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DIESEL TORQUE

OFFICIAL MAGAZINE OF THE ASSOCIATION OF AUSTRALASIAN DIESEL SPECIALISTS INC. (AADS)



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Technical information contained in this magazine is obtained from sources deemed reliable with in the industry. However, AADS accepts no responsibility for the accuracy of this information.



President's Report



By now you will be all starting into winter. The days will be drawing in and there is a nip in the air.

I would like to thank all the members who put their time aside and attended the

conference in Adelaide. It was a great weekend and I have to say that the Sunday Champagne Breakfast went off with a bang. Paul was a great speaker and he was way different than I thought he was going to be, after reading his book about riding around Australia on his motorbike powered by bio fuel. Again thanks to all those that made the effort. I know you would have had a great time, seeing old friends and chatting about our Industry.

Over the weekend in Adelaide there was some discussion about the size of our membership, getting more members, and aligning ourselves with like industries. I

have thought about this matter long and hard and is that what we really want to do?. We are what we are, and we are specialists in our own field, why would we want to become something else?. We can go and look to get OEM Truck and Engine people to be members, but we would have to then cater for their needs as members and is that what we want to do?. We would then become something else, we wouldn't be specialist in our field anymore. We would be a part of something else rather than it being ours. As time goes on there will be less of us, and I am sure we can stand that test of time. The AADS is a specialist group. It says that in our name, we are not engine people or truck repairers; if we were we wouldn't be diesel fuel injection repairers. So going forward remember that please.

The Board has been given some direction as to what the members want us to look at over this year. I have given each State Chairman the task to find out what happens at the moment in their own State with regards to apprentice training and also the qualification. We will be meeting in June to discuss the new Constitution and at that time we will hopefully move to the next step in the training program for our younger people. With

We are what we are, and we are specialists in our own field, why would we want to become something else?

regards to the Constitution please have a read and also please bear in mind what I have said above. The AADS is for the service members and I for one don't want it any other way.

Fiji is on the planning table now. So please watch out for dates etc and also a draft program should be out before too long so you all know well in advance what we will all be up to when we get there.

You know winter is the best time of the year for me, I get to go skiing and this year I am also spending a week in the sun fishing in Vanuatu. So I look forward to seeing the sun at both ends of the temperature scale.

Please have a read of the Constitution and have your say, remembering that the AADS is for its Service Members.

Kind Regards,

Mike Hurley
AADS President

Cellarmasters
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AADS has recently subscribed to the Cellarmaster Community Network, to give members access to great wine at great prices. All the big brands are on offer, together with a number of boutique wines and exclusive labels.

AADS Members get a \$50 discount voucher for wines on the Cellarmasters website plus 5% discount on further orders to already discounted prices.

Check the AADS website for more details on this offer!

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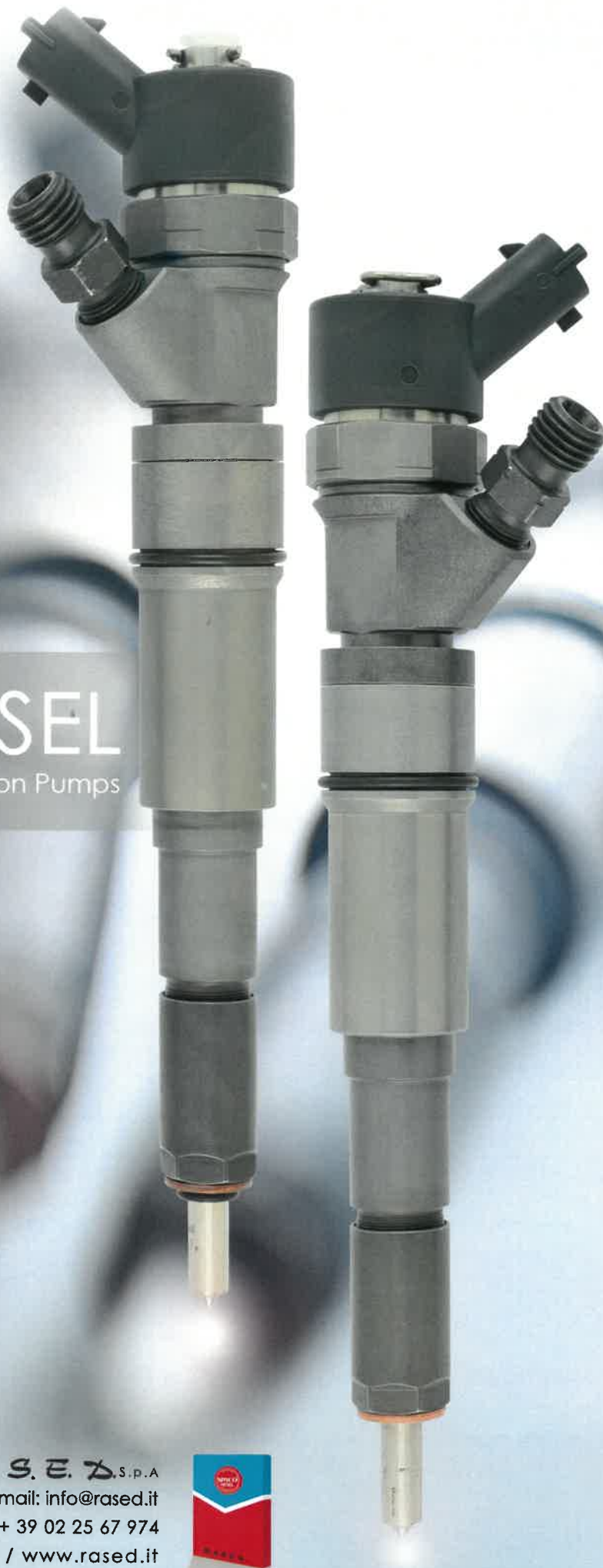
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WHERE IS AADS HEADING?

With only a few of our original members still remaining, I wonder how many of our current members are actually aware as to how, why and what created AADS in the first place. It all began with a statement that was made late in 1972 when some NSW pump room operators (who had been attending a Bosch training school in Sydney) were discussing many topics over dinner. One of the pump room operators (I think it was Dennis Harper) said "Wouldn't it be great if all pump room operators in NSW could get together as a group to exchange knowledge and technical know-how to help each other like we are doing now?"

Thus the seed had been sown and it resulted in a meeting of NSW pump room operators being held in Parkes in early 1973 at which it was agreed to set up the NSW Diesel Fuel Injection Specialists Association. I agreed to draft a constitution, organise a venue in Dubbo and, in early 1974, issued invitations to all interested parties throughout NSW to attend. The meeting was duly held in March 1974 and the '1972 figment of imagination' became a reality.

It was noted at that first meeting in Dubbo that pump room operators were generally regarded as being 'just glorified motor mechanics' who reconditioned diesel fuel pumps and injector nozzles. By setting up our own organisation it was hoped that officialdom would finally acknowledge that our members were actually specialist technicians and not just 'glorified motor mechanics'. All attendees also agreed to openly discuss problems being encountered by each other not only with the availability of spare parts but, more importantly, in exchanging pump room 'hands-on know how' and technical data which, at that time, was only made available to a restricted few.

At subsequent meetings held in Orange and Sydney those in attendance confirmed that there was an apparent need for such a body not only in NSW but

Australia wide. In March 1976 at a meeting in Albury, the NSW association became the Association of Australian Diesel Specialists (a.k.a. AADS) and, naturally, the change of name required the writing of another constitution (this one was quite a task I can tell you) because there was a need to broaden its aims and objects, categories of membership and address many other areas of national concern.

One of the many early decisions made by AADS was to print and distribute a booklet listing the location and capabilities of each service member and this was also made available to the public at large. This booklet was a great success because it enabled a member to contact fellow members who specialised in a particular make of equipment. In fact, I personally became very proficient in the repair of Roosamaster (a.k.a. Stanadyne) fuel pumps and injectors and over the years (that I was in the industry) I helped many a service shop to solve problems that they had encountered when servicing this equipment. The booklet also enabled the travelling public with diesel powered vehicles to find the closest DFI service centre in the event of a breakdown.

AADS was initially set up to cater not only for service shops (with more than two [2] technicians) in the capital cities and major provincial towns but also for the one and two man service shops that were set up to provide service in a particular area not only in the country but also in capital cities and major provincial towns. During 1977/78 a move was made by Australian members of the USA based Association of Diesel Specialists Inc. (a.k.a. ADS) to turn AADS into a branch of that organisation.

In August 1978 I was invited by the president of ADS (Marshal Hatch) to be his guest at their Convention in Kansas City to discuss this issue. At the AADS conference held in the RACV building in Melbourne in March 1979 the argument for creating a branch of ADS was given by Derek Ward and the argument against a branch was presented by me. After quite a debate, the matter was finally put to the vote and the meeting unanimously agreed to retain our own independent association under the control of its service members. AADS at that time had members representing manufacturers of diesel engines, diesel powered farm equipment and diesel powered vehicles (over the years since then, however, these members

have gradually become lost to AADS. Why?).

During the early 1980's it was decided to change the association's name to the Association of Australasian Diesel Specialists in order to allow interested persons in New Zealand to become members. AADS continued to hold annual conferences until March 1987 when the first real Convention was held in Adelaide organised by the late Lance Hosking in conjunction with the late Tom Beesley and Don Wilkie. Prior to that Convention Lance Hosking had been appointed as AADS's first Executive Officer and he continued to fill that role until his sudden death on 3rd August 1994. It was during this era that AADS was at its strongest not only in memberships but attendances at Conventions.

AADS continued to flourish and at a Convention held at Jupiters Casino on the Gold Coast in March 1989 a presentation of "AADS Sets the Standards" submitted by the Technical Committee of the time was tabled and adopted. The concept of the program was that, if the procedures outlined in the presentation graph

were followed, the end result would be a network of AADS approved Service Centres that would be set up to compliment the service networks already established by DFI manufacturers such as Bosch, Lucas, Nippondenso. This program was enthusiastically received and followed with examinations being held and certificates issued until the mid-1990's when it began to falter and then finally stalled. Why?? Up until this period, AADS had adequately served the purpose for which it had been formed and it had a very strong and diverse membership. When I attended a meeting in 1990 of members of the ADS's technical committee in the USA they had been

so impressed with our forward thinking that they asked if we would supply them with a copy of the "AADS sets the Standards" presentation and the accompanying graph. Over many years, the technical forum was one of the most popular agenda items at AADS Conferences/Conventions but, like the "AADS sets the Standards" program, this has disappeared off the agenda. Why?

Since the early 1990's, the development of electronic controlled pumps and injectors and other technological advances have resulted in the need for service shops to periodically keep updating their test equipment in order to keep abreast of market needs. Due to financial

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FEATURE ARTICLE

restraints and the ever rising cost of new test equipment plus the rising cost of AADS membership fees, some of the smaller service shops had obviously not been able to afford to update their facilities in order to keep pace with technological changes within the industry nor remain members of AADS. Are there any other factors that had been the cause of falling memberships?? One factor could have been the inability of AADS over the years to neither attain nor retain more members in certain membership categories and this would not have helped maintain membership levels either.

So much for history, the real purpose of this article is to make current members aware of the need for them to understand the effects of the Association's proposed revised constitution not only on themselves but on their fellow compatriots (irrespective of their category of membership) some of whom have already fallen by the wayside or could do so in the near future.

I was responsible for the writing of the constitutions of the original NSW body and the initial AADS using model constitutions which I then altered to suit the industry's needs. When it was decided in late 1988 to register the association with the Dept. of Consumer Affairs in NSW it was necessary to re-write the constitution again in order to do so. Prior to the Convention in March 1989 the re-write was undertaken using constitutional lawyers in Sydney and I was involved for a whole week ensuring that the new constitution met the industry's needs. This constitution was subsequently adopted and, apart from some amendments registered in 1994, that is the constitution currently available on AADS's website. As you can see I have gained a lot of experience in writing constitutions over the years.

Because the revised constitution that has now been released to all members has to comply with the Associations Incorporation Act 2009, it was necessary for me to download from the internet relevant sections of the Act and the accompanying Associations Incorporation Regulation 2010. One of the first things that I noticed in the Act was "that a constitution of an incorporated association is a contract between the

association and its members who agree to adhere to the provisions outlined in the constitution". This is a very important point that all members of the Association need to be aware of, hence this article. I also wonder how many members actually realise that all of the Clauses in any constitution are enforceable at law??

I wish to point out to all members that the revised constitution recently released to you has been ill-

thought through and needs many amendments made to it before it is finally put to the vote. For instance, in the revised constitution "Why are service members the only members being given the right to vote?" What is the reasoning behind this idea? Do you think it is democratic? I don't, what about you? I also found areas of concern in the revised constitution (e.g. Clause 5.5 is in violation of Clause 34.1 and the use of plain English 'becoming insolvent' in Clause 6.2.(c) would have been far better than the use of 'is subject to an insolvency event' and its lengthy subsequent definition under Clause 2 – Interpretations). After quite some thought, I re-wrote various sections of the revised constitution, amended Clauses as and where necessary but in the end decided to submit a

completely re-written constitution to the Board for its consideration.

After attending the AGM and visiting the exhibit area of the Convention held in Adelaide in March, spoken with several members known to me, being provided with a copy of the revised constitution for perusal and supplied with some data from head office, it appears that there is cause for concern about AADS's future and, as a result, I am of the opinion that –

1. if the revised constitution is adopted, as is, then it could well lead to AADS self destructing and it seems to me that there are certain parties just waiting 'in the wings' for that to happen.
2. there is a penchant for AADS to become an elitist club of which only the more affluent of persons engaged in the industry can afford to be members.
3. if either of the above are to be avoided, then AADS needs to take a good hard look at itself, decide what

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some of whom have
already fallen by the
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the near future.*

measures to take to revitalise its aims, set targets to achieve and undertake a membership drive.

4. it no longer has the vision to achieve what it was set up for –
 - a. to be recognised as the spokesperson for the industry thus enabling it to lobby governments,
 - b. the implementation of one national curriculum for apprentices and
 - c. to have in place a network of AADS accredited service centres.
5. there has not been any change in the attitude towards diesel fuel injection specialists since 1974 by any level of government in Australia and
6. to the best of my knowledge, most of the 'men of vision' have long departed the ranks of AADS or have they?

What AADS sorely needs right now are the services of an Executive Officer of similar calibre to that of the late Lance Hosking and the services of another Mick Rankin to take on the editing of Diesel Torque that obviously needs more input from within AADS including detailed

reports in the magazine of what actually happens at each Board meeting for the benefit of all members.

Whatever decision is finally made by the Board, as to whether or not they will accept or reject my re-written document as a whole or in part, I strongly recommend that all current members (irrespective of the level of their involvement with AADS) thoroughly read the constitution that will eventually be submitted by the Board for adoption by way of a postal ballot. I will most certainly be doing so before I agree to its adoption.

Being the 'founding father' of AADS I have always followed its activities via the Diesel Torque ever since my retirement from the industry in 2000. If any member wishes to contact me regarding my amended constitution they can contact me on 08 8296 2977 or by e-mailing me on jurgskl@zipworld.com.au. If requested, I will e-mail a copy of my amended document to any interested party who has an email address.

Yours in service,

Keith Jurgs
(Honorary Life Member)

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Paul Carter

Taking postings in some of the world's wildest and most remote regions, not to mention some of the roughest drilling rigs on the planet. Paul Carter has worked, gotten into trouble and been given serious talking's to in locations as far-flung as the North Sea, Middle East, Borneo and Tunisia, as exotic as Sumatra, Vietnam and Thailand, and as flat out dangerous as Afghanistan, Russia, and Nigeria.

Paul survived all this with his crew, some of the maddest, baddest, and strangest people you could hope not to meet. Twenty years in the making, this story teller has two international best selling books about his remarkable career.

He just released his third book that's also a documentary DVD about being the first rider to circumnavigate Australia on a bio diesel motorcycle. Built in Adelaide by the Mechanical Engineering students at The University of Adelaide. Paul managed to talk oil companies into sponsoring the ride and in the process raised \$12,000 for education and charity.

If you're in any doubt about Paul's ability to fiddle with his sanity, he is about to attempt a new land speed record on another bio diesel motorcycle built at the University during speed week on Lake Gairdner SA.

Paul's first two books are currently being adapted into a screenplay and eventually a feature film.



AADS 2011 CONFERENCE





COMING UP – NEXT ISSUE
OF DIESEL TORQUE

NEW SEGMENT
**AADS
Member
Profile**



From the next issue of Diesel Torque we will commence profiling an AADS Member's and their Business.

This section will detail items including the following;

- Name of business and Owner/ Manager
- A brief history of the Owner/ Manager – including qualifications, work experience etc
- A photo of the business employees / workshop
- What does the business specialise in
- How long has the business been established
- How many staff does the business have
- Where are they located
- Any other interesting facts about the business

Please submit all entries and information to the AADS Secretariat: aads@apcaust.com.au

Leonie's Recipe

Here's a quick and easy one for the cooler months.

Cook two pork chops, and potato mash and whatever vege's you choose.

For a little flavour twist,

- Add 2 teaspoons apricot jam,
- 2 teaspoons chopped chives
- A pinch of ginger powder.
- Mix and warm through in microwave for secs.
- Pour over chops and serve! mmmm

DIESEL TORQUE

OFFICIAL MAGAZINE OF THE ASSOCIATION OF AUSTRALASIAN DIESEL SPECIALISTS INC. (AADS)

Editorials Required

Diesel Torque is your magazine. Currently most articles are submitted by your respective State Chairmen and members of the National Committee.

We would encourage the members to submit any articles of interest that everyone would enjoy reading. It does not necessarily have to be technical, diesel or turbo oriented. We are looking for articles of interest across the board to all who read our magazine. Write an article of interest, find an article that you think would help others and submit it to your State Chairman for publication.

- All submissions can be sent to the following email address
aads@apcaust.com.au
- All pictures should be sent separate from text, preferably in jpg format and all articles written in Word.
Do not embed images into the word document.

Help yourselves to your own magazine and think how you can contribute to make it something that is of interest to your fellow members. This is your association, make it a success. We look forward to receiving your contribution for the next publication.

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Branch Updates



Neil Quick NSW Chairman

It appears that the shops in NSW are proceeding with a fair amount of work and times are looking up at the present. Especially if you want to buy any test

equipment from overseas with the present exchange rate. There has not been much to report as no news of any consequence (unless you count the brilliance of Collingwood) has crossed this desk.

What I would like to report about is the Adelaide conference in March. My opinion is that there was a poor attendance by shops in response to the hard work done to organise the conference plus the fact that we had exhibitors back for this year.

It appears to me that the conferences are attended primarily by the big/major shops and the state meetings primarily attended by the smaller shops (is this an ego thing). Peoples comments /complaints as to what does the association do for me has left me, my committee and National committee lost as to how this situation can be improved. If there is ANY person out there ANYWHERE that has a solution I am then willing to listen. NSW state and National have all put out surveys/ comments to ask what is best but do not seem to be able to find that medium to satisfy ALL.

I have said it before that the Association is yours and it is up to ALL to make it work. How many members have read the "current" Constitution let alone show an interest in making a "New" constitution? How many members can even "login" to the AADS website let alone use it regularly?

I encourage everyone to read the article from Keith Jurgs (no matter what your opinion of the author) and see the passion that this man has for the Association and its future. Is there anyone out there that can match this enthusiasm?

A man is stopped by the police at midnight and asked where he's going.

"I'm on the way to listen to a lecture about the effects of alcohol and drug abuse on the human body."

The policeman asks, "Really? And who's going to give a lecture at this time of night?"

"My wife."



Graeme Wilkinson VIC/TAS Chairman

Victoria/ Tasmania and have been consistently steady for the last couple of months with not

much to report, which isn't necessarily a bad thing!

We hope that all that attended the convention enjoyed themselves and found it beneficial, unfortunately, I was unable to attend due to heavy work load and an injury suffered by one of our technicians.

I look forward to catching up with everyone at our next meeting.



David Kite

NZ Chairman

Well the year is flying by again. I hope you are all busy, most that I have been talking to have been.

This year I went to the Australian AADS Conference in Adelaide. I feel you always come away with some new knowledge. For example, 4M40 front pump housing, Diesel Distributors Ltd sell them. (Did you know that Kev?) There is always a lot to learn and lots to find out. It was good to see other suppliers and different items they have. We were also able to visit MTQ, all pretty much the same as New Zealand Fuel shops, only 3-4 times the equipment. The big push is on Common Rail technology and equipment. Yes, there are options so which way to go is a very big question.

This years New Zealand conference I have decided to have a go at organising it myself to cut costs. Due to this I have been able to have a sit down meal on the Friday night welcome and also cut the cost of the registration. I have managed to get more sponsors on board too. A Big thank-you to Simms Diesel, Bosch, Diesel Distributors Ltd, Ventura Diesel and Alltech Diesel & Turbo. Our suppliers have all been offered a stand to exhibit.

All in all, a low cost conference to learn and enjoy. I apologize for the lateness of the registration form but would appreciate it if you could fill them out and send them back ASAP. New Plymouth is a small town and to get everyone in the one complex we need to book as soon as possible to confirm rooms.

I am still working on a couple of guest speakers so come along and enjoy the weekend. AADS is still looking at assisting with some apprentice training so if you have an apprentice, please contact David Kite – 07 8473339.

I also have some ideas on how to sell the industry and am looking for input from all fuel shops so come along to the AGM and discuss how you can get a return on your investment.

I look forward to seeing you all there 26th-28th August 2011.



Notice Board

DIESEL TORQUE

SAVE THE DATE!

New Zealand Conference:
New Plymouth, 26-28 August 2011

Welcome to our new Treasurer:
Lloyd Richardson
PO Box 151
COOPERS PLAINS QLD 4108
Office: 07 3345 5633
www.dieselspecialists.com.au
email: lloyd@ddal.com.au

Membership Renewals:

As the financial year comes to a close, it is that time again for Membership Renewals.

Renewal notices will be going out to all members in the second week of June.

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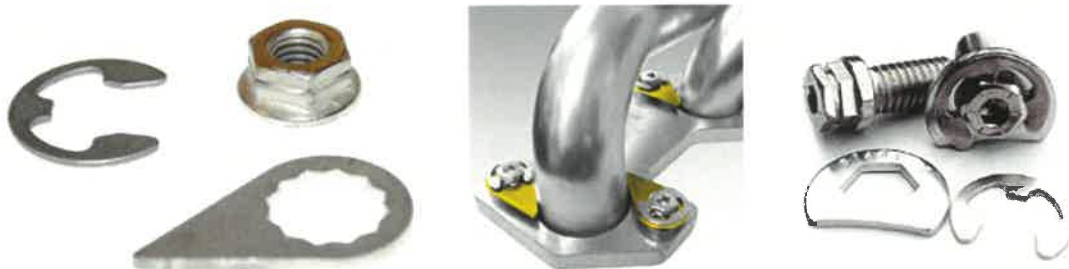
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