arts and Sciences complex. The building was also designed by Santiago Calatrava and reminds a whale skeleton.

This is one of those museums where forbidden NOT to touch. It is orientated to learning the sciences through experience, so everything is graphically displayed, with huge texts and pics, experiments, buttons to touch and experience



The **L'Oceanogràfic** is an underwater world where you walk through tunnels with sharks and other sea creatures swimming around you.

This water world also contains a dolphinarium (with shows), fascinating aquariums which simulate conditions in the world's oceans and if the kids are still not impressed there's a place to play with remote controlled.

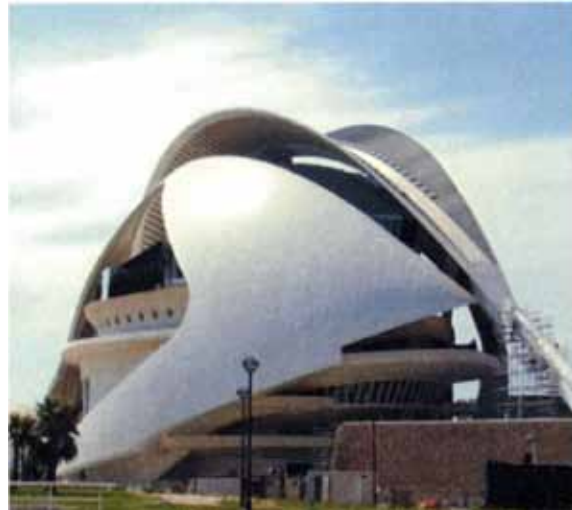
L'Oceanogràfic invites to travel around the planet's main seas and oceans. More than 45,000 examples of 500 different marine species - amongst which can be found sharks, Beluga whales, walruses, sea lions, penguins and manta rays - inhabit nine underwater towers that, structured in two levels, represent the most emblematic ecosystems of the planet.



Palacio de las Artes consists of auditoriums for the performance of plays, opera, and music in conjunction with all the latest technology. See pictures of this fascinating complex where education, technology and leisure operate hand in hand

The Palacio de las Artes Reina Sofia is an extraordinary architectural achievement and cultural landmark in the heart of Valencia. Designed by famed architect and engineer Santiago Calatrava, the performing arts center makes use of cutting-edge technologies that complement its contemporary design.

The building's lighting is designed. A total of 104 systems were installed along the top of the building and addressed in pairs, generating symmetrical effects on either side of the building.



Post Conference Information

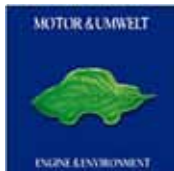
22nd International AVL Conference , Engine & Environment'

9 - 10 September 2010
Graz, Austria

More details please find under:

<https://www.avl.com>

Proceedings are available via:
event@avl.com



FIVE Fires in Vehicles

29 - 30 September 2010
Gothenborg, Sweden

More details please find under:

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

Proceedings are available via:
e-mail: info@sp.se

EUROPEAN KONES2010

12 - 15 September 2010
Warszawa - Gdynia - Jurata

More details please find under:

<http://www.ilot.edu.pl/index.php/konferencje/kones/kones-2010>

Proceedings are available via:
e-mail: ilot@ilot.edu.pl

Győr Tribologie Tagung

12 - 15 September 2010
Győr, Hungary

More details please find under:
<http://www.auditanszek.hu/>

Proceedings are available via:
E-mail: timea.nemeth@audi.hu



International Congress of Heavy Vehicles, Road Trains and Urban Transport

6 - 9 October 2010

More details please find under:

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

Proceedings are available via:
vgorbash@bntu.by



MVM 2010

FACULTY OF MECHANICAL ENGINEERING KRAGUJEVAC

Kragujevac, Serbia

7 - 9 October 2010

More details please find under:

Website: <http://www.mfkg.kg.ac.rs/>

Proceedings are available via:

mfkgsts@kg.ac.rs

Aachen Body Engineering Days 2010

21 - 22 September 2010
Aachen, Germany

More details please find under:

Website: <http://www.aachener-kolloquium.de/>

Proceedings are available via:
office@ika.rwth-aachen.de



Automotive ENGINEER

The **Automotive Engineer Magazine** is the official EAEC Magazine and the leading magazine for automotive engineers.

There has been a change in publishing.

PE Publishing (PEP), the former publisher of the EAEC Magazine "Automotive Engineer" has offloaded its entire publishing business to **Caspian Publishing** is a bid to boost its audience across flagship titles including Professional Engineering and Automotive Engineer.

The editorial team of AUTOMOTIVE ENGINEER visited on 25 October 2010 the office of the Austrian of Automotive Engineers Society (ÖVK) and thus also the EAEC Office in Vienna.

There is now a Publishing partnership between IMechE and **Caspian**

All staff of PEP and all Professional Engineering Publications activities have been transferred.

This includes also publishing contracts on behalf of other professional societies like the Memorandum of Understanding (MoU) between EAEC and IMechE



Stuart Rock
Editorial Director



Ian Gerrard
Publishing Director



Simon Bickerstaff
Editor

Ideas to develop EAEC and AE cooperation

- More editorial insight from senior industry figures facilitated by EAEC contacts
- Special content areas on AE-plus available only to EAEC members
- Special supplements –e.g. technical focus
- Special reports: industry insight and analysis.
- Announcements in the EAEC Newsletters about AE

The Automotive Engineer Magazine is free for members of the national EAEC Member Societies.

To get free copies it is easy to apply via the national society.

■ Caspian

Automotive Engineer



- Europe's principal magazine for automotive engineers
- Engaging young automotive engineers
- Promote exchange of ideas across borders
- Independent analysis- builds trust in AE
- Every story focused on being an excellent use of readers' valuable time

■ Caspian

AE- editorial improvements 2010/11

- Increased coverage of most important topics: powertrain electrification, active safety etc
- More engagement through greater technical details
- Improved quality of images and technical illustrations
- More insight into R&D projects
- Greater coverage of the important people and the leading debates
- Encouraging readers to attend and take part in conferences.



ae-plus.com

the home of Automotive Engineer on the web

| Home | About us | Journals | Events | Societies | 2010 Media Kit

For any comments on www.ae-plus please click **FEEDBACK**

SEARCH

FIND!

SITEMAP

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.

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, the key topics and car company news updated regularly.

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.

THE HISTORIC CORNER

From 1899 to 1902, the National Motor Carriage Ltd Syndicate. London, built electric cars, which were named after their designer - Mr. Henry M. Joel. These cars have become known through the rally from London to Brighton, with a single battery charge.

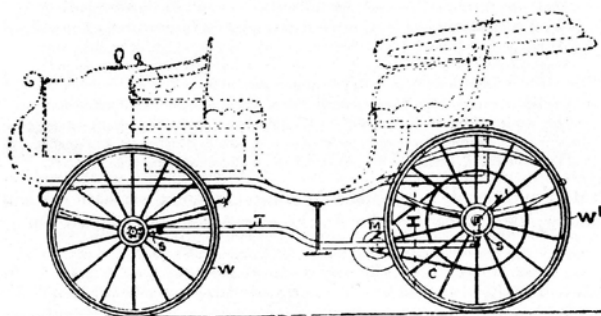
Two small electric motors drove the two rear wheels of the cars using link chains,

The motors were mounted on a special frame, and could independent of each other, drive the car, so that in case of a failure of one motor the other one always served as reserve. For each engine a special battery is available, partly under the front and under the rear seat and not visible. The advantage of this arrangement was the equal weight distribution. Control and regulation of the electrical speed were of a simple design.



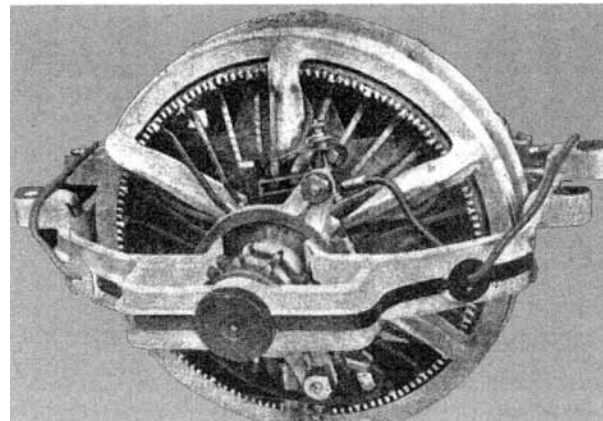
Joel Electric car

The German automotive magazine "Der Motorwagen" (The Motor Carriage) reported in 1900 that "the car runs very easily with no vibration and noise". The motors were designed and developed by Henry M. Joel with 3 hp each. The electrical Voltage had 40 V and, at a speed. of 600-700 rpm. The amperage was 20A and enabled a run of seven hours. The weight of the whole vehicle was very low with 112 Pounds (425 kg).



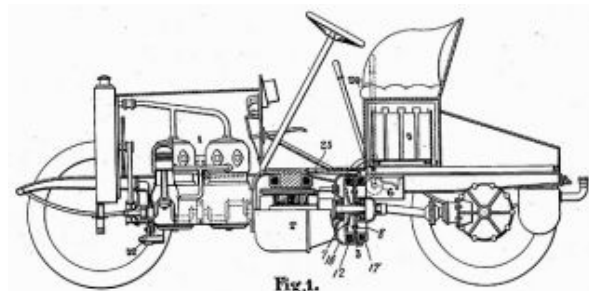
Joel Electric car (Drawing)

By means of an electrical switching device, five different speed ranges could be selected of 3, 6, 8,10 and 12 miles per hour and a speed of 3 miles per hour at reverse mode. The wire coils of the field magnets could be induced separately. This had the advantage that the motors were used as brakes. The normal speed of the car was 12 Engl. miles per hour, and could be extended up to 20 Engl. Miles. On good roads the car ran with a single battery charge 50 Engl. miles. The weight of the car, including motors, batteries, etc., amounted to appr. 850 kg. In addition to the electric brakes hand brakes were available



Joel Electric car; Electric Motor

At the same time as Porsche, the Company Robert De Champ et Cie in Levallois-Perret built an electric vehicle. The production of automobiles started in 1902. In 1905 the production was stopped.



Piper Electric car (Drawing)

In 1902 there was the Model 8 CV with a motor from De Dion-Bouton. In 1903, this model was renamed to Électrogenia. This model was available in 1904 as an engine of 12 CV with a De Dion-Bouton and as an engine of 16 CV. In addition, all models had an electric motor, thus it was hybrid electric vehicles. In the definition of our times it can be regarded as a "serial hybrid".

Contrary to the Porsche concept, there were no electric hub motors. The generator (G) was driven by a gasoline engine (M). The electric energy was transported by four wires to the electric motor (R). From there, the mechanical torque was transported to the differentials of the rear wheels.

A Belgian company “Auto-Mixte”, built commercial vehicles using the Pieper patents between 1906 and 1912. Auto-Mixte built cars between 1906 and 1912 using a hybrid-technology under licence from Pieper, after Henri Pieper died.

From 1912 to 1914, the cars were made as Pescatore, named after the owner. The outbreak of World War I marked the end of the car. The workshop was eventually taken over by motorcycle manufacturer Gillet-Herstal. Auto-Mixte made buses for the City of London as well; one electric engine driving each wheel, therefore creating one single walkway without obstructions.



One hundred and one years ago today, US Patent No. 288,181 was granted to Henri Pieper for a „Mixed Drive for Auto vehicles“ what we now call a hybrid-electric vehicle. In his application, submitted in 1905, he wrote that:

The invention comprises an internal combustion or similar engine, a dynamo motor direct connected therewith, and a storage battery or accumulator in circuit with the dynamo motor, these elements being cooperatively related so that the dynamo motor may be run as a motor by the electrical energy stored in the accumulator to start the engine or to furnish a portion of the power delivered by the set, or may be run as a generator by the engine, when the power of the latter is in excess of that demanded of the set, and caused to store energy in the accumulator.



Henri Pieper; + 1911

Here’s the odd part: Monsieur Pieper describes himself as „a loyal subject of the King of Belgium.“

The system described in Pieper’s patent is clearly that of a parallel hybrid, in which engine torque and electric power blend together to move the vehicle. Porsche’s earlier system, on the other hand, was a series hybrid like the 2011 Chevrolet Volt.

In this case a combustion engine powered a generator that sent 40 Volt current electric to motors in the wheel hubs, offering a range of up to 40 miles.

The poor situation of the railroads in the territory of Bosnia and Herzegovina required effective transport of military goods on the winding, narrow streets of this country. The solution was a special vehicle, with the same track of the trailers.

The idea of a tractive unit – trailer combination was initiated by the German Engineer Müller. This so-called “Müller Zug” (Müller-train) was tested by the Austrian War Ministry.

The former General Staff Officer, **Ottokar Landwehr von Pragenau**, mandated **Ferdinand Porsche** to improve this vehicle combination and to find a satisfactory solution.



Landwehr train in Bosnia

This trailer system consisted of a tractive unit with a six cylinder Daimler gasoline engine of 100 hp and 1.000 rpm. A DC - generator with 300 Volt and 235 Ampere was directly connected.

The electric current was transferred not only to the rear wheels of the tractive unit, but also the front wheels of each of the ten trailers.

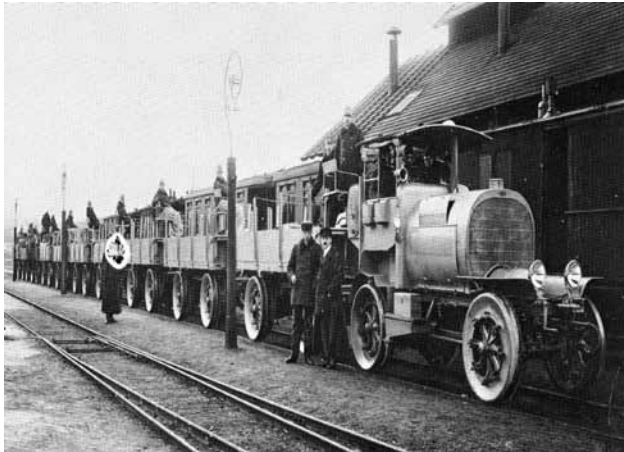
Each wheel had its separate electric motor which was very light due to the use of aluminum.

This trailer combination could be used on roads and on tracks. For the “track mode”, the wheels had to be changed in a relatively short time

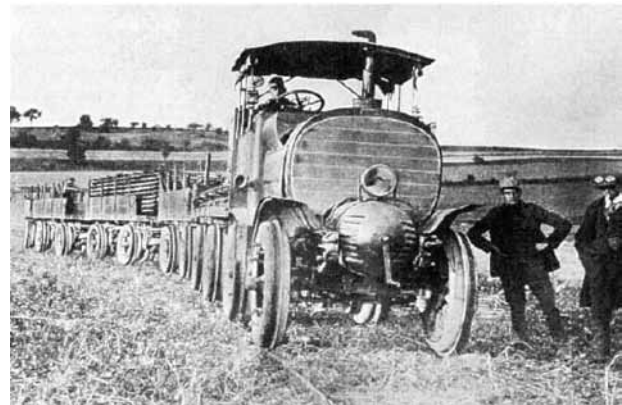
The speed was on roads 18 km/h, and on a slope of 10% 4-5 km/h. Due to this innovative design, the trailer followed the track of the engine motor vehicle like a snake. This “train” could also go backwards. In this case, the train was steered by a driver from the last trailer.



The Landwehr Train on road



The Landwehr Train on trails



The Landwehr Train in terrain

Formula Student Events

There were two completions which I attended, one in **Austria** and one in **Hungary**.

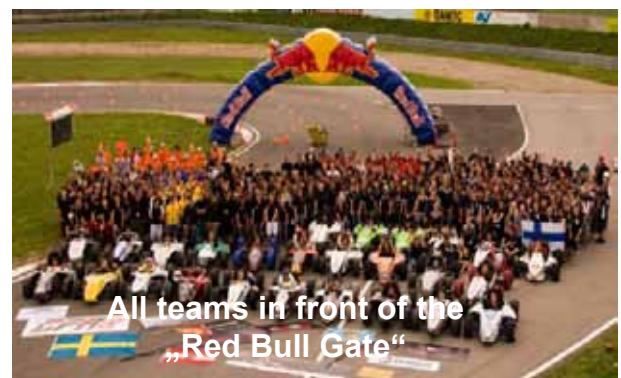
The **Formula Student Austria (FSA)** event took place at the Wachauring Melk from 11 to 14 August 2010. Melk is a small town in the Danube valley. It is famous for its Baroque Benedict Monastery.



The FSA brought together representatives from 30 universities and colleges to Austria and had their own designed and manufactured vehicles in seven different disciplines against each other. The jury was composed by judges from representatives of the automotive industry and academia.



Benedict Monastery. Melk
Erected in 18th century



All teams in front of the
„Red Bull Gate“

27 teams from 9 countries started.

The **ÖVK** was the main sponsor. Already the event last year brought together more than 400 students from around the world in the Wachauring Melk. The organizers, Formula Student Austria (FSA), were students. The event this year was even bigger and more spectacular.



Formula Student Austria - Race organization is a nonprofit student organization based in Graz! .

The biggest change from the previous year was the fact that for the first time electro-powered vehicles had the opportunity to participate in the event. This allowed the most interesting comparisons with the combustion engine driven teams.

Through the generous support of the partner of the Formula Student Austria this year, students from 9 different nations had the opportunity to receive the „Overall Winner“ trophy.

The Formula Student Austria 2010 was held again on ÖAMTC (*Austrian Automobile Club*) Fahrsicherheitszentrum (*Drive Training Area*) Wachauring Melk. The optimum size, the excellent cooperation with ÖAMTC and the excellent accessibility has convinced us that this is the best way to caountry a Formula Student competition.



The drive training area and the boxes of the teams

Another member of the winning team from 2009, the Oregon State University, started this year with an intercontinental cooperation with the University of Cooperative Education Ravensburg as the “Global Racing Team”, which was the overall winner and the winner of the design award dedicated by the Austrian Society of Automotive Engineers.

Overall Results

Rank	Car#	Team	Country	Overall Score
1	1	Global Racing Team	US/D	923,0
2	12	Dart Racing	G	822,0
3	4	TU Graz Racing Team	A	785,0
4	40	University Racing Eindhoven	NL	762,0
5	33	AMZ Racing	SZ	745,0
6	76	Racetech Racing Team	G	742,0
7	18	Baltic Racing Team	G	730,0
8	94	Bennstall Esslingen	G	706,0
9	51	Munich Motorsport	G	678,0
10	7	LU Motorsport	UK	636,0
11	70	CAT Racing	G	622,0
12	65	Scuderia Mensa	G	592,0
13	5	TU Fast	G	486,0
14	26	UPB Racing Team	G	482,0
14	41	Fast Forest Electric	G	482,0

Rank	Car#	Team	Country	Overall Score
16	44	Team Bath Racing	UK	467,0
17	53	TU Graz e-Power Racing	A	452,0
18	2	Joanneum Racing Graz	A	424,0
19	29	Chalmers	S	420,0
20	69	Hawks Racing	G	390,0
21	14	Metropolia Motorsport	FIN	376,0
22	62	Dynamics e.V.	G	361,0
23	63	Aixtreme Racing	G	342,0
24	73	Fast Forest	G	324,0
25	31	Einstein Motorsport	G	270,0
26	78	Tampere Motorsport	FIN	241,0
27	99	Formula Manipal	IND	174,0
28	11	Munich Motorsport Electric	G	0,0
28	17	Skyline Motorsport	G	0,0
28	34	Bodensee Racing Team	G	0,0

The first **Hungarian Formula Student (FSH)** event took place from 19 to 22 August 2010 at the Győr-Gönyü Kikötő river port. The river is a side arm of the River Danube

The area was ideal for this type of event due to its location and the local infrastructure.



Control tower of the Győr Harbour

Due to its robust economy and its cultural and educational strengths, the city of Győr can be the perfect place to organize a Formula Student Event.

The town bears the prestigious title of 'Gateway to the West' with good reason, being in an excellent position within the Vienna, Budapest, Bratislava triangle to welcome its visitors.

19 teams registered for the event and of these 14 teams paid the entrance fee. Three other teams subsequently cancelled their application due to intractable technical difficulties, so 11 teams took part in the event.

Based on the observations this year, the Hungarian organizers believe that they can increase participation to 30 teams next year.



Győr, this mellow and colourful town is situated half way between Vienna and Budapest, and hosts a vast array of architectural, cultural and natural treasures.

Győr, the second richest town in historical buildings outside Budapest, has won a Europe award for the protection of the historical buildings, in acknowledgement of the reconstruction of the Baroque centre of the town.

Győr, as one of the key centres of the national automotive industry, has always played a central role in the economy of Hungary and the region.



The historic townhall of Győr



Competitors and volunteers were accommodated in the student hostel of the Széchenyi István University in rooms for 2 or 3 persons.

Judges were given accommodation in a 4* town centre hotel. Above all, it was aimed to provide extremely high-quality accommodation and catering at “student-friendly” prices for the participants in the event.



Andras Voith (President of GTE Automotive division), Günter Hohl (right)

The event was successful because during and after the event nearly all participating teams declared their intention to participate again in 2011 in the Hungarian race.



Race course (in the background the box tents)

The cooperating partner was the National Automobile Spor Federation of Hungary (MNASZ), which supported by supplying judges and technical equipment for the competition at preferential rates.

Sponsors

- GTE (FISITA member) – professional support
- Széchenyi István University - professional support, support of studentfriendly accommodation
- Knorr-Bremse - financial support, professional support, delegation of professionals for the professional juries
- Thyssen Krupp - financial support, professional support, delegation of professionals for the professional juries
- Budapest University of Technology - financial support, professional support, delegation of professionals for the professional juries
- Győr Town Mayor’s Office – moral support
- Universitas-Győr Nonprofit Ltd. – moral support
- X-Meditor Ltd. – professional support, financial support

Overall Results

Rank	Car#	Team	Country	Overall Score
1	23	UAS Amberg Weiden	D	938,63
2	14	Budapest University of Technology and Economics	H	723,21
3	34	HTWG Konstanz	D	708,21
4	51	University of Applied Science Munich	D	688,22
5	97	University of Applied Sciences	D	686,58
6	12	University of Huddersfield	UK	614,09
7	5	Metropolia UAS	FIN	531,94
8	57	École nationale d'ingénieurs de Metz	Fr	525,17
9	74	University of Erlangen-Nuremberg	D	525,17
10	89	Slovak University of Technology	Sk	475,44
11	21	Hochschule Kempten	D	367,19

Award Ceremony



Tamás Csütörtöki
(Chief Executive Manager)

Alexander Dudás
(Executive Technical Manager)



Balázs Vasfői
(Chief Executive Event Manager)

Futur Automotive Events

CONAT 2010

International Congress on Automotive and Transport Engineering

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

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

8th International Conference Powertrain Technologies for CO2

Venue: Turin, Italy
 17 - 18 November 2010
 Organizer: ATA- Associazione Tecnica
 Website: <http://www.ata.it>

Conference of Internal Combustion Engines: Performance, Fuel Economy and Emissions

Venue: London, United Kingdom
 29 - 30 November 2010
 Organizer: IMechE
 Website: <http://events.imeche.org/>

Commercial Vehicles 2011

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

Thermo electrics goes Automotive

Venue: Berlin, Germany
 09 – 10 Dezember 2010
 Organizer: IAV Automotive Engineering, Inc.
 Website: <http://www.iav.com/de/>

AAC 2010

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

23rd JUMV

International Automotive Conference

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



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.getriebekongress.de/>

EAEC Member Societies

Austria

Austrian Society of Automotive Engineers

OEVK

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



Belgium

Union Belge des Ingenieurs de l'Automobil

UBIA

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



Croatia

Croatian Society for Engines and Vehicles

CroSEV

Tel.: +86 10 633 45 599
E-mail: medica@ru.rith.hr



Finland

Suomen Autiknillinen Litto r.y.

SATL

Tel.: +420 224 352 498
E-mail: satl@satl.fi
<http://www.satl.fi/>



Germany

VDI-Gesellschaft Fahrzeug-und Verkehrstechnik

VDI-FVT

Tel.: +49 211 6214 223
E-mail: fvt@vdi.de
<http://www.vdi.de/fvt>



Italy

Associazione Tecnica dell'Automobile

ATA

Tel.: +39 011 9083 559
E-mail: ata@crf.it
<http://www.ata.it>



Lithuania

Lithuanian Society of Autom. Eng.

LAIS

Tel.: +370 5 2744 792
E-mail: saugirdas.pukalskas@ti.vtu.lt
<http://www.lais.lt/>



Romania

Societatea Ingeerilor de Automobil din Romania

SIAR

Tel.: +40 21 316 9608
E-mail: siar@siar.ro
<http://www.siar.ro>

Belarus

Academic Automotive Association

AAA

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



Bulgaria

Society of Automotive Engineers in Bulgaria

SAEB

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



Czech Republic

Česká Automobilová Společnost

Tel.: +420 224 352 498

E-mail: cas-sae@email.cz
<http://www.cas-sae.cz/>



France

Société des Ingénieurs de l'Automobile

SIA

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



Hungary

Gepipari Tudományos Egyesület

GTE – Vehicle Devison

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



Latvia

Latvia Association of Automotive Engineers

LAIA

Tel.: +371 951 2364
E-mail: jpg@one.lv
<http://www.laia.lv/>



Poland

Towarzystwo InzynierowI Techniow Mechanikow

Poliskich SIMP

Tel.: +48 22 846 0011
E-mail: ajank@ilot.edu.pl
<http://www.ptim.simp.pl/ptim/>

Russia

Association of Atomotive Engineers - Russia

AAE

Tel.: +7 495 994 9915
E-mail: a.gusarov@bk.ru
<http://www.autoengineer.org/>

EAEC Member Societies

Serbia

Jugoslovensko Društvo za motore i vozila

JUMV

Tel.: +381 11 3370 358

E-mail: dalek@jumv.org.yu

<http://jumv.celtdevel.com/sr/>



Slovak Republic

Spolok Automobilovych Inzenierov A Technikov Slovenska

SAITS

Tel.: +421 2 5729 6306

E-mail: saits@saits.bts.sk

<http://www.saits.bts.sk/>



Slovenia

Association of Mechanical Engineers and Technicians of Slovenia – Automotive Group

AMTS-AG

E-mail: ernej.klemenc@fs.uni-lj.si



Spain

Sociedad de Técnicos de Automobilón STA

Tel.: +34 93 233 24 47

E-mail: sta@stauto.org

<http://www.stauto.org>



Sweden

Swedisch Vehicular Engineering Association

SVEA

Tel.: +46 31 169 985

E-mail: info@sveafordon.com

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



Switzerland

Society of Automotive Engineers, Switzerland

SAE Switzerland

Tel.: +41 31 302 36 24

E-mail: daniel.christen@sae-switzerland

<http://www.sae-switzerland.ch>



The Netherlands

Koninklijk Instituut van Ingenieurs

KIVI NIRIA

Tel.: +31 15 269 6343

E-mail: jan.wismans@tno.nl

<http://afdelingen.kiviniria.net/voertuigtechniek>



United Kingdom

Institution of Mechanical Engineers -
-Automobile Section IMechE

Tel.: +44 20 7973 1316

E-mail: l_mckenna@imeche.org

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



Other useful links & websites

FISITA

Office:

30 Percy Street
London, W1T 2DB

United Kingdom

Phone: +44 (0) 20 7299 6630

Fax: +44 (0) 20 7299 6633

E-mail: info@fisita.com

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



EAEC

President/Office

Brigadier ret. Prof. Günter Hohl
c/o

Austrian Society of Automotive Engineers

Elisabethstrasse 26

1010 Vienna

Austria

Phone: +43 1 585 27 41- 60

E-mail: guenter.hohl@oevk.at

<http://www.eaec.net>



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FISITA Magazine

Editor-in-Chief:

Roland Schedel

Phone: +49 6128 853758

Fax: +49 6128 853759

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



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1 Birdcage Walk,

London, SW1H 9JJ.

United Kingdom

Phone: +44 (0)20 7304 6805

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

