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About the Editors

Dr.-Ing. E.h. Richard van Basshuysen, VDI, was born in 1932 in Bingen/Rhein, Germany. Following vocational training with examination as a car mechanic, he studied at the technical college Braunschweig/Wolfenbüttel from 1953 to 1955 and obtained a degree as a mechanical engineer. In 1982, he was granted the degree “Diplom-Ingenieur.”

Between 1955 and 1965, he worked as a research associate for Aral AG in Bochum. In 1965, he joined NSU AG where he was employed on test management for engine and transmission development, including Wankel engine development, and was appointed deputy manager of vehicle testing. In this capacity, he was co-responsible for the development of the Prinz 4, NSU 1000 and 1200, RO 80 and K 70 cars. In 1969, NSU AG was taken over by what is today, Audi AG. As the development manager at Audi AG, he established the V8/A8 vehicle comfort class, became the manager responsible for engine and transmission development and, at the same time, the member of the Supervisory Board as the elected representative of the executive employees. His most important development was the worldwide first exhaust-purified diesel engine in a passenger car with direct injection and turbocharging which he pushed against major opposition within the company and the VW group. Because this engine consumed 20 % less fuel than its predecessor as a chamber diesel engine and is an engine with high performance and very high torque, it has succeeded worldwide. In Europe, its market share has grown from approximately 12 % in 1989 to about 50 % in just over a decade.

Following his active career in the automotive sector, Richard van Basshuysen founded an engineering consultancy firm in 1992 that he still manages. For twenty years, he was the publisher of the internationally-distinguished ATZ (Automobiltechnische Zeitschrift) and MTZ (Motortechnische Zeitschrift) technical/scientific professional journals. He consults for international automotive manufacturers and engineering service providers and is author and publisher of technical/scientific textbooks which have been translated into English and Chinese. Since 2006, he and Prof. Dr. Ing. Fred Schäfer have been publishers and co-authors of www.motorlexikon.de. In addition, he was council member and board member on various bodies such as the German Association of Engineers (VDI) and the Austrian Association for motor vehicle engineering. He is author and co-author of more than 60 technical/scientific publications. For his development of the pioneering diesel engine with direct injection, in 2001 he was awarded the prestigious Ernst-Blickle-Preis 2000 and the BENZ-DAIMLER-MAYBACH medal of honor of the VDI for “his outstanding engineering work in the development of the passenger car diesel engine with direct injection and his long-lasting commitment as publisher of ATZ/MTZ and member of the council of the VDI society vehicle and traffic engineering.” In 2004, the University of Magdeburg awarded him an honorary doctorate for his lifetime achievements.
Prof. Dr.-Ing. Fred Schäfer
was born in 1948 in Neuwied am Rhein, Germany. After vocational training as a machine builder, he studied mechanical engineering at the State School of Engineering in Koblenz. Following this, he completed a course of studies at the University Kaiserslautern in the subject of motors and machines and was granted the “Dipl.-Ing.” degree. He received the Dr.-Ing. from the Institute for Motors and Machines at the University Kaiserslautern upon submission of his thesis on “Reaction-kinetic examinations of the hydrogen/methanol combustion in a spark-ignition engine.” His ongoing career led him to Audi AG in Neckarsulm, where he began as assistant to the development manager. Subsequent positions during his ten years with the company were principal group leader for engine testing and manager of the engine design department. In 1990, he was appointed professor for motors and machine at the then technical college in Iserlohn which is now a part of the technical college Südwestfalen located in Iserlohn. One of his responsibilities was the management of the laboratory for combustion engines and turbo-engines. Prof. Dr.-Ing. Schäfer was active in many bodies of the college, including the college senate. In his function as vice dean for teaching and research, he was a member of the management committee of the mechanical engineering department. Prof. Dr.-Ing. Schäfer is also active in freelance research and development in engine technology.

Amongst other things, he and Dr. van Basshuysen have been the publishers of the “Shell-Lexikon Verbrennungsmotor” magazine supplement until 2003, which was published in 2004 as a book with the title “Lexikon Motorentechnik.” He and Dr.-Ing. E.h. van Basshuysen are co-publishers and co-authors of www.motorlexikon.de and the “Internal combustion engine handbook.” Prof. Dr.-Ing. Fred Schäfer is a long-standing member of the VDI and SAE.