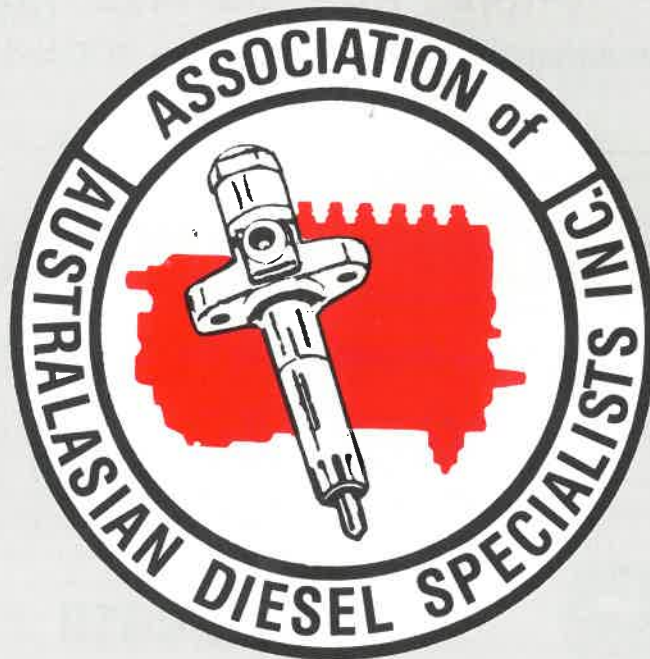


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DIESEL TORQUE



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

EDITION FORTY-ONE

MARCH, 1995



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EDITORIAL

The diesel fuel injection industry in Australasia is on the verge of being thrust kicking and screaming into a new era of technology, namely electronic measuring and management. For those who took the time to read the excellent technical article supplied by Norbert Schueller of Robert Bosch (Australia) Ltd, you must now realise the time has come to become involved in electronics or suffer a downturn in your business as more and more of this equipment is fitted to today's engines.

You may ask how can I learn this technology? The answer is simple, become involved in the training programmes provided by AADS, Bosch, Nippon Denso, Lucas, Stanadyne etc. Those of you who hold all or some of the above agencies support their training programmes. If you do not hold any or only some of these agencies, contact your AADS branch chairman and request training on any of the excellent courses available through AADS and the TAFE education system.

There is another way to source information on new technology and that is by attending the AADS international convention being held in Melbourne on the 17th, 18th and 19th March. The array of seminars and exhibitors will be the best ever and Stanadyne are providing a special seminar on their new electronically governed pump to be delivered by Peter Malo, who will be making his first visit to Australia.

I would like to wish the exhibitors at this Melbourne convention all the very best and to remind them that this will be the last chance for some years to be able to display their products in the professional surroundings of the World Congress Centre. With many of the exhibitors being based in Melbourne this is the chance to gain solid support for your products ensuring a successful and profitable relationship with your customers in the years ahead. I wish you all well.

To all members please support this convention and particularly the Victorians, show pride in your branch and your branch committee and turn out in full force for what promises to be the most informative and enjoyable convention yet!

Mick Rankin
Editor Diesel Torque
AADS INC.

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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

Based on the number of registrations received by the 15 February 1995, I am now confident that Melbourne 1995 will be our largest convention ever. We have more guest speakers attending this event than any other year. I realise that I say it every year, however, AADS conventions have become a vital link within our industry. I believe non attendance is a sign of a very shortsighted business. Remember, an informed business is an efficient business is a profitable business.

Following the branch elections that have recently taken place, I am both delighted and humbled by the calibre of the men who now make up our Board of Management. It is my committed belief that AADS is well placed to take an active if not changing role in this challenging industry.

See you in Melbourne

S.N. WALTON.
NATIONAL PRESIDENT
AADS INC.

VICTORIAN/TASMANIAN BRANCH REPORT

Time and workload assisting with the organisation of the National Convention being held in Melbourne in March 1995, did not allow us time to conduct a State Division Meeting, since our last meeting in November 1994. We plan to hold our next meeting toward the end of April, early May and all members will be informed of the date and venue.

The state executive for 1995 is as follows:-

State Chairman	Mick Rankin Rankin Diesel Injection Service Pty. Ltd.
State Vice Chairman	Carl Alexander Geelong Diesel Injection Pty. Ltd.
State Secretary/Treasurer	Terry Brain Diesel Systems Australia

Congratulations and grateful thanks go out to Bruce Cornell for all the time and effort he devoted towards the development and operations of both the Victorian/Tasmanian Division and the National Functions of the Association, during his time as State Chairman and Vice Chairman.

Bruce stepped aside to allow a younger member to be groomed into the running of the State Division. Congratulations to Carl Alexander on his appointment as State Vice Chairman.

We urge all Victorian/Tasmanian members to make a special effort and attend the National Convention from Friday 17 March to Sunday 19 March 1995, at the World Congress Centre, cnr Flinders and Spencer Streets, Melbourne. We can guarantee you a very informative and productive programme of seminars covering a wide range of technical subjects, together with a large and comprehensive product display which has been planned by all the exhibitors. Come along and be a vital part of your industry and experience the direction in which your industry is moving. We all need your support.

Terry Brain
Secretary/Treasurer
Victorian/Tasmanian Branch
AADS Inc.

QUEENSLAND BRANCH REPORT

The first Branch meeting of the year was held at the Surfers Paradise Travelodge and was well attended with a total of 31 members being present. It was most pleasing to have representatives from Cummins Diesel and Mack Trucks present, and we appreciate the valuable input of time and knowledge freely given which helped make our meeting an outstanding success.

Our guest speaker for the morning was Mr Dick Bugala from Shell Australia whose topics were on diesel fuels, high performance motor oils in turbo diesel applications, cleaning and safety solvents in the workshop and the needs of I.S.O. 4113 test fluid in our industry. A thirty minute overview very quickly became a one hour fifteen minute in-depth discussion and would have gone on longer had Mr Bugala not had another engagement. Thanks Dick from all members who attended.

As was mentioned in a previous Branch letter, a tender to supply plastic bags to the Branch was submitted to three plastic bag manufacturers with the Association logo printed on three different size bags varying in thickness between 100um and 150um.

Sizes were:

150mm x 230mm x 100µm
230mm x 350mm x 150µm
300mm x 450mm x 150µm

Prices were:

\$65.00 per thousand
\$112.00 per thousand
\$195.00 per thousand

I am most pleased to report that the entire print package of 32000 bags was sold at the meeting and plans are now under way to print a P Type bag. As the minimum print run on these bags in 10000 we are seeking interest from the spare parts suppliers to stock the bags on behalf of the members. As the bags are so durable and thick our aim is to make them the industry standard whilst still leaving enough profit in same to enable the stockists to view them as a viable commodity.

The Branch also had the first Association panels done for the old neon display signs and

the visual effect is excellent. The panels will be made in pairs of ten and price to the members will be \$350.00 per pair. What better way to utilise your old neon displays and at the same time promote your Association to the general public.

The most important request of the Branch concerns training and as such our first electronic governor school was held on January 28th and was so successful that a second school on June 17th is already oversubscribed. Training for aneroids and ancilliary devices on Bosch, Zexel and Nippondenso VE fuel pumps has been requested for May 5, 6 and 7 and the following weekend has been set aside for the same course to be held in North Queensland, if Barry Wellington the trainer is available.

Plans for a timer and two spring injector school for all makes are under way, and I would like to thank those manufacturers who have gone out of their way to assist the Branch and the Association for their help with instruction, literature and verbal assistance, this generosity will be remembered by all Branch members concerned.

In closing, our next meeting after the Annual Conference, is planned for August 11th and 12th and because of the increase in attendances over the last four meetings, we urge all State Members to advise booking requirements at the earliest opportunity.

GREG SIMMONS
CHAIRMAN AADS INC. QLD.

W.A. STATE REPORT

In the absence of our new State Chairman Doug Riley, and there having been a view expressed that W.A. has floated out into the Indian Ocean, I thought I might provide a brief comment on W.A. activities.

W.A. now has a pro-active committee comprising many of the same people involved in the highly successful convention in Perth some 7 years ago. This able group are already starting work on the Perth 1996 convention to be held in Fremantle. A programme of events and meetings is now being established so that we can get some real spirit going in this great state of ours.

S.N. WALTON

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SOUTH AUSTRALIAN NEWS

Results of the South Australian Branch elections held during December were as follows;

ChairmanDon Wilkey
Vice Chairman.....John Brook
Secretary/Treasurer.....Reg Donaghue

The two main topics discussed during the meeting were, the "future and survival of the small service shop," and "the decision to move the heavy vehicle training course from the centralised and long established Croydon Park Campus to the out of town Kingston Park Campus".

Operators of the smaller service shops expressed their concern about how they are going to survive the seemingly never ending need to purchase new tooling, equipment and training. Members said it is now obvious that there was specialisation within our specialised industry. As Mike Rayne put it in Adelaide in 1993, "each shop has to decide on its range and type of repair work, equip to do it properly, and be happy with that." Members were generally aware of what South Australian shops could do and that sub-letting was already happening here.

Two questions were asked, "who could do what throughout Australia, and why not use the Directory of Members to let the membership know?" In response, it was resolved that "the incoming Board of Management of the AADS, be asked to consider that a capability code be included in each service members' entry (if desired by the member), in the Association Directory of Members." It was also resolved that, "the Board of Management be asked to approach Robert Bosch and Nippondenso and ask if they would consider putting separate entries in the members directory of a list (at the time of printing), of their authorised service centres."

On the question of the change of teaching venue Keith Jurgs to meet with a special industry training committee and offer support from the South Australian Branch of the AADS.

The meeting concluded with some eats and Christmas good cheer.

Finally, congratulations to Debby Stennet and Paul Wilkey who announced their engagement on Australia Day.

Tom Beesley.

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TECC REPORT

Received a letter from Mike Christie Technical Manager for Diesel Progress/Diesel and Turbo listing the names of twenty four members who had attended VE type fuel pump training schools in New Zealand last year. New Zealand members are to be congratulated on their effort and support.

Equipment and training will be major topics at the coming AADS Melbourne Convention. Many qualified speakers will be presenting appropriate seminars. I recommend you attend your full quota of seminars.

Quality service begins with quality training and equipment.

Tom Beesley
Sec. TECC

PROFILE - STUART WALTON



For those who have not picked the accent, Stuart was born in England in the year of the Coronation.

On leaving school in 1967 he joined what was then known as Leslie Hartridge Limited in Buckingham as an engineering apprentice. When confronted on his first day of work with 500 popstest lids to machine he concluded by lunch time that this was not the type of work he wanted. During the next four years he studied engineering and spent a series of six monthly periods in various parts of the Hartridge factory.

It was in 1971 that he persuaded his masters that he wanted to travel the world as an export sales manager. Stuart's first overseas trip involved six weeks in Mexico culminating in a

visit to the ADS regional conference in Mexico City where he gave a one hour talk on the design and use of Cummins PT testing equipment.

Between 1971 and 1977 much of Stuart's time was spent in North and South America and Africa. It was in the middle of this period that Moira also joined Hartridge, initially relieving as a switchboard operator and later down the track as secretary to the service manager. They met at a local watering hole with Moira playing pool and Stuart looking on. Yes, love at first sight.

In 1977 they moved to Sydney to arrange the transfer of the Hartridge agency from William Adams to Lucas Industries. They also got married that year in Sydney. Whilst with Lucas, Stuart held a number of jobs including marketing planning manager, national sales and distributors manager and state manager of Western Australia. After becoming state manager of South Australia and the Northern Territory as well as Western Australia, Stuart found commuting to the other states every other week a bit hard to take, particularly as Moira was pregnant with their first son, Shane (split pin) and so he resigned.

After nearly four years as a director and shareholder of Puseys, Stuart decided it was time (Stuart was 40) to make a real change. That change culminated in Stuart becoming the general manager and chief executive of a Perth based public mining company.

As with most people in the Diesel industry that smelly stuff was still running in his veins, so he took a 50% interest in Total Fuel Injection where he still remains actively involved, but not half as active as Moira.

Ever since they moved to Australia, Stuart has been on one or more AADS committees and has attended just about every convention since 1977. He is currently President and has been for the last two and a half years.

In his private life, Stuart is a dedicated sailor although more recently, as a result of pressure from Moira he built a twin diesel power boat. Their two boys Shane (7) and Barry (5) are also dedicated boaters and have now identified the different sound between a Volvo and a Cummins. In his adult life Stuart has now built seven boats, however Moira has told him, no more!

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ADS HONORARY MEMBERSHIP



Arthur Walz Life Member AADS Honorary Member ADS

Immediate past President of AADS. Arthur Walz has been awarded honorary membership of ADS. Arthur was advised of the honor in a letter from ADS Executive Vice President Robert G Stewart on 24/1/95.

A presentation of the award plaque will be made to Arthur at the coming ADS convention to be held at the Village Resort and Hotel in Las Vegas this year.

Arthur was awarded the prestigious Henry Sratek Memorial Award in 1986 in recognition of the qualities of craftsmanship

and business ethics, exemplified by the Association of Diesel Specialists.

Arthur was made a life member of AADS on his retirement from the presidency in 1993, and his friends in AADS congratulate him on his new honor.

Well done Arthur.

PARADIGM QUOTES

"Good anticipation is the result of good strategic exploration."

"All work is creative work if done by a thinking mind, and no work is creative if done by a blank who repeats in uncritical stupor a routine he has learned from others."

"The paradigm effect reverses the commonsense relationship between seeing and believing."

"The power is in the hands of the buyer!"

"Significant competitive advantage lies with those organizations and individuals who anticipate well in turbulent times."

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VALE: KEITH BEGBIE 27.8.28 - 5.1.95



Keith was involved in the diesel industry for fifty years, mainly in fuel injection and was a member of the AADS.

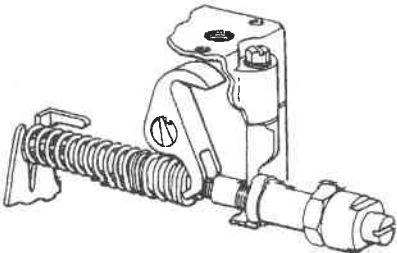
In that time he accumulated a wealth of knowledge which he freely shared. If there was a problem with a fuel pump or engine, Keith would be the one to sort it out and supply the answer.

He started work at International Harvester Co. when he was sixteen in the garage and later moved to start the fuel pump room at I.S.A.S. (a division of International).

In 1958 he partnered Ron Storen and Geoff Patten to start B.S.P. Diesel and Electrical which they ran successfully for thirty three years until retirement in 1991.

Keith leaves behind his wife Elma, two daughters, Pam and Helen, son in law Alf, and three grand children and fond memories to many others in the diesel fuel injection industry. He won't be forgotten.

THE STANADYNE SPEED DROOP GOVERNOR



Ever since the early 1950's when it first appeared on diesel engines, the Stanadyne (formerly Roosa Master) injection pump has been famous for its ability to provide stable

governor regulation for operation of generator sets and other close governor regulation applications.

The feature that has made this possible is the "speed governor".

This governor, which is entirely contained within the pump, is a special version of the standard all-speed governor which utilises a low rate governor spring and an adjustable thimble arrangement which can add or remove active coils from the governor spring to change its' rate.

By doing so, the droop (governor regulation) can be adjusted during engine operation to attain the necessary performance and "tune out" any tendency to surge. The speed droop governor is capable of providing 3 to 5 percent governor regulation and can maintain steady state performance at constant loads within plus or minus 1/3 of 1 percent.

When Stanadyne injection pumps are built and tested and when they are repaired and tested in the field at our authorised service stations, the speed droop settings are essentially "roughed-in". It is therefore necessary to make on-engine adjustments to the speed droop governor to attain specified generator set performance.

The following information is offered to assist servicers and users of Stanadyne speed droop equipped injection pumps to make these on-engine adjustments.

SPEED DROOP NOTES

DO NOT MAKE ON-ENGINE ADJUSTMENTS OF THE LOW IDLE SCREW ON SPEED DROOP EQUIPPED PUMPS

The position of the low idle screw is set during assembly of the pump and establishes the necessary relationship of internal components. Engine idle speed is merely a function of governor spring rate and regulation.

The high idle screw is also set during pump testing and will prevent engine overspeeding should the engine become disconnected from the generator or if the throttle is inadvertently moved to the wide open position. This screw should not normally require on-engine adjustments unless the nominal speed of the set is being changed (e.g., from 1800 to 1500 RPM).

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ON-ENGINE SETTINGS

1. Start the engine and apply approximately 50 percent load until it reaches operating temperature. NOTE: If serious surging occurs during the warm-up period, turn the speed droop adjusting cap clockwise until surging stops.
2. When the engine has reached operating temperature, position the throttle to attain full load speed (e.g, 1800 RPM) and apply 100 percent load. Adjust the throttle if necessary to obtain satisfactory 100 percent load performance.
3. Remove load and check for specified no-load speed or frequency. If incorrect, adjust speed droop adjusting cap slightly (clockwise for increase droop or counterclockwise for less droop). If surging exists upon removing the load, turn the adjusting cap clockwise to eliminate.

NOTE: Whenever speed droop adjustments are made, accompanying throttle position adjustments will also be necessary.

4. Recheck 100 percent load and no-load performance and readjust as necessary.

This article provided by Bob Bentley, Stanadyne Automotive, Courtesy of Atkins Carlyle Australia, distributors for Stanadyne.

ENVIRONMENTALLY RESPONSIBLE

An article in a recent issue of Diesel Torque outlined the Scania organisation Policy to recycling. Scania are not alone in the recycling effort. Amongst some 'junk mail' received the other day was an article in a hardware publication under the heading;

BBC/BOSCH POWER TOOLS: HELPING BUILD A BETTER TOMORROW

At BBC & Bosch we are totally committed to making the world a better place to live in. This commitment has led us to producing tools that not only perform better, but have a minimum impact on the environment. This is achieved through efficient recycling of returned Bosch tools.

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- First manufacturing company to be accredited by the Australian Conservation Foundation.
- Minimal environmental impact at every stage of manufacture and distribution.
- Buttons and switches made from recycled plastic that is free of asbestos and cadmium.
- Packaging has been redesigned to reduce volume and uses 98% recycled cardboard.
- 97% of the material in our used power tools is able to be recycled once returned to Bosch.

These initiatives are examples of how industry can support WWF Australia's "Ecology Sustainable Development" campaign. Bosch customers can support WWF by taking part in the promotion. Each purchase generates a donation of \$5 to WWF.

Tom Beesley

QUALITY AND SAFETY OF REPAIRS

An article in the January/February issue of *The Automotive Engineer* reported on a hearing being conducted on the Vehicle and Recreational Marine Craft Repair and Insurance Industries.

Under the heading Quality and Safety of Repairs, the Commission makes mention in its draft report the position of the IAME which was, "A skilled tradesman cannot perform quality work in many situations unless proper equipment is available. Nor can an unskilled person produce quality work without appropriate knowledge irrespective of the equipment provided".

The IAME intends to continue its representations to seek minimum entry standards related to skill and equipment levels.

Tom Beesley

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INDUSTRY NEWS

The Mercedes-Benz Research Institute predicts a thirty percent reduction in motor vehicle fuel consumption and a ninety percent reduction in pollution by the year 2010. The consumption and emission figures take into account the present trends in the numbers of old cars registered. Nevertheless the Institute also predicts that, in Germany, there will be more vehicles on the road, a twelve percent increase in total distance covered, and the percentage of diesel powered cars will increase from present fifteen percent to twenty three percent.

The first diesel powered Jaguar will be on sale in three years, code named X300. The engine is likely to be BMW's 2.5Ltr intercooled turbo diesel, which produces 143bhp. BMW is also developing a more powerful turbo diesel which Jaguar may be able to use.

Australia has put up its hand for Volkswagen's "Retro-Bug". Volkswagen in Germany has announced that the vehicle, known as Concept One will go into production. The Concept cars have three drive-train options - electric, diesel electric hybrid and a high economy diesel capable of 2.8litres / 100km. Australia is most likely to get the diesel.

For years, the French have led the way making perfume. Now they're adding it to their petrol tanks. The exhaust fumes - described by a leading perfume consultant as smelling like banana and vanilla - has won rave reviews among motorists. The scent for diesel was "fruity", predominately raspberry.

Tom Beesley

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TRIVIA

- The turtle can only move forward by sticking its neck out.
- Whatever hits the fan will not be evenly distributed.
- If a man steps on a garden rake, cancel his vasectomy.
- Too many square meals will make you round.
- "It's as easy to get drunk on water as it is on dry land."

Tom Beesley

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"A society formed for trading or carrying on some form of business for mutual advantage."

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AADS CONVENTION EQUIPPING FOR QUALITY PROGRAMME

THURSDAY, 16/3/95

10 am - 4 pm

NATIONAL COMMITTEE MEETING - (Press Room, Level 2)
(Morning Tea & Lunch served in same room.)
TECC Committee Meeting

FRIDAY, 17/3/95

3/4 am - 7.30 am

7.30 am - Noon

7 am - 4 pm

9 am - 5 pm

2 pm - 5 pm

1 pm - 5 pm

2 pm - 5 pm

7 pm - 11 pm

EXPO HIRE TO BUILD BOOTHS
EXHIBITORS TO SET UP DISPLAYS
BOSCH GOLF DAY
NORMALAIR-GARRETT DEALER MEETING (Corryong Room 1 -
Level 2)
REGISTRATION (Trade Display Area, Level 4)
TECHNICAL EXAMINATIONS (Howqua Room 2 - Level 2)
TRADE DISPLAY AREA OPEN (Bellarine 6 & 7 Level 4)
OFFICIAL OPENING
WELCOME DINNER sponsored by Nippondenso (Bellarine 6 & 7)
(music, entertainment by Ron Blaskett & Laurie Levey, followed by
trade display hospitality)

SATURDAY, 18/3/95

8.15 am to 8.30 am

8.30 am - 9 am

9.30 am - 4 pm

9.15 am - 10.15 am

10.30 am - 10.45 am

10.45 am - 11.15 am

11.30 am - 12.30 pm

12.30 pm - 1.30 pm

1.30 pm - 2.30 pm

2.30 pm - 4 pm

4.00 pm

5.00 pm

5 pm - 6 pm

7.30 - 11 pm

REGISTRATION CONTINUES
President's address (Latrobe Theatre)
1st SEMINAR SERIES
LADIES TOUR AND LUNCH sponsored by Turbocharger Sales
2nd SEMINAR SERIES
MORNING TEA sponsored by Rankin Diesel, & EXHIBITION VIEWING
(Bellarine 6 & 7)
3rd SEMINAR SERIES
KEYNOTE SPEAKER - Mike Rayne (Lucas USA)
"Equipping for Quality" (Latrobe Theatre)
EXHIBITORS' LUNCHEON FOR DELEGATES sponsored by Lucas
(Bellarine 6 & 7)
INDUSTRY TALK: THE PHILLIPS HOT AIR ENGINE - JACK PHILLIPS
(Latrobe Theatre)
SEMINAR SERIES 1-3 REPEAT SESSIONS
INDUSTRY TALK: THE DS ELECTRONIC FUEL INJECTION PUMP -
Peter Malo, Stanadyne USA
HASH HOUSE HARRIERS RUN - main entrance World Congress Centre
HAPPY HOUR - Centra Hotel Bar
THE LANCE HOSKING MEMORIAL GALA DINNER DANCE
sponsored by Bosch. Moondance Band. (Bellarine 2-4)

SUNDAY, 19/3/95

9.15 am - 10 am

10 am - 10.30 am

10.30 am - 12 noon

12.30 pm - 2 pm

A.G.M. (Bellarine 2)
MORNING TEA sponsored by Petro-Ject AND EXHIBITION VIEWING
TECHNICAL AND GENERAL FORUM - chaired by Don Wilkey and
Mike Rayne. (Bellarine 2)
FAREWELL LUNCHEON with musical entertainment, sponsored by RM
Diesel (Bellarine 6 & 7)

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Wauchope Diesel	F 90	16 years
Queanbeyan Diesel	F 120	16 years
Corio Diesel Service	F 120	15 years
Cornell Diesel Service	F 120	14 years
Moree Diesel	F 120	14 years
Rosier Diesel	F 120	14 years
Sheppard Diesel	F 153	12 years
Horsham Injector Service	F 110	12 years
Galloway Diesel	F 120	12 years
C.H.E.S. Engineering	F 120	8 years

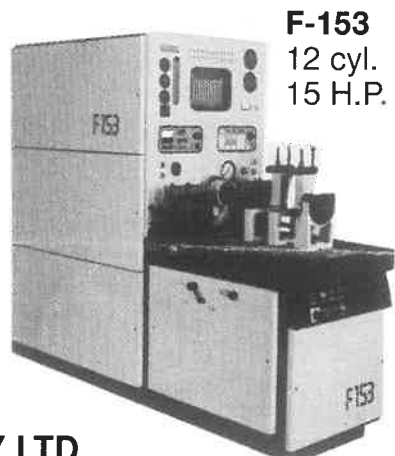
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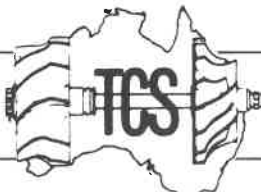
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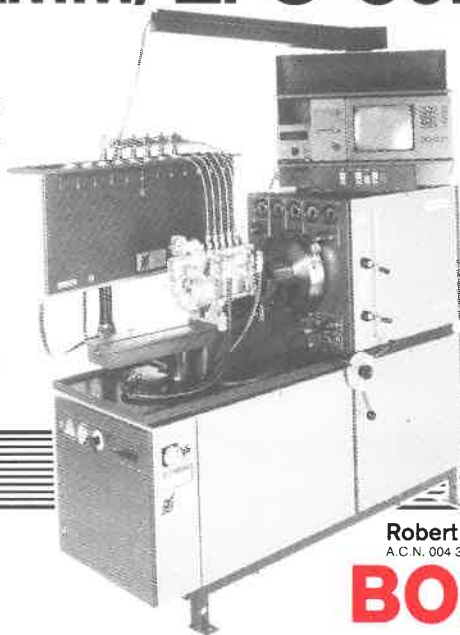
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