

# 5<sup>th</sup> European Velomobile Seminar Germersheim April, 23<sup>th</sup> 2004

- Towards commercial velomobiles -



## Preliminary Program

08:00-08:45	Registration		
09:00	Introduction	Joachim Fuchs	
09:20	Velomobiles- Definition And Characteristics	Stefan Gloger	The main characteristics of velomobiles are shown in comparison with other means of individual transport.
	Safety in spite of lightweight construction	Jürgen Eick, Carl-Georg Rasmussen	With the increasing number of velomobiles in traffic, there will be more demand for safety. Therefore, importance has to be attached to the safety aspect during development and testing.
	Velomobile Design Based on a Modular Concept	German Eslava, Reinhold Schwemmer	The automobile industry uses modules for large scale manufacturing and cost reduction. The very small manufacturing of velomobiles can take advantages out of it as seen in the Cab-Bike design. Also another issues are important for the commercial expansion of velomobiles.
	Noise in velomobiles	Joachim Fuchs	Velomobiles are known as a silent means of transportation. The noise inside velomobiles is discussed in this paper.
10:40	Coffee break 10:40 – 11:00		
11:00	Engineering of human powered vehicles using anthropometric data	Andreas Fuchs	For comfortable use, human powered vehicles need to be adjusted to the user very precisely. Designers therefore need to dimension the vehicles according to anthropometric data of the user group. Such data for example allows to define the range over which the bottom bracket or the seat and the handle bar may be adjusted.
	Maintenance Free Tyres for Velomobiles	Ian Sims	Who likes getting wet and dirty, fixing a puncture at the rear of Velomobile on a cold rainy night? Design, testing, and optimisation of airless tyres for Velomobile use.
	Velomobile Market Prospects in the U.S.	David M. Eggleston	The paper will address the market prospects for velomobiles in the U.S., including market surveys, government regulations, U.S. riding conditions, and velomobile specifications.
	Social Impediments to Velomobile adoption	Peter Cox	Utilising recent insights into the sociology of consumption, this paper will argue that significant barriers to the widespread adoption of velomobiles are not technological but social.
12:20	Lunch break 12:20 – 14:00		

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14:00	Survival of the fittest	Carl-Georg Rasmussen, Jürgen Eick	It is the intension of this paper to show how production of velomobiles can be adjusted to the present market situation. Today a few small companies in Europe have found a way to survive.
	The face of velomobile technology	Frederik van de Walle	Technology is socially constructed. The build up of a technological framework is necessary to promote the acceptance of velomobile technology by society. To stabilise the concept of the velomobile, a redefinition is proposed.
	“Simple is beautiful.” Charles and Georges Mochet and the history of the “Velocar”	Michael Grützner	The Velocar is known as the first “mass-produced” velomobile. The paper will show the details of the frame and bodywork and the different models. To publicise the Velocar, father and son invented the recumbent bicycle (1932-1934). The paper will also cover the situation in Paris during the Occupation, when velomobiles increased in popularity.
15:00	Coffee break 15:00 – 15:20		
15:20	Development of Velomobiles in Cooperation of Universities and Industrial Partners	Gunter Kramp	Development of velomobiles is very expensive. Because of the still quite small numbers of vehicles that can be sold, Velomobile production is not attractive for Investors. Based on the Example of the “Projekt Läufer” ( <a href="http://www.projekt-laeufer.de">www.projekt-laeufer.de</a> ) a different way of organizing and financing the development of velomobiles will be presented and discussed.
	Desira-Story	Stefan Gloger	Description of the development program of the DESiRA velomobiles from 1989 – 1999 and the rationales behind it.
	Cyclodyne - das vergessene Velomobil Cyclodyne - the forgotten velomobile	Ingo Kollibay	In the early 1980s a rather advanced velomobile was produced in the USA in small numbers which is nearly unknown, in Europe at least. The presentation describes its features and construction and tries to explain why the Cyclodyne didn't succeed.
16:20	Discussion		
17:00	End of seminar		

**Further information: [www.velomobile.info](http://www.velomobile.info)**