

Automotive Plastics *NEWS* Today, Tomorrow - Together

April 2005 Volume 34, Issue 3



SPE's Automotive Composites Conference and Exposition Goes International

SPE's 5th Annual Automotive Composites Conference and Exposition (ACCE) will be held from September 12th thru the 14th, 2005 at Michigan State University's Management Education Center, Troy, MI. This year's "ACCE" will be highlighted by a number of speakers, exhibitors, and presentations from Europe, Asia, and the America's, giving the Conference attendees an opportunity to learn about the latest innovations, applications, and composite products from around the automotive world.



This year's chairman, Klaus Gleich of Johns Manville, has stated the 2 ½ day event will show case a variety of global experts, companies, and composite products. With last year's attendance of over 300 participants, SPE's ACCE is the largest global technical and product conference devoted to composite applications, materials and processes used in the Transportation market.

Speakers and presentations on the latest innovations with carbon fiber, nano-composites,

multi-laminate technologies, LFT and SMC applications, and decorating & processing methods will bring attendees the latest information from their fields of expertise. Keynote speakers and panel discussions will feature opportunities for attendees to address key issues and opportunities with OE, Tier Supplier, and industry experts.

For more information on attending, presenting, and exhibiting, please contact Klaus Gleich at 303-978-2286 or gleichk@jm.com or Peggy Malnati at 248-592-0765 or pmalnati@sbcglobal.net. Sponsorship and those wishing to exhibit should contact Tim Simko at 248-637-0600 or tsimko@polywheels.com. Information on all aspects of the conference and other SPE activities can be found at SPE's website www.speautomotive.com.

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Treasurer's Report

Brian Grosser

Total cash for the SPE Automotive Division is \$59,347

I have completed the final analysis of the 2004 Awards Night financials and they are as follows:

Gross Income: \$219,306.53
Expenses: \$214,407.15
Net Income: \$4,899.38

Many thanks to all of the volunteers whose extra time and effort helped make the Awards Night a huge success.

Additionally, we have received over \$10,000 in advanced registrations and sponsorships already for this September's Automotive Composites Conference.

www.speautomotive.com

Automotive Division Meeting Schedule and Special Events Calendar

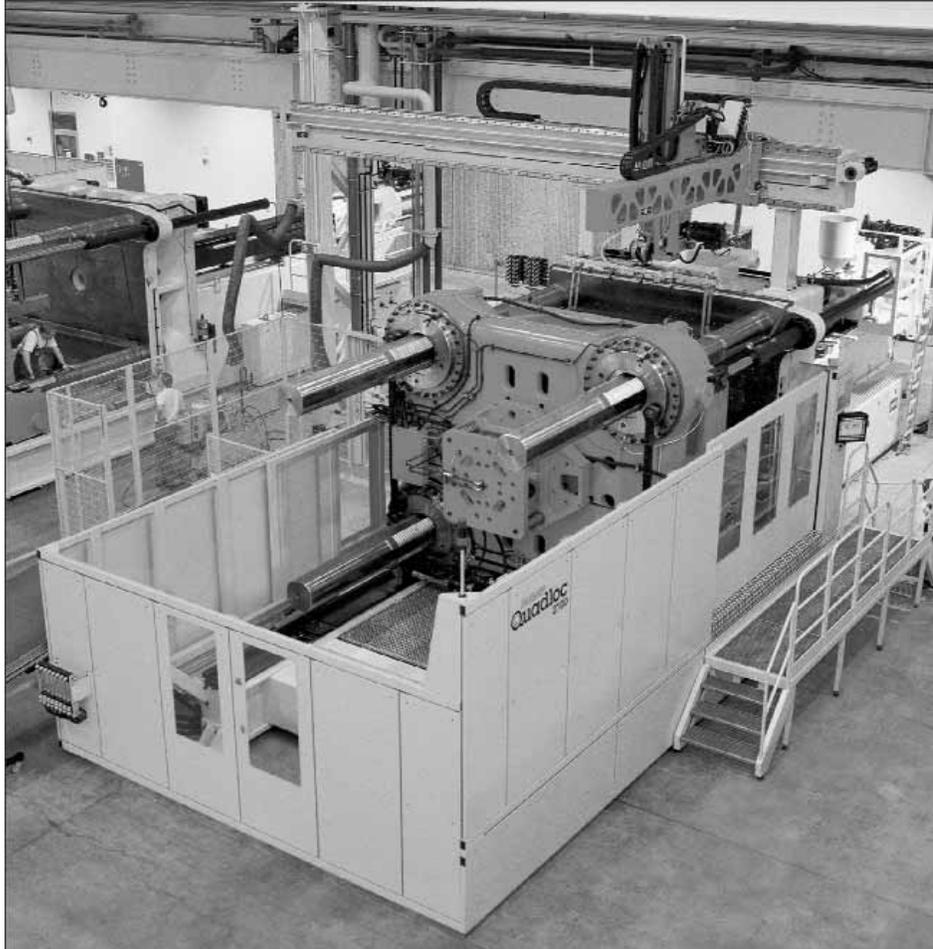
May 1 - 5, 2005 Boston, MA	ANTEC, Hynes Convention Center
June 6, 2005 Big Fish Restaurant Troy, MI	SPE BOD Planning Meeting
June 13, 2005 Twin Oaks Golf Club	SPE Detroit Section Golf Outing

Automotive Division Board of Directors meetings are open to all SPE members. Call Monica Prokopyshen at 248.576.7349 for more information.

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Chairman's Message

Monica Prokopyshen

"Opportunities are usually disguised as hard work, so most people don't recognize them."

Ann Landers

"When you change the way you look at things, the things you look at change!"

Dr. Wayne Dyer

To these quotations, I would add, "Serendipity happens when you're looking for it." I was in a team meeting and we had just made the 4th thrilling discovery in 10 days, after several months in which we had made a number of fortuitous discoveries. Let's just say I was so excited, I exclaimed how much I loved serendipity. One of my teammates told me the story of The Three Princes of Serendip. It was as if the princes had joined our team, but the truth was that our team had reached the "Performing Stage." One person could finish or build on another's thoughts. Problems were opportunities and challenges. We were having fun!

As I reflect upon my year as Chairman, I feel the same way about the SPE Automotive Division (SPE AD) board and volunteers-the team is performing, there is no shortage of opportunity and, we're having fun. We have a team with a plenitude of fresh ideas, wide experience and new members contributing from the get-go. As anyone who has been part of a strong team will tell you, shared success is invigorating and so much more rewarding-the significance of the effort is understood and doesn't need to be explained. And the occasional detour, such as late night prose that had to be revised the next day, provided us with a few laughs.

The Division membership and programs are growing-the successful Automotive Composites Conference & Exposition (ACCE) is expanding this year to meet increased demand for exhibit space. The Innovations Award ceremony added a Performance & Customization category, opportunities for student participation and extended its global reach. The SPE AD is again well represented at ANTEC with a full day of high quality technical papers in two sessions on May 3rd, 2005.

AWARD WINNING TEAM

Congratulations to Bonnie Bennyhoff (Advanced Elastomer Systems) and Nippani Rao (DaimlerChrysler) who earned the well-deserved recognition of "Honored Service Member" for their many years of contributions to the SPE AD and Detroit Section. I'd also like to thank Kevin Pageau for pulling together our award winning newsletter, edition after edition.

In May, Dr. Norm Kakarala (Delphi Corporation) starts his tenure as Chairman by accepting the PRIDE and OUTSTANDING Division awards at ANTEC on behalf of the SPE AD. I look forward to working with him and the rest of the team during the 2005-2006 fiscal year.



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SPE Announces theme, location and dates for the 5th Annual Automotive Composites Conference & Exposition

Show Expands to 3rd Day with Greater Exhibit Space, More Panel Discussions, Keynote Addresses, & Papers

The organizing committee for the SPE Automotive Composites Conference & Exposition (ACCE) today announced the dates, theme, and location for this year's show. Now in its 5th year, the ACCE has become known as a must-attend event for the North American composites industry, although it draws exhibitors, speakers, and attendees from Europe, the Middle East, and Asia / Pacific as well.

Dr. Klaus Gleich, who is the 2005 ACCE conference chair, announced this year's theme as Composites: Providing Global Vehicle Solutions. "We selected this theme because composites are providing real engineering solutions in the global transportation industry. Both thermoplastic and thermoset composites offer a unique combination of performance, low mass, improved safety, and pricing advantages that often cannot be matched by any other materials technology. We are very pleased that our conference has become the place to see many of these leading-edge innovations for the first time and talk with their inventors first hand."

As it has been for the past 4 years, the conference will once again be located at the MSU Management Education Center in Troy, although this time the conference will expand to take up the entire facility. According to conference Sponsorship Chair, Tim Simko of Polywheels, "We've had a good but troublesome challenge the last two years in that we've had more organizations that wanted to exhibit at our show than we had room to put them. It's a terrible thing to have to turn away potential sponsors, so this year we booked early enough to reserve the entire conference facility. This will allow us to accommodate far more sponsors and exhibitors, and it will also help us solve another challenge, namely reducing background noise from the main exhibit floor that could sometimes be heard inside

the session rooms where papers were being presented."

Technical Program Co-Chairs, Brian Grosser and Dr. Jackie Rehkopf explained that this year they were taking steps to be able to accommodate a greater number of presentations and panel discussions. "We've reserved the Management Education Center for 3 days this year - September 12th through 14th - hoping this will give us enough extra time to accommodate a greater number of papers, keynote speakers, and panel discussions," said Grosser. Rehkopf added, "Last year's very successful OEM panel discussion will return, and we're also planning a second panel discussion on Materials Solutions for Low-Volume Vehicles that will feature key members of the supply community." Other sessions already being planned for this year's conference include:

- New Composite Materials
- New Composite Processes
- New Composite Applications
- Enabling Technologies for Composites
- Natural-Fiber Composites
- Structural Composite Applications
- Nanocomposites
- Long-Fiber Reinforced Thermoplastics

Grosser continues, "We're asking authors to submit their abstracts to us by the end of April, and - assuming their topic is accepted - papers by the end of June so our committee has time to peer review them, get comments back to the authors, and the authors have time to get their final manuscripts to us by August 1st so they can be added to our conference CD." Rehkopf noted that the technical program committee was also hard at work planning keynote addresses for this year's conference, which will be announced in future updates on the conference.

"Over the last 5 years," adds Fred Deans of Azdel, Inc., former ACCE conference chair and current planning committee member, "The use of

(Continued Page 6)

5th-Annual

SPE AUTOMOTIVE COMPOSITES CONFERENCE



Sept 12-14, 2005

CALL FOR PAPERS
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on the Automotive Composites
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this important event, visit the
SPE Automotive Division website

at www.speautomotive.com;

or contact Pat Levine at

+1.248.244.8993;

or send an e-mail to

spe@plastics.org; or write

SPE Automotive Division,

1800 Crooks Road, Suite A,

Troy MI 48084, USA.

.....

Composites:

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Attendance

The Automotive and Composites Divisions of the Society of Plastics Engineers (SPE) International invite you to attend the 5th-Annual SPE Automotive Composites Conference and Exposition, **September 12-14, 2005**. The conference will feature technical paper sessions, VIP panel discussions, keynote speakers, & exhibits highlighting advances in materials, processes, and applications for both thermoset and thermoplastic composites. Sessions currently planned include:

- VIP Panel Discussion on Material Solutions for Low-Volume Vehicles & Future of Composites
- New Composite Materials, Processes, & Applications
- Enabling Technologies
- Advanced & Hybrid Reinforcement Technologies
- Natural-Fiber Composites
- Structural Composite Applications
- Advances in Long-Fiber Reinforced Thermoplastics
- Nanocomposites

Paper Submissions

Individuals or organizations interested in presenting at the conference should submit **Abstracts no later than April 29th** and **Papers no later than June 30th** to allow time for peer review. E-mail to Jackie Rehkopf, jrehkopf@ford.com or Brian Grosser, bkgrosser@sbccglobal.net. Approved papers will be distributed on a CD to conference attendees.

Exhibition/Sponsorship

A variety of sponsorship packages, including tabletop displays, advertising and publicity, tickets, and other promotional opportunities are available. Companies interested in exhibiting at or sponsoring the event should contact Tim Simko at tsimko@polywheels.com.

Registration Form

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Automotive Composites Conference & Exposition

(continued from page 4)

composite-intensive components and modules on passenger vehicles, light trucks, and other mass-transit applications has increased remarkably. More recently, we've seen some particularly interesting applications in the hybrid materials arena - composites with metals, or composites with thermoplastics - discussed at the ACCE. These are applications that could not have been done in metals or thermoplastics or even composites alone. In fact, many of these applications have gone on to win awards at the SPE Automotive Division's annual Innovation Awards Gala. That's a true testament to the nature of the innovation being displayed at the Automotive Composites Conference each year."

This year's conference once again will have a broad offering of exhibits from industry leaders in the U.S., Canada, Europe, and the Far East. Simko concludes, "Sponsors view the SPE Automotive Composites Conference as a great opportunity to see OEM and Tier customers in an environment solely devoted to the composites industry. They repeatedly tell us that this event brings them genuine value, which is why we have such a high repeat rate for exhibitors. In fact, half of our current sponsors have been with us since our first year."

The mission of SPE is to promote scientific and engineering knowledge relating to plastics. SPE's Automotive and Composites Divisions work to advance plastics and plastic-based composites technologies worldwide and to educate industry, academia, and the public about these advances. Both divisions are dedicated to educating, promoting, recognizing, and communicating technical accomplishments for all phases of plastics and plastic based-composite developments, including applications, materials, processing, equipment, tooling, design, and development.

For more information about the SPE Automotive Composites Conference, visit the Automotive Division's website at www.speautomotive.com, or the Composites' Division website at www.4spe.org/communities/divisions/d39.php



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SPE Automotive Division Board Meeting Minutes

April 11, 2005, held at American Plastics Council, Troy, MI

Attendees

Fred Deans	Bonnie Bennyhoff
Maria Ciliberti	Monica Prokopyshen
Nippani Rao	Peggy Malnati
Kevin Pageau	Josh Madden
Brian Grosser	Ed Garnham
Mark Lapain	Jay Raison
Dave Reed	Jackie Rehkopf

Unable to attend

Josh Ullrich	Michael Connolly
Al Murray	V. Umamaheswaran
Jitesh Desai	Suresh Shah
Suzanne Cole	Norm Kakarala
Jim Staargaard	Rahul Mukerjee
Greg Korchnak	Thomas Morse

Communications

- Links to 34th Annual Awards Ceremony posted on www.speautomotive.com web page.
- ACCE press release issued.

Newsletter

- Deadline April 15, 2005. See handout.

Awards Ceremony

- Logo distributed for comment.
- 2' x 3' SPE Awards Poster bid reviewed, prototype circulated for review
- Hall of Fame Posters quotes reviewed. 2 sets were investigated: 1 traveling set for conferences & one set proposed to hang at the APC.
- Technical & Executive Leadership candidates for this year's awards identified. Next meeting April 28, 2005 11:00 a.m - 1:00 p.m. at the APC.
- List of interior and Tier 1 executives circulated for review.

Budget

- Current assets \$59, 347
- Net Income from 2004 Awards Ceremony \$4,899.
- Registration and sponsorship fees for the 2005 ACCE conference and SPE Awards Ceremony have started coming in.

Intersociety

Status report issued. Continue successful cross promotions and outreach. Discontinue efforts with ESD.

Membership

- Overall status reviewed: trend is positive. SPE AD membership up over 8%. BOD members to submit names of 20 potential new members to Bonnie or the membership web site, by April 30.

ACCE Conference Update

- 6 papers received, 5 attendees registered, 5 sponsors to date. Press release issued. Conference scheduled for 2.5 days at the MSU extension campus. The entire facility has been reserved this year to accommodate sponsors.

TPC Update

- ANTEC SPE Automotive Division has 2 sessions: Tuesday May 3rd, 2005 in Boston, 6 papers on Materials (a.m.), 8 papers on Applications/Process Developments (p.m.)

Councillor's Report

-See attachment (reproduced page 15 of this newsletter)

2005-06 Annual Planning Meeting

Monday June 6, 5:00 - 8:00 p.m. at Big Fish (14 mi/Stevenson Highway)

New Business

- Cross-promotion with web site approved.
- Support the Eastern Michigan U. Summer Teacher's 1 week seminar on plastics : \$3000.

Awards/Recognition

- Bonnie Bennyhoff, Advanced Elastomer Systems has been elected as an Honored Service Member of SPE.
- Nippani Rao, DaimlerChrysler has been elected as an Honored Service Member of SPE.
- SPE AD received the Pride & Outstanding Division Awards.

The Porsche Carrera GT - An Innovative Vehicle Concept

by Dipl.-Ing. Michael Hölscher, Dipl.-Ing. Dieter Steinhauser, Dr. Ing. h.c. F. Porsche AG

The new Porsche Carrera GT is a road-worthy high-performance car, which has been fitted with all the attributes of genuine racing technology.

Its fascinating driving dynamics, which include much more than just acceleration and top speed, are setting completely new standards in this segment.

To achieve optimum performances - particularly in terms of directional stability, lateral acceleration and brake performance - special consideration has to be given to the weight, location of the center of gravity and overall stiffness. That is why, in designing the Carrera GT, all the relevant motorsport concepts have been made use of. The whole range of high-performance materials were utilized while, at the same time, consideration was given to customer-relevant criteria such as everyday suitability, long-life characteristics, surface quality etc. This paper describes the overall concept of the Carrera GT and explains the special features of the main assemblies and their integration into the overall system.

Concept

Unlike conventional car concepts, the Carrera GT is fitted with what is called a "rolling chassis" - a design that is also frequently used in automotive racing. The rolling chassis consists of structural elements (that is the monocoque and engine frame), mechanical units (that is the powertrain, suspension, cooling system etc.), and electrical components. It is fully operative even without the trim panels, which have merely

aerodynamic and esthetic functions and are without importance for the structural integrity of the rolling chassis.

In motorsport, this design is chosen for its clear functional separation between the vehicle structure and the exterior paneling. It allows the inherent lightweight design potential to be made full use of and results in a vehicle structure of exceptional stiffness. A welcome side effect of this configuration is the possibility of rapidly replacing damaged body components during racing events. The demand for weight reduction was met by choosing lightweight materials wherever this was possible.

The most frequently used materials are the following:

- CFRP (Carbon-Fibre Reinforced Plastics)
- Aluminum
- Magnesium
- H400 high-grade steel
- Titanium

The combined monocoque and engine frame of the Carrera GT could be called the backbone of the car. This assembly has structural functions - such as, for example, the support of the wheel loads, of forces transmitted by the crash elements and of reaction forces generated by the drivetrain. And it also carries the exterior and interior parts and adjacent components. This formal and functional combination is unique and, to date, has been used neither in motorsport nor in production cars. It includes numerous innovative concepts and components for which various patents have been issued.



The entirely new "supporting structure" made of CRFP allowed significant progress to be made in terms of car weight and stiffness. Comprehensive mathematical analysis and optimizations were carried out taking into account the loads occurring during car operation and collisions. The highly integrated structure created for the Carrera GT stands out

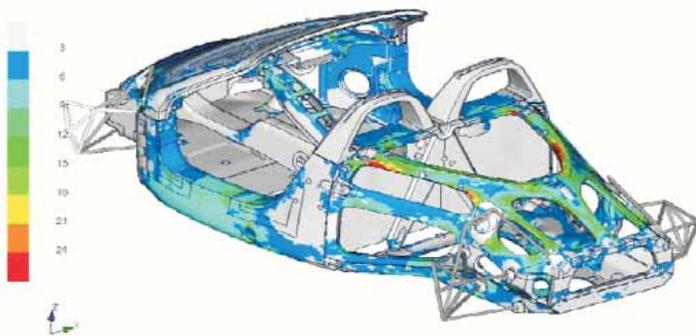
not only for its extraordinary stiffness - which equals that of competitive motorsport cars - but also for its extremely low weight.

Bodywork

With the exception of the front and rear bumpers and several small-size parts, all the exterior components including the doors, lid, hood, and roof shells are made of fibre composite material. In some cases, highly integrated partitioning concepts were adopted from the motorsport domain in order to reduce weight: the front paneling for example includes the fenders and luggage-compartment dish.



To date, exterior components made of CFRP have been known for their esthetically poor surface quality. The effects of conventional smoothing procedures - such as the application of fillers and additional polishing - are mostly short-lived. If no appropriate countermeasures are taken, irreversible fabric reliefs ("golf ball effect") start appearing soon under the influence of temperature, humidity and light. By systematically investigating most different material configurations, a multi-layer surface has been developed (and patented) which outdoes conventional surfaces as it remains stable over a temperature range which goes far beyond 90°C. Usually, any visible traces of the embedded fabric disappear again after the material has cooled down.



Interior



Unlike a racecar whose interior, above all, has to be functional, the interior styling of the Carrera GT must also reflect the exceptional character of this automobile. Of course, while giving consideration to esthetic aspects, the weight targets mentioned in the beginning must never be forgotten. That is why the advantages of the fibre composite materials are also made use of in the interior: passive safety, for example, is enhanced by the instrument panel made of aramide fibers.

The car is fitted with newly designed carbon-fibre seats that comply with all safety regulations worldwide. The series version of this seat, complete with upholstery, leather trim and all fittings, weighs just 10.3 kg. The center console consists of deep-drawn galvanized magnesium. This metallic lightweight component impresses with its high optical and haptic quality.

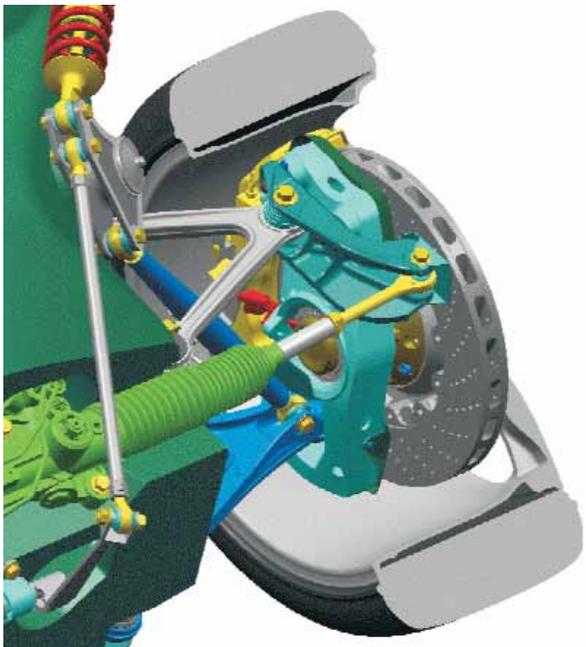
Safety

Compliance with Porsche's safety standards had to be taken into account in the early concept phase already, as lightweight design and performance must never impair automotive safety. The restraint system consists of driver, front-passenger and side airbags, three-point safety belts with belt tensioners and belt-force limiters and knee impact bolsters. When developing the interior components and selecting the material systems, attention was paid to minimize the injury risk during impacts.

Based on the experience gathered in motorsport the Carrera GT was provided with a stiff survival cell (monocoque design) which means that the load-

bearing elements of the monocoque with rollover protection integrated in the A and B pillars and the supporting structure are in compliance with the worldwide safety regulations and do not suffer any structural damages when tested in accordance with the relevant safety regulations. Most of the energy is absorbed by the crash structures made of austenitic high-grade H400 steel that also serve as supporting elements for such devices as radiators and cooling-air ducts. The surrounding structural CFRP panels optimally protect the centrally located fuel tank.

Chassis



As in motorsport, the chassis specifications requested superior handling on both dry and wet road surfaces as well as utmost braking performance.

The front axle is a double-wishbone design with forged aluminum wishbones, which are rigidly connected to the chassis via steel ball joints.

As in racecar design, the normal forces are transferred to the horizontally arranged spring struts via pushrods and needle-bearing-supported rocker arms.

The rear axle shows the same conceptual features as the front axle. The lower wishbone consists of welded H400 steel and is somewhat longer.

For the first time, the forged magnesium rims (front: 9.5Jx19; rear: 12.5Jx20) have been combined with tires (front: 265/35ZR, rear: 335/30ZR) featuring a 2-component running surface which has an optimized outer shoulder for high side-force transfer and an

equally optimized inner shoulder for good wet behavior and which allows a sufficiently high mileage to be reached. Both, the front and rear wheels are fitted with Porsche developed central-locking hubs.

As with all Porsche cars, the brake systems of the Carrera GT, too, have been designed to set new standards. The extremely light and wear-resistant 380 mm-diameter ceramic brake disks (PCCB) with especially developed 6-piston brake calipers mark the latest technological achievement for road going cars.

Engine



The engine of the Carrera GT is a direct descendant of the 10-cylinder race engine developed for LeMans 2000 and has only been modified to comply with the worldwide emission and noise regulations to be met by road-going cars. Of course, the engine was tuned for everyday suitability, drivability and durability without sacrificing, of course, such typical motorsport characteristics as spontaneous power development, excellent engine dynamics and a fascinating sound.

The nominal power of 450 kW (612 HP), maximum torque of 590 Nm, and cutoff speed of 8,400 rpm are just a foretaste of the real power output and fascination of this engine.

High rpm stability and outstanding dynamics number among the most vital features of a racing engine. Forged titanium connecting rods and light-weight slipper pistons help to reduce the inertia forces while the low-weight crankshaft with its low moment of inertia and combined with a small diameter multi-plate clutch ensure a spontaneous dynamic engine response.

Clutch



As has been mentioned above, a low center of gravity is very important for the competitiveness of a car. The engine of the Carrera GT in combination with a multi-disc clutch adopted from motorsport is ideally suited for a particularly low installation. The clutch disks are made of industrial ceramics similar to those used for the brake disks. This allows the required performance density to be realized without impairing the durability

The 169-mm-diameter Porsche Ceramic Composite Clutch (PCCC) allows a maximum torque of 1000 Nm to be continuously transmitted. The clutch of the Carrera GT weighs just 3.5 kg, which is one third only of the mass of the 911 Turbo clutch. And due to the low clutch diameter the mass moment of inertia accounts for one tenth only. These exceptionally good results are due among others to the utilization of titanium for the supporting plates of the clutch friction pads and the central clutch driver element.

Conclusion

The Carrera GT features a multitude of innovative technologies that are new in both production and motorsport cars. Its true fascination, however, is revealed at the steering wheel - either on a race track for drivers with motorsport ambitions, where its dynamic response and agility bear witness to its real genetic heritage - and also, of course, on normal roads where it provides evidence of its versatility, whether on high-speed autobahn sections, on Alpine passes or along picturesque coastal roads...



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Inter-Society Outreach

Mark Lapain

SPE

Annual Technical Conference - ANTEC 2005
May 1-5, 2005, Sheraton Boston Hotel & Towers and
The Hynes Convention Center, Boston, MA

SPE Detroit Section Golf Outing
June 13, 2005, Twin Oaks Golf Club, Oakland, MI

TPE 2005
September 12-14, 2005, Akron, Ohio

Thermoforming Conference 2005
September 24-27, 2005, Midwest Express
Convention Center, Milwaukee, WI

Color & Appearance Conference 2005
September 26-27, 2005, New Orleans, Louisiana

Vinyltec 2005
October 4-5, 2005, Philadelphia, Pennsylvania

Automotive TPO Global Conference 2005
October 10-12, 2005, Sterling Heights, MI

SAMPE

SAMPE 2005 Symposium & Exhibition
May 1-5, 2005, Long Beach, CA

SAMPE 2005 Fall Technical Conference
October 31-November 3, 2005, Washington State
Convention Center & Seattle Renaissance Hotel,
Seattle, WA

SAE

Government-Industry Meeting
May 9-11, 2005, Loews L'Enfant Plaza Hotel,
Washington, DC

SME

Molecular Nanotechnology & Manufacturing: The
Enabling Tools
May 4, 2005, Minneapolis Convention Center,
Minneapolis, MN

EASTEC 2005 Exposition & Conference
May 24-26, 2005, Eastern States Exposition, W.
Springfield, MA

NAMRC 33 North American Manufacturing Research
Conference
May 24-27, 2005, Columbia University, New York, NY

2005 SME Annual Meeting
June 1-5, 2005, Renaissance Harbor Place Hotel,
Baltimore, MD

Cleveland 2005 Exposition & Conference
June 7-9, 2005, I-X Center, Cleveland, OH

The SME Summit 2005
August 3-4, 2005, Olympia Resort & Conference
Center, Oconomowoc, WI

Miscellaneous

COMPOSITES 2005
September 28 - 30, 2005, Greater Columbus
Convention Center, Columbus, OH

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Bonnie Bennyhoff

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Below we welcome some of our newest members of the SPE Automotive Division:

Erin Atkins	Asahi Thermofil	Srikanth Ghantae	Volvo Trucks North America	Leanne Paul	Great Lakes Calcium Corporation
Mark Bacchus	Toyota Technical Center	Bill Heatherwick	Branson	Hari Pemmada	
Nathan Baker		Alberto Hernandez	Avery Dennison OPNA	Siddhi Pendse	
Indranil Banik	University of Toronto	Kaczmar Jacek	Politechnika Wroclawska	Joseph Pietryka	Joe Pietryka Incorporated
Jean-Paul Bauchel		Todd Jernberg	Weidmann Plastics Technology	Kamran Rab	
Ajmal Beg	CRP Group Ltd		Kaneka Texas Corporation	Sven Raisch	
Brian Bentley		Steve Jones	Federal-Mogul	Keith Raver	
Giancarlo Beretta	Pro-Plast Engineering	John Kapcoe	Ford Motor Company	Debra Ravetto	Society of Plastics Engineers
Kipp Boegner	Lorro Inc	Debra Keller	University of Toronto	Dale Robinson	Arizona Chemical
David Branscomb	John Deere	Ryan Kim		Megan Ross	Toyota Technical Center
Marisa Calhoun	Dow Automotive	Jeffrey Koledo		Bruce Seymore II	Eda of St Claire County
Flavio Camilotti		Todd Krupiczewicz	Steelcase	Gary Shawhan	
Adelino Campante	Somapla LDA	Jeremy Kuek	Sky Mold (Shanghai) Co, Ltd	Scot Sholler	
Patrick Cavanaugh	Industrial Resin Recycling Inc	Jose Lanceta	PolyOne	Andrew Sics	
Ross Chandler	Armada Toolworks Ltd	Jordan Lee		Filip Smeets	Cabot
Gerardo Chiaia	Husky Injection Molding Machines SA	John Long	Kubota Research Associates	Edward Snyder	Haartz Corporation
Wali Hoong Chin	Autoliv Hirotako SRS Sdn Bhd	Shiyong Lu	PFC Tesma International	Bret Sorola	Grupo Antolin
Foo Chuan		Rob Maciel	Solvay Engineered Polymers	Thomas Stacy II	Midwest Plastic Systems Inc
Frank Cistrone	Husky Injection Molding Machines SA	Tom Malloy	Geotech	Bryan Stratton	
		Deming Mao	Dow Chemical Company	Michael Sullivan	Rosti Technical Plastics
Ted Combs	PolyOne Distribution	Timothy Mattulke	Hawk Automotive Systems Inc	Adam Suwanski	
Brendan Dallas	Western Washington University	Jeffery McClintock	GE Advanced Materials	Owain Teo	Nissan Technical Center NA
			Specialty Film & Sheet	Curtis Thielker	PPG Industries Inc
David Dano	Ontegra	Tricia McKnight	Society of Plastics Engineers	Paolo Tonello	Moretto PA SRL
Jeff Demuth	MVS- Polymer Technologies	Arnold Meeuwssen		Fritz Volker	Quadrant Plastic Composites AG
Andreas Dobmaier	TI Automotive	Mary Beth Miranda	Sealed Air		
Patrick Downing	Delphi Steering	Egide Moreau	Donaldson Europe	Xiaorong Wang	Bridgestone/Firestone Research
Hung Duong	Seitz Corporation	Jean-Pierre Mouls	Nalve		
Brent Evans	Liochem	Thomas Nagler	MATECH Plastics	Brian Wobrock	DSM Engineering Plastics
		Brian Nawrocki	Saint-Gobain	Yasuhiro Yamamoto	Toyota Motor Manufacturing NA Inc
Curtis Ferguson		Nishant Negandhi	OPTEM Inc		
Ken Flaherty Jr.	DuPont	Brian Oconnor	E.W. Kaufmann Co.	Ying Zheng	
Henry Frese	Datacolor	Peter Palmer	Tiercon Industries		
Richard Garvin	Industeel (Arcelor Group)	Keith Panter	Carlisle Engineered Products		

Councilor's Corner

Nippani Rao

The following summarizes the highlights of the Councilor's Meeting, January 22, 2005 - Atlanta, Georgia

SPE President Karen Winkler chaired the meeting.

Highlights are:

- 2004 Membership is 20,106, a 3% over last year
- 6 new Special interest groups (SIG) are formed
- We have a new agreement with American management association to offer seminars and courses at reduced prices. Starts in Boston at ANTEC
- Formed a Technical advisory Board to advice on leading technology developments.

Vicki Flaris reported on the Financial Status of SPE in 2004(Preliminary)

- 2004 Income \$5.236 million, Expenses \$5.597 million with a net \$-361,000. When rebates are added, the net is \$+150,000
- Income is 9% lower and expenses are 10% lower from last year
- ANTEC performance is key for 2005

Susan Oderwald, Executive Director reported on the outlook for 2005

- SPE continues to operate under financial pressure.
- SPE is beginning to stabilize revenue in some key areas
- SPE has grown membership every month since July of 2004, as a result of AIM and other marketing efforts. The outlook for 2005 is to continue this modest growth trend
- SPE continues to look for ways to cut costs. One way is to share office space and services with other similar organizations.

Rebates

- Bill O'Connell, Chair, Rebates committee reviewed the rebates history, how Council sets rebates and how rebates should be used in the future, how, they should be paid (once a year or 4 times a year, etc)
- A comprehensive process was used to obtain Councilor's input and the results will be reviewed and a proposal will be made at the next ANTEC council meeting in Boston.

Elections were held and the following are the new officers for 2005-2006

- Tom Womer, President-Elect
- Vicki Flaris, Sr. V.P
- Hector Dilan, V.P International
- Barbara Arnold Feret, Chair of the council of the whole

New "Pinnacle" award

- A lot of discussion took place both at the Divisions committee meetings as well as the council meeting.
- A vote was taken at the Divisions committee meeting on the 17th version. The motion passed 10 to 8 with one abstention.
- The Sections committee did not vote for lack of clarification on the 16th or 17th version. The info will be sent electronically and a vote will be taken in the next few weeks. It appears, it would pass.

Miscellaneous

- Len Czuba, President -Elect presented 2005-2006 operating plan. Asked committee chairs to help him formulate objectives for next year
- Gail Bristol reported on the SPE Foundation. 2004 Income \$320,000 and expenses \$226,760 with a net of \$93,280. \$58,000 in scholarships was given to 18 students in 2004.
- Jim Griffing reported on the Divisions Committee progress. The committee approved formation of a N.A Radiation Processing Special Interest Group. Also approved formation of Micro/Nano Molding SIG. The following areas were identified as future SIGs. Nano Technology, Polymer fuel cells and Bio materials.
- Leslie Kyle discussed future ANTECs. Attract more corporate content and reduce academic content.
- Rich Bradley discussed comps for councilors.
- Thermoforming Division presented a check for \$49,186. Composite Division presented a check for \$2,806, proceeds from the automotive composites conference.
- Carl Olson spoke about progress with the communications committee.
- Michel Dumoulin spoke about progress with the conferences committee
- Next meeting is in Boston, May 1,2005(ANTEC)

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Dr. Norm Kakarala, Chairman-Elect Delphi Corporation (248) 655.8483	Nippani Rao, Division Councilor DaimlerChrysler (313) 576.7483	Josh Madden, Director Emeritus Material Engineering Services (248) 829.6335
Mark Lapain, Vice-Chair Intier Automotive (248) 567.5455	Michael Connolly, Past-Chairman Huntsman Polyurethanes (248) 322.7416	Dr. Allan Murray, Director Emeritus Ecoplexus, Inc. (248) 814.8072
		Gordon Miesel, Director Emeritus (248) 475.5766

Committee Chairpersons

Dr. Jay Raisoni, Technical Programs Delphi Corporation (248) 655.8258	Jim Staargaard, Golf Outing GE Advanced Materials (248) 351.8445	Peggy Malnati, Publicity Malnati and Associates (248) 592.0765
Josh Ullrich, Education Chieftain Polymers (248) 895.4340	Fred Deans, Composites Conference Azdel, Inc. (248) 760.7717	Kevin Pageau, Newsletter Editor SCA North America (248) 835.4999
Bonnie Bennyhoff, Membership Advanced Elastomer Systems (248) 377.6204	Dr. Norm Kakarala, 2005 ANTEC Delphi Corporation (248) 655.8483	Teri Chouinard, Newsletter Sponsorship Intuit Group, LLC (810) 797.7242
Suzanne Cole, Awards Program Cole & Associates (810) 750.3863	Mark Lapain, Inter-Society Intier Automotive (248) 567.5455	

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