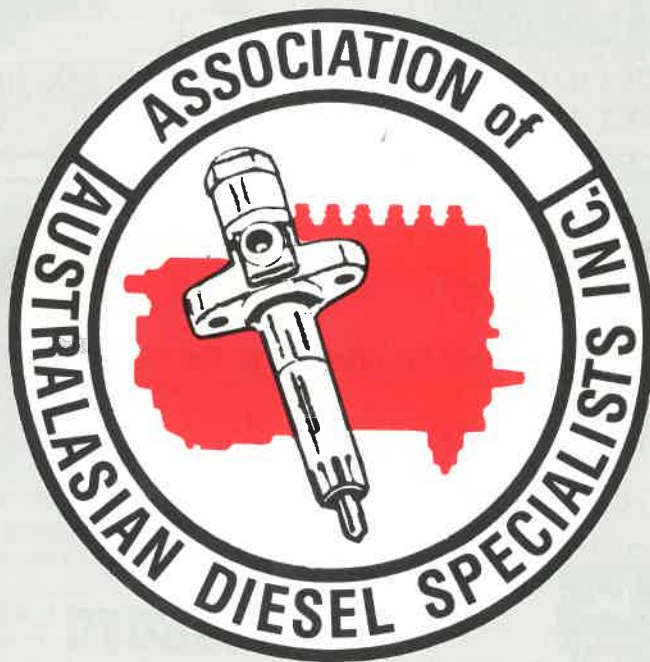


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DIESEL TORQUE



**Official Magazine of the Association of
Australasian Diesel Specialists Inc.**

EDITION FORTY-SEVEN

SEPTEMBER 1996

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EDITORIAL

Since the AADS formation 21 years ago it has gone through many changes in its constitution, rules and benefits to members. Over this period of time the management and growth of the Association has been supervised by dedicated members from all Branches, with industry backgrounds ranging from multi national companies, to small and one man independently owned businesses.

The dedication by this diverse band of people, has been the secret of the Association's success, and while it has had its growing pains I believe that all members have benefited in some way, in friendships made, business management, availability of information, where to find that obsolete part, and attending the many unforgettable conventions at venues around Australia and New Zealand.

Therefore at the end of the first 21 years of the Association's history, I think it is appropriate to thank our founder Keith Jurgs, and all the other people who have contributed to its success, you all know who they are, and to warmly applaud them for providing us with the means to meet each other on a regular basis, and to be involved in a unique and rewarding industry.

Fortunately or unfortunately, which ever way you like to look at it, time does not stand still, and the time comes for the younger generation to take its place in managing its own affairs, and for the older generation to graciously step aside and allow them to do so, knowing that they have left behind a sound basis for the continuing evolution of the Association and the industry.

In the next few weeks all Branches are due to hold elections for their committees for the next two years, and under the Constitution, the elected Chairperson of each Branch becomes a member of the National Board. So now is the time for members who are younger than fifty years of age, to seek nomination for Branch chairperson of their respective Branches, and to accept the responsibility of leading the Association and the industry through the next 21 years.

Please give this matter serious consideration if you are in the age bracket mentioned and if you have never been involved on any AADS committee before, and if you are elected I guarantee you will never regret your decision.

Mick Rankin
EDITOR, DIESEL TORQUE
AADS INC.

PRESIDENT'S REPORT

I have recently returned from the A.D.S. convention in Toronto, Canada and I was pleased to see Australia and New Zealand well represented. I have prepared a report on the A.D.S. convention which appears in another article in this publication. At the last meeting of the board, I chaired a meeting of exhibitors in Melbourne to discuss arrangements for our 1997 convention. Our theme for the Darwin convention is "Train to Retain". This topic is train to retain your staff, train to retain your customers and train to advance the future of your business. The subject was well received by the exhibitors and the association is asking the exhibitors to promote their participation on this theme.

I was impressed by the input from the exhibitors and their opinions were greatly appreciated. I would like to particularly thank Terry Brain of DSA who was well armed with statistics and provided a very positive input.

(Continued on Page 2)

AADS Board of Management

President.....Doug Riley
Board Members
VIC./TAS.Mick Rankin
N.S.W.....Ken Scott
S.A.John Brook
QLD.....Vonnie Merritt
W.A.John Moir
N.Z.Mike Hurley
Executive Officer.....Don Blanksby

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

PRESIDENT'S REPORT (cont.)

I have scheduled the next board meeting in Auckland to be held in conjunction with the New Zealand mini convention on the weekend 28-29 September. I am looking forward to meeting with all our New Zealand members and I wish Mike Hurley and his team a successful weekend.

John Moir has been labouring hard on our training modules and the revised VE pump course is close to completion. The association also appreciates the input from Horst Schnabel on the project.

It was sad to hear that within the association there has been a serious representation to the Trade Practices Commission in Australia on the pricing of parts in the fuel injection industry. I do not wish to comment on the participants or the result, however I find that the attitude of a lot of businesses to solving the problems of the 90's is that the answer is in a court of law. How about we remember the old days when people and companies took the time to talk about their problems directly. Let's hope that in the future members will choose this way, that is what membership of an association is all about.

Arrangements are well in hand for the 1997 convention in Darwin. As we get closer we will be wetting your appetite with some great events that are outback Australia based.

Our association push for a say in emission standards in Australia and New Zealand are progressing well. All branches are being asked to play an active part in lobbying for vehicle emission checks in the future.

Doug Riley
PRESIDENT
AADS INC.

VICTORIAN/TASMANIAN BRANCH REPORT

The next Victorian/Tasmanian meeting has been scheduled for Wednesday 22nd October, 1996 and will be held at Rankin Diesel Injection Service Pty Ltd, 2-6 Melrich Road, Bayswater. The guest speaker is Mr. Bob Britton, manager of Budenberg Gauges Australia Pty Ltd, who will deliver a talk on all

aspects of handling, maintenance and availability of test equipment gauges and measuring instruments. The meeting will commence at 7.45 pm following a BBQ meal from 6.00 pm. We encourage all Victorian/Tasmanian members to make the effort to attend this interesting meeting.

The second successful training course was conducted in August and eleven members attended the John Batman Institute of TAFE for three days, studying the Stanadyne DB2/DB4 training programme.

We remind all members to give serious consideration to the up coming state executive elections which will be conducted in November/December 1996. Please contact Terry Brain if you are interested in nominating for one of the three positions — State Chairman and Board member, State Vice Chairman and State Secretary/Treasurer.

We are now planning our November/December Christmas meeting and at this stage we intend holding it on Saturday 30th November, 1996 at the Hastings Marina and co-ordinating a tour through the HMAS Cerberus Navy technical training facility. If any member has any other ideas or suggestions for the year end meeting, please contact Terry Brain.

Terry Brain
SECRETARY/TREASURER VIC/TAS
AADS INC.

W.A. BRANCH REPORT

In August, the West Australian branch of the AADS held a meeting at the Metro Inn in Perth with twenty eight members attending. The chairman informed the members the direction the national executive was taking for the future of the AADS and its policy on training. The idea of two day training courses was introduced. This could be done for the benefit of country members and for small businesses who have difficulty in releasing staff on week days.

W.A. BRANCH REPORT (cont.)

Associate membership was mentioned to the members. They would receive their own copy of Diesel Torque and this would enable them to be kept informed of the progress of the AADS.

The topic of independent parts suppliers who fail to offer warranty on their products was raised. A case where a member suffered over \$1,000.00 in expenses due to faulty parts was raised and the token 50/50 settlement that was offered. It was apparent this was not an isolated case. It would be in members best interest to establish warranty terms on products before purchase.

Our next meeting is in the capable hands of Mike Gorey and Shirley Pusey. It will be a country meeting in November at the 'Broadwater' in Busselton.

John Moir
CHAIRMAN W.A.
AADS INC.

NEW ZEALAND BRANCH REPORT

The New Zealand branch conference is almost here. Auckland is the place to be on September 27-29. Friday night at 7:30 pm is the official opening of the AADS New Zealand branch conference, followed by a general get together in the trade display area. Saturday morning is the AGM, followed by a day of excellent guest speakers and seminars, an open forum and the AADS technician exams. Saturday night we have live entertainment and the convention dinner, where a good time will be had by all. Sunday is the Diesel and Turbo Wellington Golf Club Challenge and Dons' Fishing Tours will be leaving from the waterfront.

Registrations are still coming in and we look like having a good attendance. The AADS executive board will be attending and this will be your chance to meet with them. We have a number of our Australian members attending and we look forward to their company. This will be a great weekend so don't miss out on the main New Zealand industry event of the year.

You may have seen on the channel one news, One Extra programme, a story about exhaust emission problems relating to cars and trucks and how there has been a free exhaust emissions testing program running in the Waikato area during the month of July. Both of these items have had input from the New Zealand committee.

We look forward to seeing you all in September in the City of Sails and send a warm welcome to our friends coming from the West Island.

Mike Hurley
CHAIRMAN N.Z. BRANCH
AADS INC.

SOUTH AUSTRALIAN BRANCH REPORT

I think everybody in South Australia must have been hibernating because of the cold and wet conditions, we've even had some snow. Business has been very slow for everyone and we are hoping that a few warm days will bring them out of the woodwork.

Nothing has been happening on the AADS front, but I am currently trying to organise a tour through the Mitsubishi engine plant.

Chris Philp from Berri Diesel Injection Service turned 40 on August 31st. He will have to start doing some more mature things such as bowls instead of para sailing.

Michelle from Adelaide Fuel Injection Parts will be getting married on October 26th. She will then be known as Mrs. Davis.

A popular South Australian member was not sure that chow mien and dim sims would be appropriate after receiving an injection from his doctor that resulted in his skin colour changing to an Asian appearance.

John Brook
CHAIRMAN S.A. BRANCH
AADS INC.

QUEENSLAND BRANCH REPORT

Our second school (Stanadyne DB2) for the year was a great success. No sign of flooding (thank goodness), as in May for our DPS school.

(Continued on Page 4)

QUEENSLAND BRANCH REPORT (cont.)

One thing we cannot control is the weather. Our inaugural northern meeting in Cairns in June was a huge success. It was great that so many southern members saw fit to make the effort to attend.

Our final meeting (AGM) for the year will be at Novatel Twin Waters, November 23rd and 24th. This will be a full weekend, Saturday morning meeting 9.00 am - 3.00 pm followed by AADS technical exams for those who wish to participate. Saturday night will be our Christmas breakup dinner, Sunday will be a social golf morning as requested following on from our initial day in April at Hope Island.

We are at present organising car window stickers to be printed advertising our association. These will be on sale at the Novatel meeting on Saturday. Please bring your cheque books if you would like to purchase, as stocks will be limited. Election of office bearers will be held at this meeting. If you feel you can contribute to the running of the association in any

position, please contact Craig White with your nomination.

1997 planning has commenced. Schools for Japanese governors, two spring injectors and timing devices seem to be the most requested and we will endeavour to present these. As the national convention is not until May, in Darwin, our first meeting will be in February or March at the Gold Coast. Our second meeting next year will be in Brisbane mid year and will be aimed at encouraging all staff as well as owners to attend. A calendar of events for 1997 will be discussed at our November meeting.

See you at Novatel Twin Waters 22nd, 23rd and 24th November.

Vonnie Merritt
CHAIRMAN QLD BRANCH
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NEW SOUTH WALES BRANCH REPORT

A very successful meeting was held at Parkes in the central west of NSW.

On the Saturday morning, Alistair Weller obtained a bus to take delegates on a "garage crawl" to see old English leakers (bikes, cars, etc). Those people that went on the "garage crawl" were truly taken back into history and were amazed at the amount of restoration work carried out by the enthusiasts in Parkes.

The meeting commenced after lunch and was addressed by the Mayor of Parkes, Mr Robert Wilson. He gave us a very interesting and informative talk on the development of the Parkes Shire.

On Sunday morning Alistair had organised a coach to take the delegates and their families on a tour of the Radio Telescope at Peak Hill, where an explanation for the purpose of the facility was on display in the visitors centre.

From the Radio Telescope we visited the North Parkes Mine, which started out some

four years ago as a Gold Mine. Now that the gold is almost depleted, it operates as a very productive Copper Mine, both open cut and underground.

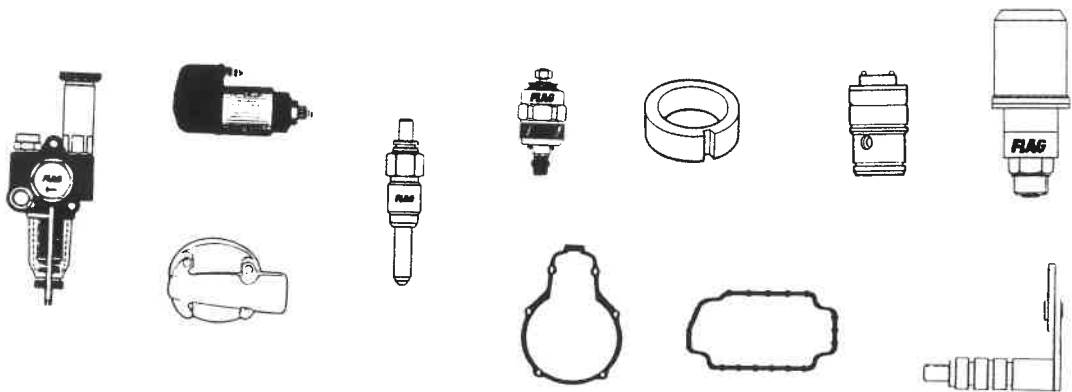
My thanks go to Alistair Weller for the effort he put into making the weekend a huge success.

Ken Scott
NSW CHAIRMAN
AADS INC.

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LETTER TO THE EDITOR

Dear Mick,

As of September 1, 1996, John Batman Institute of TAFE has been granted the tender to write the new fuel injection mechanic course. It is actually happening and I know many people have breathed a sigh of relief, including myself.

Our part of the project is to now form a working group to make sure all the material in the course is what the industry requires (AADS) and we will be working very closely with representatives from your organisation. 90% of the material is already developed and only the specialist areas have to be written. This also will be compiled with consultation with the AADS.

This course will be a breakthrough for the AADS and industry as a whole and I believe it will fill the training gap that was desperately needed.

Special thanks to yourself, Don Blanksby and your committee for your support throughout this historic event.

Regards,

Peter Ryan
Acting Associate Director
John Batman Institute of TAFE.

Subject:- Diesel Engine Smoke Emission

Mick,

In reply to Alistair Weller's question in Diesel Torque, 6/96 edition, technical topics No. 7, this 'problem' of visible smoke emission is the 'scourge' of OEM's. For your information it is the subject of intense debate currently in the service managers group of the CVIA (NSW).

In brief, this appears due to one of three factors.

1. Blended fuels, there have been fuel samples found containing unleaded petrol, used engine oil, kerosene to name but a few.
2. Heating oil.
3. Fuel specification ex the service station pumps. In these cases adding 'Penrite diesel smoke suppressant' will clear the smoke.

The EPA here in New South Wales has attended some CVIA (NSW) meetings, however their path is clearly set. That is, if emitted smoke is visible for more than 10 seconds, then a warning and/or infringement notice is sent to the offending

vehicle owner. We also have had similar cases with out engines where no mechanical problem could be found.

We would recommend that if an AADS member has difficulty in this regard, that they take a fuel sample from the subject vehicle and submit it for analysis, preferably to a testing laboratory which is not part of a fuel company. If the fuel is confirmed to be at fault to counsel the owner accordingly.

Furthermore, perhaps the AADS can lend its support to the like of the CVIA to pressure fuel companies and the trade practices departments/consumer affairs to improve what is available ex the service station pumps.

Best regards,

Paul T. Tol
National Truck Service Manager
Mitsubishi Motors Australia Ltd.

TECC COMMITTEE REPORT

The idea for two day courses have been well received by members. It was explained that this would only be possible by dividing the courses into two sections. The construction and operation section of any module would be separate from the dismantling, assembling and testing section. It would be the responsibility of the participant to study this section in their own time. It would be sent out prior to the course and to be returned on the first day of the school.

An exam on the module would be held prior to the commencement of the school and will require a 70% pass mark. Any participant who fails this exam may still attend the school but will only be issued with a certificate of participation and not a pass certificate. It is hoped that this will ensure all people are at a similar level so the maximum can be gained from the course.

The existing VE module is being rewritten to this format as a trial. RLD, RLDK, RAD and RADK governor courses are also being formatted.

List of members and/or their staff who have attended the recent DPS and Stanadyne schools in Melbourne and Brisbane. Congratulations to all and to Phil Berryman from John Batman Institute of TAFE for his excellent instruction and course results.

Mick Rankin
CHAIRMAN TECC
AADS INC.

List of members and/or their staff who have attended the recent DPS and Stanadyne schools in Melbourne and Brisbane. Congratulations to all and to Phil Berryman from John Batman Institute of TAFE for his excellent instruction and course results.

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John Reynolds	Simms Diesel & Turbocharger Service	N.Z.
Matthew Hubbard	Raglan Diesel	N.Z.
Vernon Finlay	Casey Institute of TAFE	Victoria
Tobias Graetsch	Seaford Diesel Service	Victoria
Tony Aull	Diesel Progress Manawatu	N.Z.
Glen McLachlan	Burnie Fuel Injection Service	Tasmania
Stafan Jeffrey	A G Diesel Pumps and Injectors	Victoria
Pemasiri Kathriachchige	A G Diesel Pumps and Injectors	Victoria
Peter Kelly	Peacock & Smith	Victoria
Luke Wright	Peacock & Smith	Victoria

DPS COURSE VICTORIA

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Thilak Wijesundara	Peacock & Smith	Victoria
Andrew Christie	Peacock & Smith	Victoria
Andrew Garnsworthy	Peacock & Smith	Victoria
Clinton Brett	B.J. Diesel Fuel Injection Service	Victoria
Anthony Anderson	B.J. Diesel Fuel Injection Service	Victoria
Glen McLachlan	Burnie Fuel Injection Service	Tasmania
Stefan Jeffrey	A G Diesel Pumps and Injectors	Victoria
Pemasiri Kathriachchige	A G Diesel Pumps and Injectors	Victoria
Stephen Munro	BSP Diesel & Electrical	Victoria
Edward Giliam	Giliam Diesel Engineering	Victoria
William Flsh	W.C. Fish	Victoria
Reginald Donoghue	Onkaparinga Institute of TAFE	S.A.
Garry Porter	Statewide Diesel Injection	Tasmania

STANADYNE COURSE QUEENSLAND

Anthony Daniels	Moreton TAFE	QLD
Bryan Newton	Southcoast Diesel Injection Service	QLD
Wayne Torrisi	Diesel Australia	QLD
Guy Hall	Maryborough Diesel Injection Service	QLD
Danny Frohlich	Diesel Australia	QLD
Geoff Musty	Southcoast Diesel Injection Service	QLD
Eric Horan	Queensland Fuel Injection	QLD
Lloyd Richardson	Diesel Australia	QLD
Craig White	Mack Trucks Australia	QLD
Robert Batey	Cummins Nerco	QLD
Paul Graham	Rocklea Diesel Injection Service	QLD
Robert Larkin	Caneland Diesel Service	QLD
Daniel Cullen	K.M. Diesel Service	QLD
Kevin Webster	K & M Diesel Service	QLD
Jeff Rose	Jeff Rose Fuel Injection Service	QLD
Ross Chalmers	Highway Diesel Service	QLD
John White	Queensland Fuel Injection Service	QLD

DPS COURSE QUEENSLAND

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Walter Vrbancic	Rocklea Diesel Injection	QLD
Dennis Goudie	Maryborough Diesel Injection Service	QLD
Ross Chalmers	Highway Diesel Service	QLD
Bryan Newton	Southcoast Diesel Injection Service	QLD
Geoff Musty	Southcoast Diesel Injection Service	QLD
Wayne Torrisi	Highway Diesel Service	QLD
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PRESIDENT'S REPORT ON THE ADS CONVENTION TORONTO AUGUST 1996

'Downunder' was well represented at the recent North American ADS with delegates from Australia and New Zealand. The convention was not as well attended (690 attendees) as in previous years. Conventions in Las Vegas seem to attract numbers in the area of 1000-1200 (maybe they love to gamble). It was interesting to see North Americans complaining about having to travel on a 4 hour plane flight to Ontario, when most of us from Australia and New Zealand had travelled in the region of 24-40 hours.

Mike Rayne of Lucas North America gave two excellent presentations at the convention. The final presentation of the convention was given by Mike and it was based on the presentation he gave to AADS in Melbourne in 1995. This is the second time I have seen this presentation and it has not lost any of its impact.

Some of the technical presentations lacked depth and during one we were presented with an hour's content on a company profile, with explicit detail on why it had recently changed its name again.

ADS did have some excellent seminars on small business however and perhaps our association should look at this in the future.

Robert Bosch and Stanadyne presentations were also noteworthy.

At the ADS a complete stand was dedicated to training and it seems the ADS is putting a lot of emphasis on this important part of our industry. I collected as much information as possible to bring back for our training committee.

The international board meeting was well attended by Aussies and Kiwi's and the chair was well managed by Lewis Brown of M I Diesel from the U.K. The ADS appears to be becoming much more receptive to the input of overseas exhibitors and visitors.

One glaring omission from the convention was the lack of input by the turbocharger

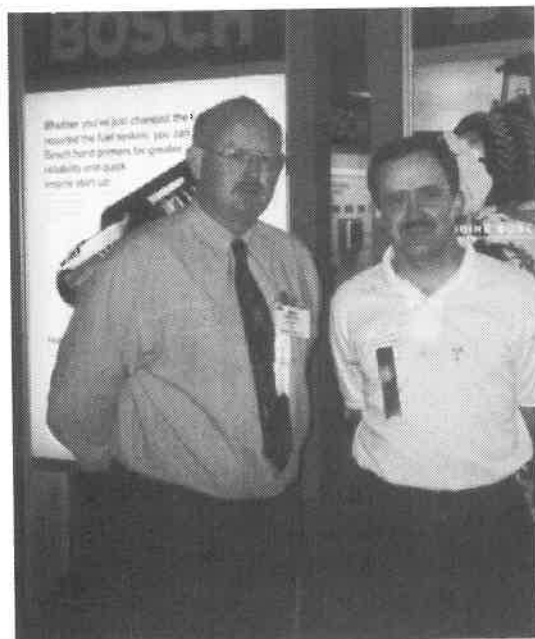
industry. In my discussions with Bob Stewart, the ADS chief executive officer, he explained that they were very much aware of the problem and were endeavouring to get the turbocharger industry more involved, but this was difficult, especially when it came to technical presentations.

I had lengthy discussions with Mike Rayne of Lucas and Bill Staiger of Robert Bosch on emission developments in North America. Both companies are producing easy to use roadside testing equipment for use in North America. I obtained a lot of technical assistance from them and I am waiting to receive more through the mail.

The post convention trip was to Niagara Falls and was once again well attended by 'Downunders', most of whom put on the required raincoats to venture on a boat to the base of the falls. It was very spectacular.

Our association members were well received at the ADS convention and as a result of meetings I had with board members, I feel we can look forward to a future with a greater cooperation and exchange of ideas between the two bodies.

Doug Riley
PRESIDENT
AADS INC.



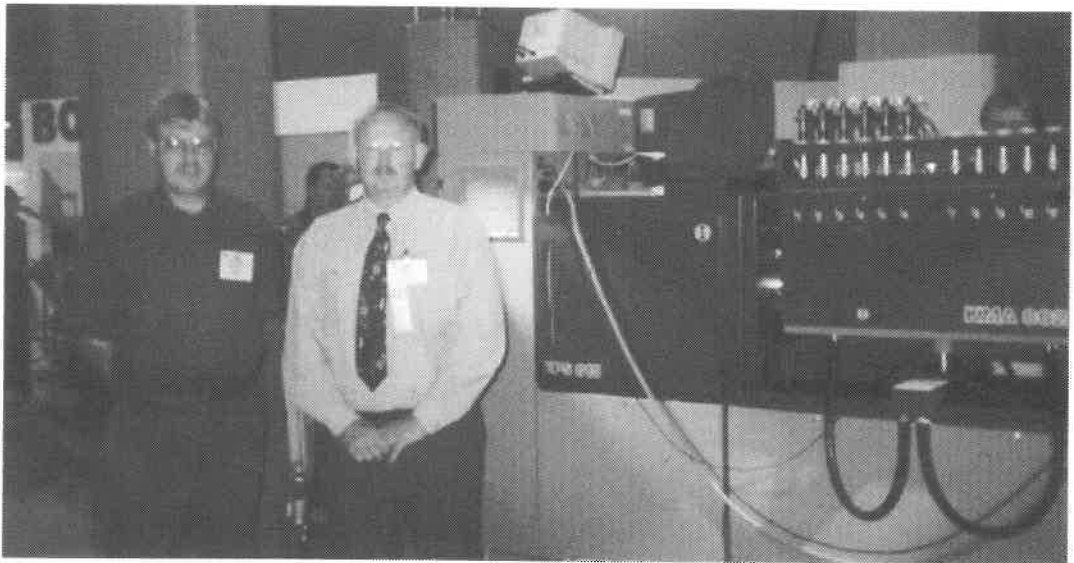
AADS President Doug Riley and Bob Stewart Chief Executive Officer of A.D.S.



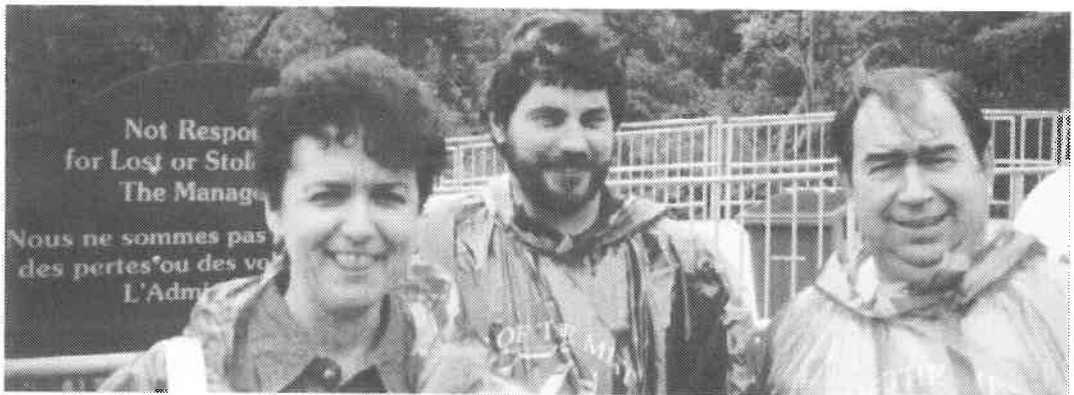
Don Wilkey, Arthur Walz, Peter Lancaster, Bert Sievers, Mike Rayne, Doug Riley at the Lucas Exhibit.



Kiwi Russ Coupe on a buying spree.



AADS President Doug Riley and Jim Houstoun (Tauranga, New Zealand) Checking out the latest in Bosch Test Benches.



Wendy Riley, Keith Stephen, Ron Strong, raincoats to go under Niagara Falls Post Convention Tour.

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The new PMS 100 portable multiscope from Robert Bosch Australia offers professional service technicians comprehensive troubleshooting and diagnosis for all electronic and electric vehicle systems including ABS, EFI and vehicle security in a convenient, easy to use format.

As the world's leading designer and innovator of vehicle electronic systems, Bosch has the expertise to provide the right equipment to test and repair most electronic systems.

The PMS 100's portability and independence from mains power supplies makes it ideal for the mobile service operator — tests can even be made while driving — but all repair shops with an interest in vehicle diagnosis will find the PMS 100 an indispensable addition.

For smaller repair shops looking to expand or those workshops carrying out a limited

amount of diagnosis work, the PMS 100 is an economical alternative to the larger, more expensive units, and includes a 100/600 A current clamp as standard. With the PMS 100, repair shop operators no longer need to send a vehicle out to a technician who has the equipment.

The PMS 100 provides accurate diagnosis for a range of vehicle systems, including spark ignition and diesel engines with up to 8 cylinders, and 2- or 4- stroke engines.

Other automotive systems which can be assessed by the PMS 100 include vehicle electrical systems with 6, 12 and 24 volts, ignition and fuel injection systems, and automotive sensors and actuators.

A reliable assessment of an engine's electrical and electronic systems can be made with basic information including number of cylinders, whether the vehicle is spark ignition or diesel, battery voltage and the type of ignition system.

The PMS 100 offers a number of readings including Hall sensor signals, Potentiometer Noise test, Relative compression, Lambda sensor, Ignition, and Injection signals.

In plot readings mode, up to four parallel measurement signals can be recorded over a maximum of 1280 divisions of up to 10 seconds per division.

The PMS 100 features a high resolution 84 x 84 mm LCD screen, and offers the convenience of signals and test results which are transferable to PC and/or printer. An impressive memory allows the last 128 images to be stored by pressing a single key, while the information key answers questions about the active measurement function.

The easy to hold rubber casing protects the PMS 100 from oil, lubricant, solvent, fuel, moisture and water splashes. Complete with an integral stand and handle, the PMS 100 is supplied in a sturdy carry case with a range of accessories designed to make the technician's job easier.

For more information, contact Bosch Australia on (03) 9541 5555 or 1800 801 872.

BOSCH CELEBRATES 75 YEARS OF BOSCH SERVICE DEALERS



*Jack Holstein,
Bosch National
Service Manager,
Australia.*

In 1996, the Bosch Group celebrates 75 years of Bosch Service Dealers and after-sales customer service since the first Bosch Service Dealer was established in Hamburg, Germany in 1921.



There are now over 10,000 Bosch Service Dealers world-wide in 128 countries including Australia and New Zealand.

In Australia, Bosch appointed its first independent Service Dealers in the early 1960s. By 1965 the organisation had 30 Service Dealers nation-wide, and today there are over 400 Service Dealers throughout Australia and New Zealand specialising in diesel and petrol injection systems, and automotive electrical products and services.

Australian Bosch Service Dealers have seen a number of important milestones, including the formation of the Australasian Bosch Service Dealers Corporation Ltd (BODAC) and the development of modern service operations providing a comprehensive range of services on all types of vehicles.

As the largest independent supplier of original equipment electric and electronic systems, Bosch works together with a number of major car manufacturers. For Bosch Service Dealers, this means that many

of the vehicles they work on contain original Bosch components and equipment with which they are already familiar.



"Cars and the automotive industry have certainly changed significantly over the years, and that development continues, along with the Bosch Service organisation. For many decades, Service Dealers were principally specialists in automotive electrics and diesel injection; now they are experts in vehicle systems," said Jack Holstein, Bosch Australia's National Service Manager.

The BODAC organisation was formed to act as a central Bosch forum for issues within the automotive service industry in order to assist Service Dealers in exploring business opportunities and adapting to the changing needs of their customers.

The organisation also acts as the communication channel between Bosch Service dealers nationally and Bosch Australia, assists with promotional and advertising activities to ensure greater public recognition of the services offered, and sets and enforces Service Dealer standards and procedures.

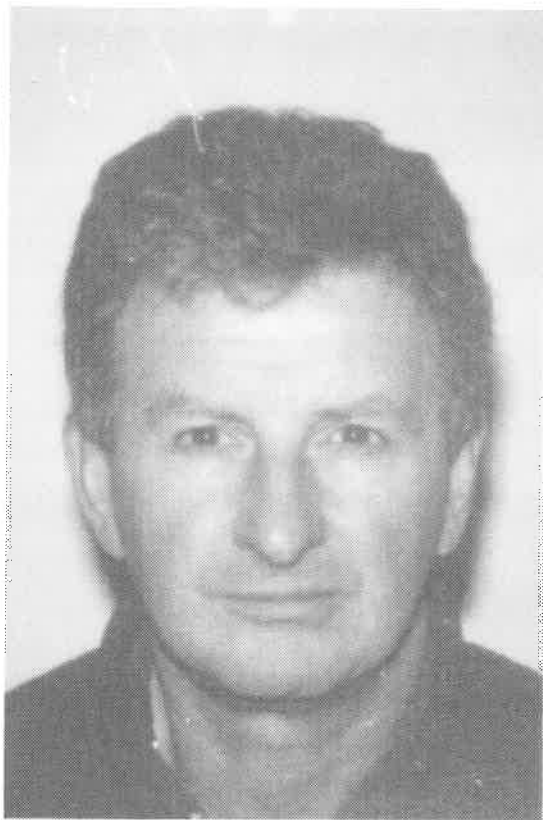
"BODAC gives Service Dealers the voice to directly communicate with Bosch senior management in order to work together as a team," said Mr Holstein.

"This provides us with the combined strength to effectively tackle market opportunities and convert them into business growth now, and in the future."

The Bosch National Service Dealer Network, combined with other BODAC Dealer members, offer customers the backing of an Australia-wide Bosch warranty.

For more information contact Bosch Australia on (03) 9541 5555.

PROFILE — JOHN BROOK



John was born on the 26th November, 1948 in Brisbane but spent most of his younger life in the country towns of Whyalla and Port Augusta, South Australia. Times were hard in the country during this period so his parents moved to Adelaide, in search of a better life style. John finished school and started an apprenticeship with Hannan Bros., a prominent Adelaide diesel fuel injection company, where he learnt most of his early fuel injection skills. Frank Baki was one of John's early mentors and passed on his knowledge to John and to another apprentice Robert Kogoi.

When he finished his apprenticeship, John travelled around the eastern states. In doing so he helped establish the first pump room in Mackay with the company Mackay Spare Parts. He then moved to Melbourne and worked with Bruce Cornell at Lucas. I think Bruce wondered who this long haired guy with his hot HO Falcon was and they soon

became good mates and in typical Bruce Cornell fashion had Lucas 'abuzz' with their antics.

With Lucas petrol injection coming into vogue, John became interested in motor racing, working on some of the top Australian racing cars including Allan Hamilton's F5000, Allan Jones and Colin Bond's Porsches, Bob Jane's Holden and many others.

Some time later John moved back to Adelaide to work for Hannan Bros. again, then Leylands, Lucas South Australia and D.A.I., the state Perkins agent and still found the time to work on racing cars, speed boat racing and speedway. Through his involvement in speedway, he met Don Wilkey and Arthur Walz, the then Australian side car champion.

John then decided to branch out in his own business and started racing his own car with some success. Some time after his father retired, John had a bad accident and was hospitalised. During this time it was Don and Trage from Adelaide Fuel who helped keep Southern Fuel operating while he recovered, a debt of thanks John will always remember.

It was shortly after this time that John was joined in partnership of Southern Fuel by his good friend John Bassett. Both coming from racing backgrounds and both being 'rev heads', they had a common bond. Southern Fuel Injection has now grown to be a respected and progressive business.

John still races but today's pace is in yachts, it's a little bit slower! His loves are Geraldine and his five children plus of course his Porsche. His hates include Victorian police and speeding fines (he donates at least annually!). His likes include sailing and fast cars and the Crows losing to Victorian clubs, although he has a soft spot for Carlton.

John has always been involved in AADS. He was on the committee which convinced the late Lance Hosking to take on the executive position, thus changing the way AADS is structured today. He holds his friendship with other members as a valuable asset and is currently the South Australian chairman and national board member for South Australian branch.

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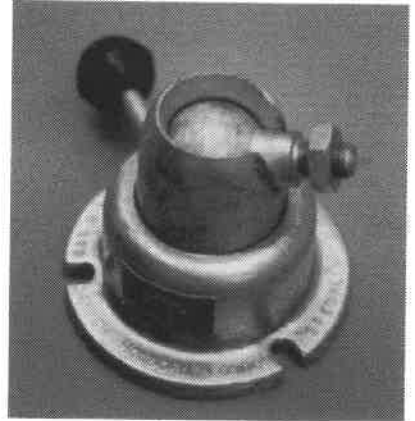
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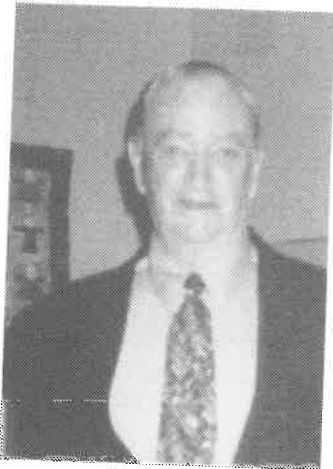
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VALE

GEOFFREY WALLACE DUTTON

Geoffrey was born at Burwood to Bill and Audrey Dutton, Graziers of Hermidale, N.S.W.

After finishing his senior school years at Knox Grammar School he moved with his parents to Orange, in 1946, where his father purchased the property "Kyalla Park". Geoff, his wife and family remained there until 1981.

In 1982 he purchased Central Diesel Company which he ran with his son John until 1992 when John and his wife Rosemary and their family moved to Queensland.

Geoff was a member of Duntry League Golf Club, had been a member of Lions Club and Masonic Lodge and was always interested in people.

Geoffrey leaves his wife Maxine, daughter Sue, son John, daughter in law Rosemary and five grandchildren.

He will always be remembered as a kind and gentle gentleman.

Anyone who received an AADS Directory of Members 1996 at the Convention and has discovered pages missing or other errors, please notify the AADS Office for your replacement.

The Pressure Conversion Charts have been found to have several typographical errors; new charts are to be issued. Service members will receive a correction sheet with their subscription renewals.

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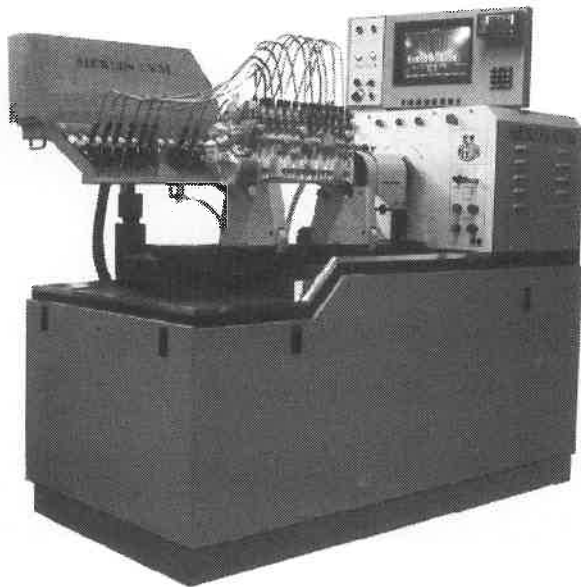
Atkins Carlyle Ltd.

and AADS

MERLIN TEST BENCHES
are now available as a viable
alternative.



CVM DIESEL FUEL PUMP TEST STAND



Since 1991, Merlin International have invested heavily in research and development.

Several special purpose heavy duty test stands have been designed and manufactured, some with PC Control, VDU Display and Serial Link Communications with main drives available up to 80kw for end users such as Lucas Bryce, Caterpillar, The French Navy and British Rail. At present, heavy duty units are being manufactured for Ulstein Bergen Engines in Norway and The US Navy.

The Merlin CVM Test Stand

Of more interest to AADS Members is the Automotive Test Stand, the 12-20 CVM which is a 20 hp unit equipped with colour video monitoring. The concept of the CVM was originated in July 1992.

It was decided that it should be PC Based instead of the customary dedicated electronics design. The PC principal permits software flexibility and is more easily upgraded when individual customer requirements need to be accommodated.

On completion of build, the Prototype CVM was run on an endurance basis, crumming 18 months running into a 6 month period. Close attention was placed on measuring system accuracy with most known types of injection pumps. It was tested with delivery outputs up to 500mm³/stroke.

Many UK end users were invited to view the Prototype on site at Merlin, and their views, needs and requirements were taken into account when the final software was designed to provide a user friendly Interface and on screen display.

Over a period of 6 months the Prototype was placed at three different local FIE shops, where Merlin

provided ongoing engineering support. Further software modifications were incorporated to address issues arising during Prototype testing period.

The Merlin policy of ongoing development ensures that new features continue to be made to production model CVM's with the latest versions incorporating measuring head temperature compensation and air return measuring piston. There is currently a production model CVM on site at Lucas Diesel Systems, where it is in daily use as a Production Development Tool for the next generation Lucas Fuel Pumps. All models of the CVM Test Stand will accommodate both Bosch and Hartridge Pump Mounting Brackets/Kits as standard.

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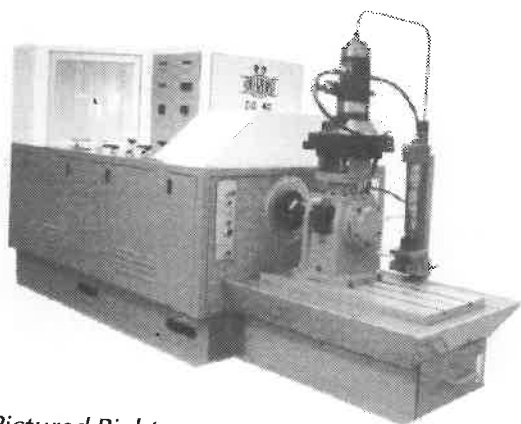
Neptune Engineering, well known in Diesel Fuel Injection circles both within Australia and overseas, was started in 1909 on land at Lavender Bay in Sydney. The business was relocated to Brookvale on the Northern Beaches of Sydney in July 1987.

Douglas and Adrian Meredith are the 4th generation Directors of the Meredith family that have successfully managed and run Neptune. The business was started by their Great Grandfather John P. Meredith. The business was passed onto his two sons Roydon and Norman, then passed onto Roydon's sons Peter and John. Douglas and Adrian took over from their fathers John and Peter in 1989.

Neptune Engineering specialises in precision engineering, and the servicing and re-building of all types and makes of Diesel Fuel Injection Equipment. Neptune specialises in the large Fuel Injection Equipment for both Ocean Vessels and Power Stations.



DC40



*Pictured Right:
Douglas and Adrian with the new
Merlin DC40 Test Bench.*

In 1991, Neptune was appointed by MAN B&W Diesel as an "Authorised Repair Shop for Fuel Injection Equipment".

The new Merlin DC40 Fuel Pump Test Bench purchased from RM Diesel was delivered in March this year to replace an old Fuel Pump Test Bench that was built some 25 years ago by Peter using various Hartridge components.

Already the new Merlin DC40 Fuel Pump Test Bench has been used to calibrate various Bryce, MAN, and Pielstick Fuel Pumps.

A number of overseas potential clients are showing keen interest in the machine and could keep this Merlin DC40 Fuel Pump Test Bench humming along very nicely.

Specifications of the Merlin DC40 as purchased by Neptune Engineering.

Drive System:	40hp - Electronic Thyristor.
Speed Range:	0 - 1200 Rpm in both directions.
Fuel System:	450 Litres/hour.
Calibration System:	Solenoid operated bottom fill/bottom drain graduates.
Capacity:	3 tubes, 0-250mm ³ , 0-1000mm ³ , 0-7000mm ³ .
Dimensions:	3250 x 1500 x 1650mm high.
Weight:	3000kg.

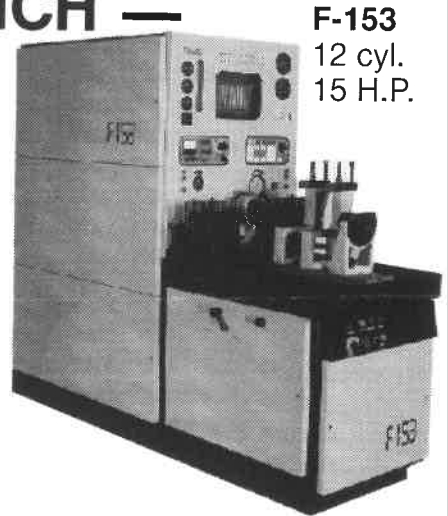


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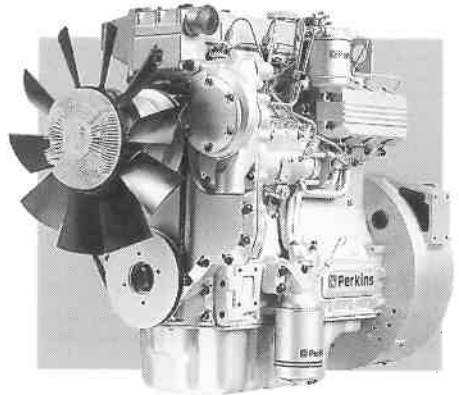
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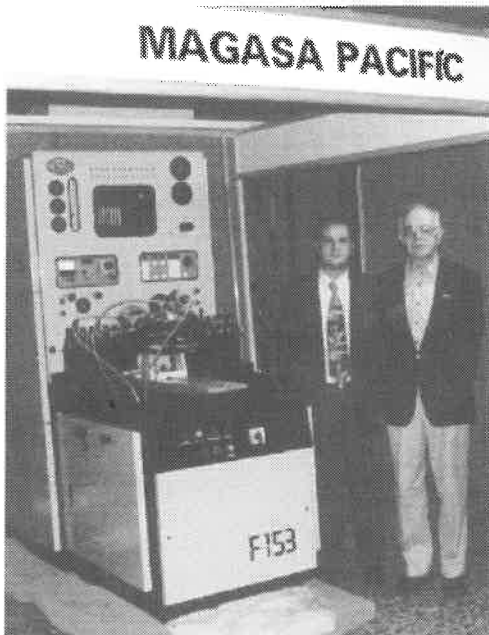
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Guan Garcia and Jack Phillips, on the Magasa Stand at the 1996 AADS Perth Convention



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WHAT'S IN A NAME!

Looking through the directory of members, I notice many members refer to themselves as 'FUEL INJECTION' organisations. Driving around the roads and streets of our cities and towns one sees more and more automotive repair business signs are advertising 'FUEL INJECTION SERVICE.' Almost all of this signage refers to the petrol engine versions of automobiles. To an operator of a diesel engine powered vehicle travelling through an area of which he is not familiar, this could be misleading.

As an organisation representing principally the diesel engine powered industry, perhaps the word DIESEL should be included before the word FUEL in business names and signage etc., of all members of the Association of Australasian Diesel Specialists (Inc.)?

If an organisation can provide service or parts facilities to both petrol and diesel powered vehicles, then it would seem appropriate for such organisations to advertise using both the words DIESEL and PETROL rather than just FUEL.

TRIVIA

- Sign in a hotel bar.
"If you are drinking to forget, please pay for your drinks in advance."
- Sign of the times.
"This department requires no physical fitness program. Everyone gets enough exercise jumping to conclusions, flying off the handle, running down the boss, dodging responsibility and pushing their luck."
- Just a thought.
All babies are subject to change without notice.
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The door to success is labelled — *PUSH*

QUOTE OF THE YEAR

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THE BENEFITS OF NETWORKING

The following article appeared in the July/August 1996 issue of the IAME magazine.

- **NETWORKING:** is now considered essential to good business management.
- **NETWORKING:** is knowing and being known by an assortment of people who may be able to assist you in your business.
- **NETWORKING:** are you part of a network, or are you in the dark when seeking answers to your problems?

Many manufacturers consider NETWORKING to be so beneficial that they have regular Service Management Group meetings so their Service Managers can exchange information, receive product and management training and, most importantly, NETWORK with helpful people to achieve a common goal.

Tom Beesley MIAME

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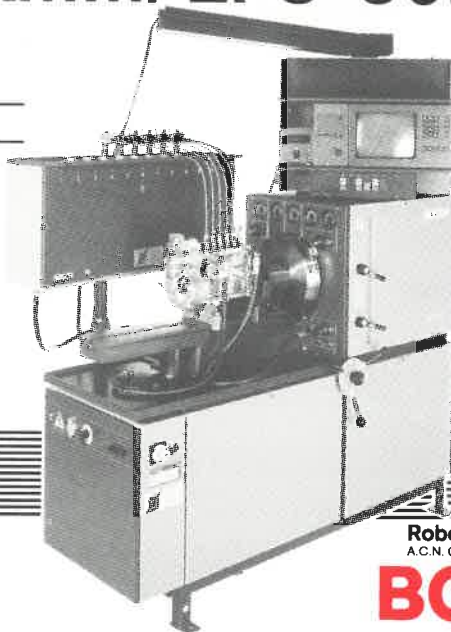
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