ELECTRONIC TRUCK ENGINE CONTROL
President's Message

Stuart F. Meyer
President
IEEE Vehicular Technology Society

As this message is dictated, we have just concluded another very successful Annual Vehicular Technology Conference in San Diego. Conference Chairman Eddie Simon and his diligent committee are to be congratulated for a job "well done."

The technical program was superb as evidenced in the conference record which was available from the start of the meeting. The hotel accommodations were excellent and the show was well run. To the San Diego committee, "Congratulations."

Speaking of conference records, the long overdue 1981 publication was shipped from the printer to my office on June 14th. Most all of you should have received your copy by the time this newsletter arrives at your desk. Once again, I apologize for the delay, but finally all of the bugs have been resolved.

At the Board Meeting (during the Conference), Jack Neuhauser presented an expanded program of awards and recognition. The Board gave Jack the go ahead signal to continue and finalize his work so that it can be presented in final form at the September Board Meeting during Convention '82.

Another item of interest is the recent election of 5 members to the Board. The results of this election appear on another page in this issue.

The Sam Noble Scholarship Program is off and running with the presence of this year's recipient at the Awards Luncheon during our annual conference. Steve M. Parkes made a very fine response to the audience after officially receiving his award.

Until the next newsletter,
Sincerely,

Stuart Meyer
President, IEEE-VTS

Newsletter Staff

EDITOR
A. Kent Johnson
Room 4C-324B
Bell Laboratories
Whippany, New Jersey 07981
(201) 586-6886

STAFF
- Chapter News Editor
  Sam McConachey
  Federal Communications Commission
  1950 "W" Street, N.W.
  Washington, D.C. 20554
  (202) 632-7608

- Automotive Electronics Editor
  Dr. William J. Fleming
  TRW Transportation
  24175 Research Drive
  Electronics Div.
  Paramus, New Jersey 07650

- ADDCOM News Editor
  Samuel A. Leslie
  General Electric Company
  U.S. Mobile Radio Department
  Mountain View Road, Room 2687
  Lynchburg, Virginia 24502
  (804) 328-7113

- Washington News Editor
  Mike Schramek
  MARCOM Communications
  P.O. Box 19232
  Washington, D.C. 20036

- Transportation Systems Editor
  David R. Turner
  WED Enterprises
  1068 Grand Central
  Glendale, California 91201
  (213) 996-7466

- Communications Editor
  Tom Rubinstein
  Motorola
  9940 Carroll Canyon Road
  San Diego, California 92131
  (714) 578-2222

- Awards and Standards Editor
  Jack R. Neuhauser
  P.O. Box 122
  Collingswood, N. J. 08108
  (609) 584-2788

- Professional Activities Editor
  Frank E. Lord
  SYLVANIA Systems Group
  Mountain View, California

Month of Issue | Final Copy To Be Rec'd | Target Mailing Date
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May            | 5-9-83               | 6-13-83
August         | 6-9-83               | 7-13-83

*Inputs for newsletter staff editors should be received by newsletter editor at least one week before these dates.

Editor's Notes

A. Kent Johnson
Newsletter Editor

The San Diego conference has now come and gone and it seems most appropriate to extend a vote of thanks from all who attended to Eddie Simon and his committee who put as much time and effort into providing a top quality conference. It was a well run conference with some fine technical papers and was really a pleasure to attend.

We would like to call your attention to several special features in this edition of the Newsletter.

1. The election results of the recent election have just been received and are contained herein.

2. A new column on professional activities has been added and Frank E. Lord is the editor.

3. Copies of VASC special issue are available from Stuart Meyer.
Election Results

The results of the recent election for members of the board of directors have just been received. The newly elected members of the board (listed in alphabetical order) are:

Roger Munden (Re-elected)
George Mitchell (Re-elected)
Ronald Rule (Re-elected)
Arthur Goldsith
Robert Mazzola (Re-elected)

The term of office for those board members will be the full three years and with this election we are back on schedule.

WARC Special Issue

Copies of the proceedings of the WARC (World Administrative Radio Conference) held in New York City are available from Stuart Meyer who has obtained 500 copies for distribution. Contact him as follows:

Stuart Meyer
Casa of E. F. Johnson Co.
Suite 907
1601 North Kent Street
Arlington, Virginia 22209
(703) 221-6284

Stu also tells me that copies of the proceedings of the 1981 VTS Conference in Washington, D.C. have finally arrived from the printer and are currently being distributed to those who attended.

Society Officers and Board of Directors

Society Officers

Society President
Stuart F. Meyer
K. F. Johnson Company
Suite 907
1601 N. Kent Street
Arlington, VA 22209
(703) 221-6284
(703) 281-3066 Home

Society Vice President
SAM McCONEOUGH
Federal Communications Commission
1919 "M" Street, N.W.
Washington, D.C. 20554
(202) 632-7695

Society Secretary
SAMUEL A. LESLIE
G.S. Mobile Radio Dept.,
General Electric Co.
Mountain View Road
Lynbrook, VA 22502
(804) 526-7115
(804) 525-7589 Home

Society Treasurer
ROBERT E. FENTON
Ohio State University
1515 Neil Avenue
Columbus, OH 43210
(614) 688-5807

Board of Directors

Robert E. Fenton
Arthur Goldsmith
Al Goldstein
A. Kent Johnson
Samuel J. Leslie
Fred M. Link
Charles Lynch
Roger Munden
George F. McClure
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Treasurer
Conference Coordinator
Newsletter Editor
Society Secretary
Chairman, National Meetings Committee
Chairman, Paper of Year Committee
Junior Past President
Chairman of Publications Comm.
and Transactions Editor
Chairman, Chapter Activities Committee
President
VTS Rep., IEEE Comm. on Social Implications of Technology

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1982 VTS Conference

Adriana Gianuturo, keynote speaker of the 32nd VTS Conference

PRESENTATION BY ADRIANA GIANUTURO
TO THE
32ND VEHICULAR TECHNOLOGY CONFERENCE
SAN DIEGO
MAY 24, 1982

Thank you for inviting me to be here today. I always like coming to San Diego and being part of this conference. I think it's particularly appropriate that you picked this city as the place to meet. San Diego is, of course, the home of a new and very successful transportation project using a kind of vehicle -- the trolley -- that most people would not normally associate with California because, for better or worse, we're usually thought of in terms of the automobile, not transit. That's happened in San Diego, though, is evidence of how this is changing and what I thought I'd do in my remarks this afternoon is try to outline for you what I think are the changes that are occurring and will continue to occur in transportation.

Specifically, what I want to talk about are three underlying factors or constraints that are having a profound effect on transportation development. These three factors are energy, the environment, and economics. I'd like to touch on each of them briefly and then describe for you how we at the California Department of Transportation are attempting to respond to them and the kinds of things we need engineers to work on to help us respond better.

The first and perhaps the most important of the three factors is energy. In California, about 65 percent of all petroleum-based energy is used by transportation, and this is especially significant because the transportation system currently have in place is almost totally dependent on petroleum, not on a mixture of petroleum and other energy sources. This puts us in a rather perilous position because in the long term, we can be almost certain that the petroleum we're going to have is going to cost a lot more than it has in the past; and, furthermore, it's evident that the supply isn't very secure -- it's been disrupted very severely twice in the last decade.

Overall, most of the transportation fuel we're using -- about 52 percent -- is going to the automobile. The next highest user is trucks -- at 25 percent, followed by air -- at 8 percent, and rail (for both freight and passengers) -- at 7 percent. Buses use less than 1 percent. The problem, when we have to worry about energy, is that on both the passenger and freight side most of the travel in California, and in the country as a whole, is by the least energy-efficient mode. On the passenger side, about 98 percent of all travel is by automobile. On the auto is about one-quarter as energy efficient as a fully loaded bus and one-seventh as energy efficient as a fully loaded passenger train. On the freight side, the greater part of commodity shipments are by truck, although the energy required to move a ton of goods a mile by rail is one-eighth of the energy required to move it by truck.

What all this means is that when gas prices go up or the supply is disrupted, there is an immediate and direct impact on transportation. It's the marketplace at work and we've certainly seen it working overtime the last few years.

Historically, travel on California state highways -- which accounts for about 55 percent of all road travel -- increased about five percent per year. In 1979, however,
when gasoline wound their way for blocks, travel on state highways decreased for only the second time in the history of World War II, and last year. When there was plenty of gas, but at a much higher price, travel did increase, but at a rate that we have historically come to expect. Even in the last few years, a substantial drop in the price of gasoline, there does not appear to have been a corresponding increase in either gasoline consumption or highway travel.

What people have been doing, on the average, is taking fewer trips. And with the trips that they do take, they are spending more time to and from work -- they're more apt to share the ride -- and the costs -- with someone else, or take public transportation.

As I mentioned earlier, the rate of growth for travel on California's highways has leveled off the line since 1975. During the same period, intercity bus travel grew considerably, as did trains operating in our state increased by nearly 60 percent; and travel on local transit systems was up 12 percent.

Energy and its influence on what it costs the individual to move around, has clearly caused some profound changes in travel behavior. So it costs 4-7 cents a mile to drive an automobile, as Hertz recently estimated for metropolitan areas, people are obviously going to look at this issue from a couple of angles.

First is air pollution. Although people may disagree on the severity of the problem, I don't think anybody questions that air pollution is a significant problem in California as well as in many other places across the country. In our state, as in others, the solution to the traffic congestion problem is related to -- namely auto exhaust.

As many of you are aware, the federal government has imposed sanctions against any local planning or legislation that are related to safety or mass transportation, in addition to areas. These sanctions, which have been in effect for nearly two years, amount to $27 million worth of highway projects that state and local governments are under the threat of having to discard.

When and if these sanctions are lifted -- and this will depend on whether our state legislature pass an automatic mass transportation maintenance and improvement bill with a change in federal rules -- we will still need to consider, very carefully, the possibilities of transportation improvements on air quality.

The second environmental issue that is developing as a result of the increased implications for transportation is the cost of congestion, which is a problem which takes several forms.

First of all, there is the problem related to the amount of space vehicles occupy on a transportation system, the cost of congestion and it's a very real problem in many of our communities, particularly of course at commute hours. The second space problem involves the amount of time that we have historically come to expect. Even in the last few years, a substantial drop in the price of gasoline, there does not appear to have been a corresponding increase in either gasoline consumption or highway travel.

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The second environmental issue that is developing as a result of the increased implications for transportation is the cost of congestion, which is a problem which takes several forms.
Board of Directors Report
Samuel A. Leslie
VTS Secretary

The IEEE VTS Board of Directors met on May 26, 1982 at the Town & Country Hotel in San Diego. The meeting was held on the last day of the annual Vehicular Technology Conference.

The Board meeting was called to order at 9:00 AM.

ROLL CALL

The following were in attendance:
Tony Bonezy
Martin Cooper
Robert E. Fenton
Alvin Goldstein
Norm J. Halesett
Kent Johnson
Sue Lan
William C. Y. Lee
Samuel A. Leslie
Fred Link
Frank Lord
Roger Mabon
George F. McClure
Samuel B. McGonighey
Kurt Meyer
James A. Mikulski
Jack Moubari
Ronald G. Rule
David Talley
Bob Thompson
Tino Vinodrai

(\# denotes elected Board member)

Eleven of the twenty-one present were elected Board members. Thus, the Board was present for voting on matters before the Board.

MINUTES OF LAST MEETING

Fred Link moved, McGonighey seconded that the minutes of the September 29, 1981 Board meeting be approved as published. The motion carried with all in favor. Fred Link also moved, Goldstein seconded that the minutes of the executive committee meeting held on February 25 of this year be approved. All were in favor.

Committee Reports

Expanding Awards Program:

Jack Moubari, Chairman of the Ad Hoc Exanding Awards Program, presented to the Board a proposed expanded awards program. Participating Members of the ad hoc committee, which has been working by way of a mail vote, are: Hadden, Mikulski, and Leslie. The expanded awards program is to provide recognition to those IEEE VTS members who have made outstanding contributions to vehicular technology. Three areas for recognition were defined, as follows:

A. Technical Achievements & Contributions
   Includes advancement of new technology, the publication of clearly written and presented papers of technical significance, significant contributions to the work of recognized technical and standards committees, and the publication of recognized technical textbooks.

B. Chapter & Conference Activity
   Includes the level and effectiveness of chapter activity in stimulating participation and membership, promoting technical recognition for locally presented papers and lectures, the sponsoring or supporting of technical conferences, and the support and encouragement of local IEEE student members.

C. Service to the Society
   As evidenced by long term executive or project leadership, participation in committee activities that are of significance to vehicular technology, effective participation in service as elected officers and Board Members of VTS, meaningful contributions to the initiation, direction, and execution of student engineering society activities.

Following Moubari's report, Hadden moved, Rule seconded that the awards program or organization concept as presented be endorsed by the Board. All Board members present voted in favor.

In addition, Fenton moved, Hadden seconded that the Chapter of the Year award shall include both an award to the chapter and an award to the chairman. Vote was unanimous in favor. The motion carried with all in favor.

Also, Fenton moved, Hadden seconded to bring in a bidding program to the awards program.

Thank you.

1983 VTS Conference Report:

The VTS Conference Committee was well represented at the Board Meeting by:

Tino Vinodrai
Conference Chairman
Tony Bonezy
Publicity
Kurt Meyer
Technical Papers
Bob Thompson
Finance

Vinodrai reported on their current status for next year's VTS Conference. In conjunction with a report of the financial status by the committee, Goldstein moved, Hadden seconded that the Board approve an increase of $7000 for the 1983 VTS Conference. The motion passed with all in favor.

1984 Conference Location:

Fenton and Link reported that the Pittsburgh VTS Chapter would like to sponsor a national conference, preferably within the next couple of years. Fenton reported that he has previously approved an expenditure of $3000 to sponsor a conference. Link then moved, Fenton seconded that Pittsburgh be selected for the 1984 VTS Annual Conference. The motion carried with all in favor. The Pittsburgh conference chairman will be Mr. T. G. Selis.

VTS Fellowships:

Moubari reported that last year two of three candidates from VTS for IEEE Fellow status passed and that he had submitted three candidates for this year. He further indicated that it is too early to start working on next year's candidates.

VTS Standard for Sparus Measurements:

Moubari reported that the joint EKCVIS sponsored standard for spurious measurements is available, but has not yet been appropriate EIA subcommittee. Moubari will follow up on this item by making sure that the standard is forwarded to EIA.

Associate Transactions Editors:

Moubari noted that two vacancies continue to exist for associate Transactions editors, one for automotive technology and the other for transportation systems. Fenton has been active in transportation systems, but no one has been covering automotive technology. Moubari indicated that he has identified two potential editors to fill these slots.

NARC Special Issue:

Fenton announced that the Johnson task of announcing the availability of the WARC Special issue in the next VTS Newsletter.

NEW BUSINESS

The Board covered the following new business items at this meeting:

1.加利福尼亚大学的艾尔·戈尔德斯坦教授发表的报告中，他认为在过去的几年里，对某些设计的学术会议的参与和会员资格的推广，为该领域的技术论证和成员的公司提供了一个重要的贡献。这是对委员会今年的工作的总结。

2. 金斯伯里作为一名系列报告的主席，他向董事会展示了他为扩展的奖项计划提出的提案。参与此计划的成员通过邮件投票确定了Huber、Mikulski和Leslie。扩大的奖项计划旨在为在车辆技术方面做出突出贡献的IEEE VTS成员提供认可。确定了三个认可领域，如下所示：

A. 技术成就与贡献
   包括新技术的进展，明确撰写和呈现的论文，具有技术意义的贡献，对技术委员会和标准委员会的贡献，以及已认可的技术性书籍的出版。

B. 章节与会议活动
   包括章节在刺激参与和会员参与方面的业绩，对本地举办的论文和讲座的推广，对技术会议的资助或支持，对本地IEEE学生成员的支持。

C. 服务
   通过长期的执行或项目领导，参与委员会活动，对车辆技术有重要意义，有效参与服务性工作，作为选任的官员和董事会的VTS成员，对学生工程学会活动的有意义贡献。

3. 赞成者们的报告通过。Hadden提出，Rule附议，提议在该年度的奖项计划中，将包含两部分：对学院的奖项和主席的奖项。所有在场的人都举手赞成。

4. Fenton提出，Hadden附议，要求将学院和主席的奖项合并。投票结果一致同意。该动议在所有在场的人中通过。

5. Fenton还提议，Hadden附议，引入一种竞标计划到奖项计划中。

感谢。
Subsidized Travel for Board Members:

Meyer reported the the Society is not in a financial position generally support or subsidize travel for Board members. Only after a Board member has exhausted all other means of obtaining travel funds and thereby if attendance by that Board member is essential for Board business will he then consider assistance with travel funds. Previous limitations on monetary limits and types of expenses apply, and will remain under close control by the Society President.

Conference Registration of Government Employees:

A previous resolution by McNoughety requesting that Government employees be allowed to attend conference sessions without having to pay the customary registration fee was tabled. Although the resolution was intended to cover all conferences, its primary purpose was to allow Government employees in the Washington area to attend the annual Washington mini-conference and do so since the registration fee would be an unbearable fee for them. The reason for tabling this issue is that NASA and Communications Magazine is assuming the role of sponsoring the Washington mini-conference.

Meyer recommended that the Society may possibly continue to support the mini-conference by sponsoring one or more technical sessions. However, since the conference will now be co-sponsored by a commercial organization, Meyer is to look into the legality of the Society's involvement with the mini-conference by contacting IEEE Headquarters before continuing with his recommendation.

Appointments to Committees:

Meyer noted that for the most part new committee appointments will be held off until after the current election results are in. However, some preliminary assignments were made: Hadden volunteered to chair the Nominations Committee, and Mikulski volunteered to assist Neubauer with the expanded awards program. Also, McNoughety was given the assignment of recommending candidates for his recently vacated Chapter Activities Chairman position.

Ground Rules for Chapter of the Year Selection:

Meyer noted that criteria for counting attendance at Chapter meetings for award selection already exist: McNoughety is to convey to the chapters that have been in contention for the "Chapter of the Year" award the ground rules for selection and to convey that each year's selection is made after review and approval by the Board.

Automotive ESC Problem:

Leslie reported on a letter from James Watson regarding an alarming increase in problems with two-way radio interfacing with microprocessor-controlled vehicular ignition systems. Meyer noted that an EIA subcommittee addressing this problem is currently active, and that coordinators of this subcommittee should be accomplished before determining whether it is appropriate for the Society Standards Committee to address this problem. Leslie is to provide copies of Watson's letter to Neubauer and Hadden for further consideration.

Neubauer noted that the Board should also consider sponsoring three other ESC-related standards. The proposed standards are:

- Mobile Ignition Radiation Measurement Standard
- Mobile Receiver Spurious Measurement Standard
- Mobile Transmitter Spurious Measurement Standard

These standards are to be added to the agenda for Board discussion at the next meeting.

Requirements for Election of Chapter Officers:

Meyer reported on a potential problem with non-IEEE or associate IEEE members holding elected offices at the chapter level. McNoughety noted that the IEEE bylaws state that only full members of IEEE are allowed to hold elected office positions. The Board noted that the task of upgrading an associate member to member status is a relatively easy process, and that most associate members that may upgrade to member status based on the appropriate experience and time in service. Meyer then assigned McNoughety the task of writing an article for the Society Newsletter outlining the requirements and steps required to upgrade to member status.

Additional Agenda Items:

Meyer introduced Frank Lord as the new PACE chairman (Professional Activities Committee for Engineers, formally PAC) for the Society. Johnson suggested that Lord report on the PACE activities in the Society's newsletter. McNoughety then moved, Goldstein seconded that Frank Lord be made an assistant newsletter editor for reporting on PACE activities. The motion carried with all in favor.

In regard to professional activities, a brief discussion ensued on whether the Society should work on a politically oriented task to the extent of representation on the commissions of agencies such as the Federal Trade Commission or the Federal Communications Commission by at least one person with an engineering background. It was felt that these agencies are currently hampered by a lack of understanding of the technical issues which are brought before them, and that engineering representation would be beneficial to all in preventing the generation of technically incorrect or unworkable rulings. This matter was tabled for further discussion at the next Board meeting.

Other miscellaneous items included a request to Leslie to incorporate the results of the current Board election in the roster, and to mail the updated roster to the Board members and the Chapter Chairmen. Also, McClure requested to update the listings of elected Board members in the VIS Transactions.

Next Meeting:

The next full Board meeting will be held in conjunction with the Convergence '82 Conference in Dearborn on October 4-6. The Board meeting will be held on the last day of the conference (October 6); Leslie is to make the arrangements.

Respectfully submitted,

Samuel A. Leslie
VIS Secretary
An Invitation to Authors

THE PRINCE HOTEL, TORONTO, CANADA
25-27 MAY 1983

Our 1983 THEME is:
“CREATIVE RESOURCES MANAGEMENT
new directions in Vehicular Technology”

AUTHORS are invited to submit 500 word abstracts by September 1982 to:
Norman Haslett
Manager, Telecom & Electronics
Metro Toronto Police
2050 Jane Street
Weston, Ontario M9N 2V3
Canada Tel: (416) 967-2411

SUBJECTS are detailed overleaf

MOBILE COMMUNICATIONS... including
trunked and cellular systems; single
sideband; mobile satellite; packet radio;
spread spectrum; spectrum management

TRANSPORTATION... downtown people
movers; automatic vehicle monitoring;
avtomated vehicles; computer aided
dispach; rapid transit control technology;
economics of transportation

AUTOMOTIVE ELECTRONICS... engine and
vehicle control systems; collision
avoidance and safety systems; new
directions in instrumentation,
electromagnetic compatibility

HIGHWAY ELECTRONICS... traffic monitoring
and control; automated highways; traffic
surveillance systems; driver information
systems

IEEE VEHICULAR TECHNOLOGY SOCIETY
Chapter News

Sam McConoughy
Chapter News Editor

MEETINGS

Cleveland

"Future Ground Transportation Systems" by Dr. Robert Fontenot, Ohio State University; Treasurer, VTS; VTS Speaker's Bureau. Held jointly with Power Engineering Group on April 20, 1982, with 16 attending, including 2 guests.

"Tour of WCGL - Channel 61 Television Facilities" by Al Evans, WCGL. Held on May 11, 1982 with 13 attending, including 7 guests.

"Lightning Protection for Communication Systems" by Earl Bechman, Motorola C&I. Held on June 8, 1982 with 26 attending, including 8 guests.

Chicago

"Impact of microprocessors on Communications Technology" by Dr. Martin Cooper, V.F. Corporate Research, Motorola, Inc. Held on March 29, 1982 with 62 attending, including 15 guests and 17 student members.

"History of Two-Way Radio" by Stuart F. Meyer, E. F. Johnson; President, VTS. Held on May 17, 1982 with 32 attending, including 7 student members and 3 guests.

Washington, D. C.

"Spread Spectrum" by Paul Belmont, President, Communication Resources, Inc. Held on May 29, 1982, with 27 attending, including 6 guests.

ELECTION RESULTS - 1982-83 Season

Cleveland

Chairman: Mr. Fritz Heinrich (216) 289-2759
City of Euclid
545 East 222nd Street
Euclid, Ohio 44123

Vice Chairman: Mr. Roy Christian (216) 781-9400
Cleveland Institute of Electronics
1776 East 17th Street
Cleveland, Ohio 44114

Secretary: Mr. Earl Bechman (216) 267-2210
Motorola C&I
12955 Snow Road
Parma, Ohio 44130

COMMENTS

The Chicago Chapter is back on its feet! Dick Crouse, Chairman has started off with a bang. Keep up the good work Chicago.

Honorable Mention goes to several of our chapter chairman's for the past season: Warren Bandzak, Cleveland Chapter; William O. Whipkey, Denver Chapter; Malcolm Gutterer, Miami.

CHAPTER OF THE YEAR

Awards were made at the 32nd Annual Vehicular Technology Conference by Awards Chairman, Jack Neubauer to the: Cleveland Chapter - Sustained Performance and its Chairman, William Dower.

Washington, D. C. Chapter of the Year 1979-80 and its Chairman, Menos Hayboub.


and the San Diego Conference Committee, accepted by Eddie Sjmm, Chairman on behalf of the Committee.

AVANT GARDE AWARD

The Board-of-Directors has approved continuation of this award, slightly modified from the award made to the Society's founders at our 30th Annual Conference. It now becomes part of the Society's Pyramid of awards which you'll be hearing more about.

At San Diego, the Board approved five new Avant Garde members:

John G. Haanen
Robert A. Mazola

Present and receiving the awards were:

William J. Fleming
Ronald G. Role
Robert E. Fenton

It is planned to present awards to Haanen, Mazola during the Convergence Conference in Dearborn, MI this November 4-6, 1982 at a get-together of Avant Garde members.

A form appears, in this issue, which may be used to nominate anyone you believe should be recognized for his pioneering, leadership, and continuing contributions in promoting the objectives of this Society. Send your nominations to the Awards Chairman.

NEW OFFICERS - NOTE

Send your election results

and

Send a copy of each 1-31 Meeting Report Form, following each meeting to the Chapter News Editor!

SPEAKERS BUREAU

The following named speakers are available to speak at Chapter Meetings. The Society funds travel to your city. The Chapter is expected to pick-up local meals, lodging and transportation.

Contact these speakers directly to make arrangements, suggested topic, etc.

Mr. Jack Neubauer (609) 658-0799

Awards Chairman
P. O. Box 125
Cold Spring, New Jersey 08008

Mr. Jerry Stover (214) 692-3113
Southern Methodist University
Dallas, Texas
Mr. Charles Higginbothom  (813) 355-1813
7757 Conservatory Drive
Sarasota, Florida  33580

Mr. Fred Link  (203) 735-8310
Cook's Cross Road
Fallsington, New Jersey

Dr. Robert Fontenot  (614) 422-4310
Ohio State University
Electrical Engineering Department
2055 Neil Avenue
Columbus, Ohio  43210

NEW CHAPTER ACTIVITIES CHAIRMAN

Following this issue, Mr. Gaspar Messina will be your new Editor and Chapter Activities Chairman. As regular readers will recognize, Gaspar has assisted this Editor in the past. He has also served as Registration Chairman at the VTS Conferences held in Washington the past several years and is known to many of you.

By Samuel R. McConoughy, Past Editor
Shelia Parker, and
Gaspar Messina, Editor and Chapter Activities Chairman
9800 Marquette Drive
Bethesda, Maryland  20817

Ronald G. Rule receives IEEE VTS Avant Garde Award from Awards Chairman Jack Neubauer, left, and Vice President Sam McConoughy, right.

IEEE VTS President Stu Meyer conducts board meeting at San Diego VT Conference.

IEEE VTS Board Meeting during San Diego VT Conference.
1982 IEEE Vehicular Technology Society
Directory of Chapters and Chairpersons

BOSTON
Stuart J. Lipoff
Arthur D. Little Inc.
Cambridge, MA 02140
(617) 864-5770

CANTON
C. T. Unger
3759 Crestwood Drive, NW
Canton, OH 44708
(216) 477-5916

CHICAGO
None

CINCINNATI-DAYTON
Frederick R. Ray
7578 Commonswood Drive
Cincinnati, OH 45274

CLEVELAND
Mr. Fritz Nemich
City of Euclid
545 East 22nd St.
Euclid, OH 44132
(216) 289-2759

COLUMBUS
Al Shirk
384 Crandall Drive
Worthington, OH 43085

DALLAS
Paul Hartman
820 Thorough
Allen, TX 75002

DENVER
Bill Whigkey
8069 Meade Street
Westminster, CO 80030
(303) 427-2411
None
(303) 779-0600 Work

FLORIDA West Coast
Acting Chairman
William C. Prickett
General Telephone Company of Florida
610 Morgan Street
Mel Code 66
Tampa, FL 33601
(813) 229-6850 Ext. 2873

LOS ANGELES
Mr. Gary David Gray
Orange County Communications
481 The City Drive South
Orange, California 92668
(714) 834-2137

MIAMI
Melcom Gutrer
Florida International Univ.
Miami, Florida
(305) 552-2743

MICHIGAN, SE
Louis L. Nagy
2328 Irma
Warren, MI 48092

NEBRASKA
None

NEW JERSEY COAST
John O'Malley
19 Mountainteide Dr.
Colts Neck, NJ 07722
(201) 946-8736

NEW YORK CITY
W.C.Y. Lee
492 Brentwood Drive
Willow Grove, PA 19090

ORLANDO
Melvin C. Kelch
3138 Ivel Drive
Orlando, FL 32806

PITTSBURGH
Thomas J. Hutton
224 W. Davosville Avenue
Pittsburgh, PA 15218

SACRAMENTO
Alfred E. Jacobus
2804 Chad Court
Sacramento, CA 95827
(916) 445-8803

SAN FRANCISCO BAY
Terrence J. Jung
SRI International
333 Ravenswood Avenue
Menlo Park, CA 94025
(415) 326-6200 Ext. 2238

SYRACUSE
None

TORONTO
Dale Moreland
Canadian General Electric Company
Mobile Radio Dept.
100 Wingold Avenue
Toronto, Ontario, Canada
M8B 1R2

TOKYO, JAPAN
Dr. Marlo Akiyama
Eagak连线 University
1-24-2 Nishi-Shinjuku
Tokyo, 151, Japan

VANCOUVER
Alan R. Howatson
902 Fourth Street
New Westminster, BC
Canada V3L 2A6

WASHINGTON, D.C.
Dan Davies
Motorola, Inc.
3130 North Place
Suitland, MD 20746
(301) 849-3590

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AUTOMOTIVE ELECTRONICS

Dateline: Detroit

Bill Fleming
Automotive Electronics Editor

Tom's Electronic Truck Engine Control

Tom's Transportation Electronics Division in Farmington Hills, Michigan, announced the successful development and testing of an Electronic Truck Engine Control (ETEC) system that increases fuel economy while offering the safety and comfort of cruise control. Test data on the product, obtained on different ETEC units by Ford truck leasing of St. Louis, Mo., show fuel savings ranging between 4 percent and 12 percent depending on load factors and operating conditions. Charles Terry, Ford's vice president of special Services, said that: "results obtained from prototype Tom speed/cruise control systems have been fantastic." See Reference 2.

The ETEC unit offers four different control function modes of operation, namely: (1) cruise control mode which allows pedal-free road speed control up to any pre-programmed limit (limits below 60 MPH are preset to obtain more efficient vehicle operation), (2) road speed governor mode to limit top vehicle speed whether or not the truck is in the cruise control mode, (3) engine speed limiter mode to prevent excessive engine speed during lower gear shifts and prevent engine operation in the conventional governor drop or "over-shoot" regions, and (4) constant engine speed governor mode for precise control of engine speed for stationary power take-off applications such as bulk pumping, for example.

Locations of ETEC components in a typical truck retrofit installation are shown in the schematic diagram below. System inputs include an engine speed sensor and a vehicle road speed sensor, shown in locations 2 and 3 of the diagram; brake and clutch switches (not shown in the diagram) are used to cancel speed control modes. System outputs include a fuel control actuator valve and a throttle position actuator, shown in locations 4 and 5 of the diagram. The ETEC control module is shown in location 1 of the diagram. In addition, a small, hand-size plug-in diagnostic box is available for checking the system calibration and system operating integrity.

Tom's Electronic Truck Engine Control (ETEC) was tested on vehicles like the one shown here. Four-to-twelve percent fuel savings, depending on load and other variables, were demonstrated.

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SYSTEM BLOCK DIAGRAM

(1) CONTROL MODULE
(2) ENGINE SPEED
(3) VEHICLE SPEED
(4) FUEL CONTROL ACTUATOR

DIAGNOSTIC UNIT

THROTTLE ACTUATOR (5)

DIAGNOSTIC NEEDED

COMMUNICATION LINK

Schematic Diagram Showing Location of ETEC Components in Typical Truck Installation and ETEC System Block Diagram — see description in text.

SPEED SENSITIVE POWER STEERING WITH ELECTRONIC CONTROL

Speed sensitive power steering with electronic control, called Servotronic, has been developed by ZF in Germany, and will be available as an OEM product next year. The control gives 90 percent assistance during slow maneuvering and parking, while providing progressively less assistance, decreasing to 65 percent, as road speed increases. This allows better road "feel", plus precise manual control.

As vehicle speed increases, output signals are fed from the microprocessor module to an electro-hydraulic transducer that positions a pair of rotary piston valves in the steering box. These are arranged to control hydraulic feedback and hydraulic reaction pressure (power assistance). Plots of power assistance working pressure as a function of steering wheel rim input torque are shown below for various values of vehicle speeds, ranging from Vg (stationary) to Vg (Maximum).

TOYOTA REVERSING WARNING SYSTEM

Toyota's experimental car, EX-11, includes a sonar warning system that identifies obstacles in the car's reversing path. Measurements of the time required by sound waves to bounce back from objects gives the obstacle's position and distance to it. The system consists of two transmitters and two receivers of ultrasonic waves — all flush mounted in the rear bumper.

In sequence, sonar reflection times are measured between one transmitter to one of the receivers, then to the other receiver, and finally from the other transmitter to the second receiver. A warning lamp panel located inside the vehicle is vertically divided into three parts, each identifying the obstacle in its approximate location to the car (dead center, left, or right). The warning panel is also horizontally split into three parts, each identifying the closeness of the obstacle to the car (less than 0.5 meter, 0.5 to 1 meter, or 1 to 2 meters). An audible signal is also provided which gives continuous beeping in the less than 0.5 meter range, a series of three short beeps in the 0.5 to 1 meter range, and a succession of two short beeps in the 1 to 2 meter range.

REFERENCES

Awards and Standards

Jack Neubauer

AWARDS COMMITTEE CHAIRMAN

Jack Neubauer is the WF Awards Program Chairman and is currently developing an expanded achievement recognition program. Jack has been involved with the WF since its inception in 1968, prior to that he was active in the AIEE and AIEE since 1969. Jack has served on several committees and has been active in the WF since its inception. Jack has been a member of the WF Communications Council, chairman of the WF Communications Department, and chairman of the WF Communications Committee. During his tenure as WF Awards Program Chairman, Jack has been instrumental in developing a wide range of award categories to recognize outstanding achievements in the field of telecommunications. Jack is dedicated to the WF and has made significant contributions to the advancement of telecommunications technology. He is a member of the WF Communications Council, chairman of the WF Communications Department, and chairman of the WF Communications Committee. 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Professional Activities

FRANK E. LORD
Senior Member
IEEE Union College,
Schenectady, N.Y.

Heads the Control Systems Section at Western Division of Sylvania System Group, Mountain View, California. His work frequently involves creating control systems for outfitted military vehicles. One recent project involved converting personnel carrier into a simulation of an untiilable mobile missile launcher, including detection gear, steering gear, and associated electrical and electronic equipment.

Mr. Lord served on active duty with the Navy as an Engineering Duty Officer and is now a Captain in the Naval Reserve.

He is presently the Chairman of the Santa Clara Valley Section and has served that Section in other offices, including Professional Activities Chairman, for several terms. He is also active in the American Society of Mechanical Engineers.

In 1970, Mr. Lord served one term on the USAB's Board of Directors, and in 1973 he received the USAB's Citation for Outstanding Contributions to Furthering the Aims and Objectives of Professionalism.

Frank E. Lord
Professional Activities Editor

No sooner had I become your Professional Activities Committee (PAC) Chairman than the acronym was changed to FACE. Although the Institute has this activity and acronym for quite a few years now, a much more widely known type of activity has grown to prominence on the American scene in recent years; namely, Political Action Committees (also abbreviated PAC). This latter activity has been sanctioned under Federal law and allows parent organizations to contribute via their PAC, campaign money to politicians who favor their views. It is not difficult to imagine the confusion that would result when a group from IEEE PAC would have an appointment with a politician, an event that is more and more common since the members have chosen to be active in matters related to our profession beyond purely technical realms. The solution was to change the name of our activity to the IEEE Professional Activities Committee for Engineers (FACE). This simple change provides for an easy transition while at the same time being distinctive enough to avoid confusion. The sounds of PAC and FACE are quite different, the short "m" of the former turning into a long "a" in FACE.

Now, to complicate matters a bit more, it turns out that the United States Activities Board (USAB) is considering the question of whether the Institute should have a Political Action Committee (PAC). We could end up with both, but the PAC is an arm's-length relationship. Consequently, USAB and FACE would never be closely linked to any PAC that is formed.

Each year USAB holds meetings involving the FACE leadership, in order to effect a high degree of two-way communication to address issues of concern in open forum. These meetings have been held at least once every year from 1972 to 1977, depending upon circumstances, and the leadership of the United States Activities Board of Directors.

I participated in such a meeting April 11, 1977, which was the first of two planned for the year.

Among the events was a discussion by Jack Doyle, the newly-installed V.P. for professional activities, on the goals of USAB. I believe these goals may be of considerable interest to our members and would like to list them here, along with my observations.

1. Probe the "engineering shortage" to unearth the facts and outline our position. Availability of any commodity can be measured in economic terms. I know of no engineering work that is going undone because of lack of responsible bids from responsible and competent organizations. Engineering salaries, in terms of buying power, have been dropping for some time. Furthermore, no engineering shortage heralded in the past has ever materialized.

2. Push the newly-introduced National Patent Rights Bill in Congress. This would guarantee the inventor rights to his own inventions that are important to his employer's business. It seems only fair, but watch where the opposition comes from.

3. Introduce and push a Service Contract bill for professionals. Professionals, largely engineers, are the only group subjected to wage busting and fringe busting when service contracts are renewed or changed from one contractor to another. This, of course, can be very disruptive to our members' careers and families. Although this affects only a small percentage of our members, it does represent the pits of what exists in our profession, and is thus highly important that it be improved.

4. Initiate an Employment Assistance effort whereby we can help our members in finding new work in a time of high unemployment. This would be a service to professionals, and help alleviate unemployment in our area. My predecessor in this office, V. Edgerton, initiated such an effort and it was successful effort to aid our unemployed members in Detroit.

5. Continue activities on Pensions, Ethics, Registration, Women in Engineering and Career Maintenance. The important word with respect to these ongoing activities is "continue". It seems that new volunteers are always needed to keep these activities viable.

6. Hold the Technology Policy Conference in Washington, D.C. during Engineers' Week and hold a meeting in conjunction with the IEEE Board. The importance of this is that it provides an interface with our legislators that keeps IEEE known and helps when we need appointments with individuals to discuss matters affecting our members. This event has already been held successfully.

7. Establish an IEEE Political Action Committee (PACE). This would be valuable in helping elect legislators who are sensitive to our professional problems and needs and would be willing to help us.

8. Probe the root causes of the United States Energy Crisis and take a position. This is an example of a national policy that could be of benefit from our help. Certainly, any policy that affects our activities will not be considered properly developed without the participation of the major engineering societies.

9. Disseminate the IEEE Energy slide show throughout the country. This slide show was produced in 1981 as a vehicle for informing the public on the facts of the energy situation in the United States. The USAB desires to have the show given by members in their communities to the greatest extent possible. VTS members should let me know if they are interested in participating.

10. Reactivate the Health Care Policy Committee. This is but one example of an area where our profession and individual members can be affected by decisions that are made in a technological area. Therefore, we are responsible for participating in the development of policy that will eventually affect us.

11. Gain a higher acceptance of USAB by the membership. It is noted in letters to our various publications, and in remarks that members make, that some members do not view USAB as an organization of USAB. We are all aware that when the membership votes to amend the Constitution to sanction professional activities that 135 voted against it.

It is probably from this group that emerge those few remaining individuals that still quack this kind of activity with trade unionism. We are also aware that there is a segment of the membership that feels USAB is not doing enough. These two segments of opinion probably result from a lack of understanding of the USAB programs and the limits imposed by finite resources and the limited number of members that step forward to pitch in on how that better communication can lead to better understanding and that the size of this minority group can be reduced. Of course, on any issue there will be those that disagree with the ultimate action, but the leadership of USAB expressed the view that it is the members through exercise of their reasoned intellect that they face.

The last item above leads into some comments on the purpose of this column. It is not my intention to huck out communication on professional matters flow in one direction only. I would like to hear from VTS members with their questions, expressions of concern or thoughts. These may be solely for my benefit as your VTS PACE Chairman, or they may be more widely published in the Newsletter. Just be sure to DISTINGUISH. Until the next news, I'll be looking forward to hearing from readers.

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"Creative Resources Management: new directions in Vehicular Technology"

33rd Annual Conference

THE PRINCE HOTEL
TORONTO, ONTARIO
25-27 MAY 1983

- VISITS TO INDUSTRIAL AND SCIENTIFIC CENTRES
- TECHNICAL SESSIONS - mobile communications
  - transportation
  - highway electronics
  - automotive electronics
- EXHIBITS - over 30 booths

For more details contact:
IEEE VTS 83, 3040 Universal Drive, Mississauga, Ontario L4X 2C8

RECOMMENDATION FOR VEHICULAR TECHNOLOGY SOCIETY AWARD

(See Awards Summary)
FIELD:

- Automotive Electronics
- Mobile Communications
- Transportation

1. NOMINEE:
   Name: ___________________________ Tel. No. ___________________________
   Address: _________________________ Bus. ___________________________
   City, State, ZIP: ____________ Home. ___________________________

2. AWARD:
   ☐ Gold ☐ Silver ☐ Bronze ☐ Outstanding Service to VTS by Member
   ☐ Outstanding Service by Non-Member to VTS objectives
   ☐ Special Achievement in Advancing VTS Technology
   ☐ Certificate of Appreciation ☐ Avant Garde ☐ Honorary Life Member
   ☐ Other ___________________________

3. NOMINATOR:
   Name: ___________________________ Tel. No. ___________________________
   Address: _________________________ Bus. ___________________________
   City, State, ZIP: ____________ Home. ___________________________
   Signature and date: ___________________________

4. JUSTIFICATION FOR AWARD: (Continue on reverse if necessary)

5. ACTION BY VTS AWARDS COMMITTEE:
   Approved ☐ YES ☐ NO ☐ RETURNED FOR ADDITIONAL JUSTIFICATION
   By: ___________________________ Date: ___________________________

Mail form to Chairman, IEEE VTS Awards and Recognition Committee