2025 – ISSUE 1

NOZZLE CHATTER

NEWS FROM THE ASSOCIATION OF DIESEL SPECIALISTS

WORLD CLASS

THE INTERNATIONAL ISSUE

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Hello everyone

I am Bryan Menke and I will proudly be your ADS President for the next two years.

I would like to thank our immediate past President Paul Thoms for his leadership and guidance over his last two years. Since this is a member led organization, I would also like to share my appreciation for all of our members, the Board of Directors and the past 33 Presidents that have grown this organization to become the premier diesel related Association.

This issue of Nozzle Chatter is dedicated to the International segment of our Association. If you have not known, the International new membership is the largest growing segment in the new member category. To further connect and reach potentially new members worldwide, ADS will attend the AADS in Australia in May and host an all industry reception at Automechanika in Istanbul Turkey. We hope to bring ADS to different parts of the world in order to strengthen and grow our organization.

Our International Convention held January 19-23 in Grapevine Texas was another record breaking year in attendees and exhibitors coinciding with HDAW. Starting on Sunday with three hours of free training, Cecil Bullard from The Institute presented "Everything you need to know about numbers and profit" followed by Holset and Garrett distributor meetings, ADS owners only meeting and our opening reception. Monday morning started with our Keynote Address by Jeremy Poincenot titled "Together We Are Limitless" followed by "Fuel Injection Technology Update" by Michael Oliveros, PurePower, "Diesel Technologies & Repair Opportunities" by Lewis Brown, Lucas, "Remanufacturing: A Growth Engine for Your Business" by MEMA's John Chalifoux, Phinia Delphi, Turbocharger Panel, Denso, and "Cummins Perspective on The Future of The Combustion Engine" by Trevor Anderson. As you can see, we had another excellent lineup of speakers, terrific networking opportunities and we look forward to start planning for January 2026.

The resounding message throughout the conference is unanimous. The diesel engine and all its related components are not going away anytime soon. The evidence shows that most OEM manufactures are investing more in R&D in diesel development and strategy than ever before.

Please contact me or any of our Board members on ideas to improve our organization. Thank you for your support. ■

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Find us on:

Scott D. Parker
ADS CEO

All Corners of the World

In 1956, representatives from five diesel service shops met in Chicago, Illinois to form the Association of Diesel Specialists. Those five shops were from California, Louisiana, Virginia, Pennsylvania and New York – all locations in the United States.

Today, the association has grown to 540 member companies of which 149 (28%) are located outside the United States. ADS has grown into a truly international trade association.

ADS has members from 48 countries located on six of the seven continents including Asia, Africa, Europe, North America, South America and Australia/Oceania. There are currently no permanent residents or diesel service shops in Antarctica. If that changes, we are prepared to recruit that shop to the association.

Commitment to International Members

As international membership has grown, ADS has increased its commitment to provide value to all members regardless to their location.

In the last five years, ADS has added a seat on our Board of Directors for an International Member (non-Americas). Simon Quantrell from Carwood Motor Units was the first member to serve on that Board seat for two terms. He established regular communications among international members, help grow that membership and created new programs to service members around the globe. Lewis Brown from Merlin Diesel Systems has recently been elected to that Board seat after Simon had reached the term limit for Board members.

Recognizing that not all of our members can regularly attend the annual ADS/HDAW Convention in Texas, the association created its ADS@ program in 2022 to support international members. This program brings the ADS experience to members around the world.

In 2022, the first program was ADS @ Automechanika Frankfurt. A get acquainted reception was hosted for members and prospective members with well over 100 leaders participating in the networking event. This is a fantastic way for those from the diesel aftermarket niche to gather within much larger shows. ADS is now an official partner with Automechanika.

Since 2022, the ADS@ program has held similar programs in Brazil, the United Arab Emirates and Frankfurt again in 2024. In 2025, the ADS@ program is expanding to Australia and Turkey.

At the recent ADS Board meeting in January 2025, the association Directors agreed to a budget that provides funding for new technology that will improve the ability to members network and learn from each other outside of events. This technology will benefit all members including international members.

This issue of Nozzle Chatter shines a spotlight on various regions of the world. ADS will continue to develop ideas and technology as we continue to build a world-class community for all members – regardless of location. ■

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Technical Education Committee
Chair: Michael Oliveros - Williams Diesel Service, Inc., Ocala, Florida

Turbocharger Committee
Chair: George Downing - D&W Diesel Inc., Auburn, New York

The following headlines are a few industry snapshots worth noting. Have industry news to share? Please contact samantha@diesel.org.

FTC Sues John Deere for Blocking Farmers' Right to Repair

The Federal Trade Commission has sued Deere & Company, alleging a long-term effort to boost profits by restricting farmers from making repairs themselves and forcing them to use costly methods for repairs.

Cummins Announces B7.2 Diesel Engine for Medium-Duty Applications

Cummins announced an update to the B-Series engine platform, unveiling the new Cummins B7.2 diesel engine. The new engine will feature a slightly higher displacement, increasing to 7.2L. The new engine will have automatic engine shutdown and stop-start capable for improved greenhouse gas emissions and will offer a compression release engine brake and extended oil drain interval pan option.

EPA to Start Reconsiderations for Emissions Standards

Lee Zeldin, the new EPA administrator, has outlined his approach to "reconsidering" 31 policies related to reducing greenhouse gas emissions across multiple industries. As part of this effort, the EPA will review the Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles – Phase 3 (GHG3) final rule while exploring ways to make emissions standards more achievable.

Congress Reintroduces Bipartisan Auto Right to Repair Legislation

Earlier this year, the "Right to Equitable and Professional Auto Industry Repair" (REPAIR) Act was reintroduced, and ADS remains committed to supporting these efforts, which directly impact its members. More details on ADS's involvement will be shared in the next issue of Nozzle Chatter.

Electric Bus Rollout Stalls in the Netherlands

The Netherlands' transition to electric buses has encountered significant challenges due to charging station failures and battery issues, leading to operational disruptions. To maintain service continuity, diesel buses have been temporarily reintroduced. These setbacks highlight the complexities involved in shifting to electric public transportation.

ADS@ AADS | May 23-25, 2025
CAIRNS, Australia
ADS goes down under - ADS and AADS share many members as well as providing a forum for the industry to gather to learn from each other.

ADS@ Automechanika Istanbul | June 12-15, 2025
TAYUP, Istanbul
ADS will host its "Get Acquainted Reception" for ADS Members at Automechanika Istanbul from 17:30 to 19:30 on 13 June in Istanbul.

ADS@ AAPEX | November 4-6, 2025
Las Vegas, Nevada

ADS Convention/HDAW 2026 | January 18-22, 2026
Grapevine, Texas

Join us for the ADS Convention 2026, the premier networking event for diesel professionals! Connect with industry leaders, discover the latest innovations, and gain valuable insights to drive your business forward—don't miss this must-attend event!

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GARNER ESPINOSA
Líderes en Tecnología Diésel

GARNER ESPINOSA

BY: DIANE MCCORMICK

Amanda Espinosa remembers her first visit to an ADS conference.

"I must have been about 6 or 7," she recalls. "My father used to take us children to everything. Our father would involve us in what he did."

With diesel in their blood, it's no surprise that Amanda Espinosa and her brother, Esteban Espinosa, are now the second-generation owners of Garner Espinosa. From the mountains to the seaports of Ecuador, Garner blankets the country with full-service distribution, diagnostics, and service.

Since its founding, Garner Espinosa continues evolving to meet the needs of the industry and its customers.

Garner Espinosa's origins begin with Espinosa's parents, Juan and Gillian Garner Espinosa. They met when Juan, a native of Ecuador, was studying engineering in England, Gillian's native home.

They returned to Ecuador and, in 1968, founded a business in diesel, electronics, and Hartridge test benches. Juan kept adapting, starting a growing sequence of business, until they created Garner Espinosa in 1982.

While Juan performed the technical work, Gillian managed purchasing and imports for the full range of parts, test benches, fuel injection pumps, and turbochargers.

"She did the whole logistics of bringing the things to Ecuador," Espinosa says.

From the very beginning in 1968, the company has distributed Garrett turbochargers. Since then, the business has added Bosch injectors, nozzles, pumps, and sensors; Delphi injection pumps and parts; BorgWarner turbos; and Stanadyne pumps, injectors, and parts to its portfolio of OEM brands distributed and serviced. All are fully backed with warranties and a comprehensive line of accessories.

In fully equipped workshops, Hartridge, Carbon Zapp, and Alfatest test benches anchor a unique, multi-brand approach to diagnosis, repair, and calibration of injection pumps and systems.

Garner Espinosa's original office remains in Quito, the Ecuadorian capital 9,350 feet above sea level. Branch offices in the seaport cities of Guayaquil and Manta, plus one in the southcentral, commercial hub of Cuenca, provide nationwide coverage.

In a country as small as Ecuador, a service business must, by design, be versatile.

"We're only 16 million people," Espinosa says. "That's one-six. Not 60."

Packed into 109,000 square miles, Ecuador's topography leaps from seacoasts to more than 15,000 feet above sea level. Products shipped in by sea can move only by road or air,

because trains aren't feasible. The precipitous extremes place high stress on hard-working diesel engines, and servicing them demands precision.

Garner Espinosa serves the nation's vital trucking industry, as well as agriculture and a fishing fleet that exports 250,000 metric tons of tuna annually. Ecuador is also a major petroleum exporter, relying on generator sets and large engines to keep the oil flowing.

In this atmosphere, Garner Espinosa distributes quality OEM products. Brand owners know they can trust the company to distribute and service their products, rooted in full diagnostic capabilities to pinpoint any problems and get customers back on the road.

Their confidence that the job will get done is rooted in the heritage of Juan Espinosa's commitment to service.

"Our father was passionate about the technical side of the work," Espinosa says.

Versatility demands a fully stocked inventory. Garner Espinosa's ERP system pairs product movement history with projections of vehicles and engines expected to surge in popularity. The results guide ordering decisions and keep the shelves stocked with in-demand products.

"In our business, one of the most important things is to have the right inventory to be able to attend to customers," says Espinosa. "We offer delivery in 24 hours, wherever they are."

Most customers are distributors, but individual customers can order their own parts for delivery or pickup at a local branch.

"The idea is to get the customer attended," says Espinosa.

Ecuador's reliance on imports means that the company imports "from all over the world, and when I say all over the world, I mean from Europe, from Brazil, from Asia, from the United States." The company buys its parts wherever it finds them and distributes them to its branch network, which employs 43 people nationwide.

Labor issues are complicated in Ecuador by a paternalistic system that, in essence, turns a job offer into a marriage for life. Strict laws guard against wrongful termination, and even people fired for cause are owed hefty salaries.

"You have to be very careful when you're choosing and selecting people, because if the person doesn't work out, then it becomes complicated," Espinosa says. "It becomes expensive. You need to find the people that help you, because it's together with your team that you're able to make a company prosper."

The Garner Espinosa family way of doing business is built on being truthful. As Espinosa notes, workplace colleagues spend more of their waking hours together than they do with their families, "so let's make it nice. Most of the time, we're respecting each other. They have the liberty of being themselves, because we don't want to impose a way of being

on anyone, and getting on with their jobs. Let's make this a nice moment of the day as we're doing these jobs in a caring way."

Customers can expect the same levels of truthfulness and respect, which means "giving them good service at a good price, and attending them fast because we know that they have a problem. They need a solution. We have to be responsible and help them."

With warranties for repairs, she adds, "we are very careful about making sure the customer is satisfied."

Keeping up with technology is the key to facing the future and continuing to grow. The company recently bought a new electronic test bench, and more are probably ahead. When a new product is heading to Ecuador, the people of Garner Espinosa learn everything about how it works and how to fix it.

"We're always improving," Espinosa says. "We have the challenge of technology that is changing faster and faster. That is good because we like technology. We like what we do, so it's fun."

Attending ADS and other conferences is another invaluable tool for keeping pace as the industry advances.

"The diesel business is a very special industry," says Espinosa. "Most are family-owned businesses. I feel like we're family people, and ADS is an association that brings us all together."

The Espinosa siblings divide their duties between themselves – Estaban on the technical side, and Amanda on management and operations. They uphold their solemn duty of sustaining a business that supports its customers and the families of its employees.

Juan Espinosa passed away in 2018. Gillian, at age 84, still keeps a hand in the business. The parents left a legacy of values and diligence to their children. As another Espinosa sister notes, they follow the example set by their parents, working hard to tackle any challenge presented to them.

"We saw them work so much, in a good way, not in a suffering way, and committed," says Espinosa. "The first values are the ones of respect, honesty, and to do things the right way, and then comes the strength in doing business and being correct, and keeping your word. If you say you're going to do something, well, do it, then." ■

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The Legacy Continues

2025 ADS Convention Recap

The 2025 ADS International Convention took place January 19-23 at the Gaylord Texan Resort in Grapevine, Texas, bringing together more than 290 members for a week of networking, training and industry discussions.

A key highlight of the convention was the transition in leadership, with Bryan Menke stepping into the role of president. His vision and dedication will continue to drive ADS forward, building on the strong foundation of those who came before him.

Starting on Sunday, January 19, the ADS Board of Directors met and discussed the association's plans for the year. Cecil Bullard from The Institute led a training on profitability strategies, providing valuable insights for attendees. Distributor meetings for Holset Turbochargers and Garrett Advancing Motion allowed members to engage directly with manufacturers, while the ADS Owners Only Meeting gave industry leaders a dedicated space for discussion. The day concluded with the Get Acquainted Reception, a key networking event where attendees had the chance to connect before the busy week ahead.

Monday's sessions featured a keynote presentation from Jeremy Poincenot, who spoke on resilience and teamwork. Technical training continued with a fuel injection update from Michael Oliveros of Williams Diesel Service Inc., followed by a global perspective on diesel repair opportunities presented by Lewis Brown of Merlin Diesel Systems Ltd. Manufacturer updates from Stanadyne/PurePower, Lucas Diesel Systems, PHINIA | Delphi and Denso, provided insights into the latest developments in diesel technology. Networking opportunities continued throughout the day, including a companion lunch at Riverwalk Cantina.

As in previous years, the ADS Convention was co-located with Heavy Duty Aftermarket Week (HDAW), giving attendees access to over 2,900 industry professionals, one-on-one meetings and a 59,000-square-foot trade show floor showcasing the latest advancements in diesel technology and aftermarket solutions.

The ADS International Convention remains a crucial event for the diesel industry, providing valuable education, networking and business opportunities. Plans are already underway for next year's event, which will take place January 19-23, 2026, in Grapevine, Texas.

Members can access presentations, photos and more and from the 2025 Convention by visiting https://diesel.org/PastADSEvents.

Bryan Menke (L) thanking Paul Thoms (R) for his service as ADS President.

Bryan Menke accepting the roll of ADS President.

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2025 ADS Convention Presentations

The following provides a brief overview of the topics discussed at the ADS Convention. Members can access each of these presentations by visiting www.diesel.org/2025ConventionPresentations.

Keynote Address:

Together We Are Limitless
Jeremy Poincenot
Jeremy Poincenot is a professional inspirational speaker who shares his story with audiences around the world. He has been featured frequently on TV, including MTV's True Life and ABC's 20/20. CNN.com has called him "one of the best golfers in the world" – just not in the sense you might be thinking.

Technical Training
Everything You Need to Know About Numbers and Profit
Cecil Bullard, The Institute
Step into a realm where automotive businesses transcend mere survival and soar to unprecedented heights of profitability! Learn how to revolutionize your business without burning yourself out or leaving your clients in the dust.

Fuel Injection Technology Update
Michael Oliveros, Williams Diesel Service Inc.
ADS members have a passion for the fuel injection portion of their business. There are many advancements happening in fuel injection right now that will directly influence members' businesses in the near future. To be experts in the field of diesel fuel injection, members need to know what's new in their industry before they show up at their front counter. Michael travels the world and researches this so you don't have to.

Manufacturer Insight: Stanadyne/PurePower
Srinu Gunturu, Chief Engineer / Chris Dye, National Sales Director

Diesel Technologies & Repair Opportunities: A Global Perspective
Lewis Brown, Merlin Diesel Systems Ltd.
Ever since Rudolf Diesel developed his first prototype engine in 1893, diesel technology has evolved dramatically over the last 132 years. For a variety of reasons, diesel technologies and the associated repairs vary by international regions. No matter where you are located, it is useful to understand the different regional markets as those global trends will impact ADS members in the future.

Manufacturer Insight: Lucas Diesel Systems
Mike Rayne, Member of the Board of Directors

Remanufacturing: A Growth Engine for Your Business
John Chalifoux, COO, MEMA Aftermarket Suppliers
Diesel engines are renowned for their durability, thanks to their robust design, components, and fuel. This longevity makes them ideal candidates for remanufacturing. In fact, ADS members have been remanufacturing diesel engines and components for decades—long before it became a mainstream trend. Today, the quality, affordability, and sustainability benefits of remanufactured goods are gaining recognition among governments, businesses, and consumers alike. Remanufacturers can achieve remarkable efficiency, using 85–95 percent less energy and materials per unit compared to manufacturing new equipment—all because of the retained value in reused components.

Manufacturer Insight: PHINIA | Delphi
William Fahl, NA Sales Manager/Diesel IAG

Turbocharger Panel: Add Revenue Stream to Your Fuel Shop
Distributing and rebuilding turbos can be a great, additional revenue stream for traditional ADS fuel shops.

Topics addressed included:

- What components need to be sourced
- What a basic rebuild entails vs. a full rebuild
- What equipment is required for rebuilding and calibrating
- What challenges will a shop encounter
- Common reasons for comebacks

Manufacturer Insight: Denso
Jonny Marquez, Product Manager of Diesel Parts

Navigating the Energy Transition: Cummins Perspective on The Future of the Internal Combustion Engine
Trevor Anderson, OEM Service Support Segment, Cummins
A few years ago, a fellow panelist alongside Jennifer Rumsey now Cummins CEO insinuated on stage "…There is no place for a company like Cummins and their products in a clean energy future…". With all the talk about the realities of climate change and a decarbonized future, you could be forgiven for thinking the end is near for the heavy-duty and industrial diesel engine. So, is diesel or internal combustion engine dead? Not according to Cummins. Cummins is spending more today on diesel engine R&D than at any other time in its 100-year history.

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ASSOCIATION OF AUSTRALASIAN DIESEL SPECIALISTS

BY: DIANE MCCORMICK

Australia's population of about 36 million people is spread across 3 million square miles. With the continent's isolation and dependence on imports, diesel businesses can't afford to specialize.

"Over here, we're a bit of a dumping ground for everything that the rest of the world doesn't want," says John Testar, president of the Association of Australasian Diesel Specialists (AADS). "We have anything and everything, so you have to be a bit of a jack of all trades."

Despite the distance between them, AADS and ADS are strengthening their ties, turning shared challenges into opportunities and strengthening members through the benefits of global engagement.

Diesel Down Under

Testar is half-owner and CEO of A1 Diesel Injection, based in the Western Australia city of Perth.

As a child in Western Australia, his ambition was to take over his father's earthmoving business. His father insisted that he first learn a trade, and diesel seemed like a good fit.

One year into Testar's fuel injection apprenticeship, his father had a heart attack, and his parents decided to sell the business. With no more earthmoving in his future, he stayed in diesel, where his training was instilling a passion for the work. His career took him to global and private companies, through ownerships and mergers, and from Western Australia to Eastern and back to the west.

At one point, Testar worked for people who had worked for him, until he had the opportunity to buy them out.

"I'm back in business again," he said. "It's funny how the world turns."

Australia's vast expanses ensure that each business' customer base is largely local and highly varied. Testar has seen agricultural, marine, industrial, and power generation applications.

"I've worked on diesel-powered submarines and marine tugs," he says. "Anything that has a diesel and diesel equipment on it could come through the door at any particular time."

The Australian diesel industry is "100 percent reliant on the rest of the world" for parts, he adds, with Bosch, Denso, Zexel, and Stanadyne as the primary brands.

And while finding parts can be challenging, getting them shipped is easy. Testar recently ordered a part from Singapore on a Thursday, and it arrived the next day, on Friday afternoon.

Australian environmental regulations are typically

BOSCH

"common sense." Although occasionally turned into obstacles by difficult local councils, they are rarely deal-breakers.

Training can be a hurdle in Australia, where manufacturers no longer send their representatives. Currently, Testar is prodding manufacturers to restart training, "and thankfully, touch wood, they're starting to pay attention," he says. "Sometimes the wheels turn a bit slowly, but with enough push and shove, you can get there."

The AADS story

In the early 1970s, some Australian diesel business owners attended an ADS conference, talked with ADS leadership, and realized they could replicate its success in Australia and New Zealand. With service and marketing members in Southeast Asia, their association took on its Australasian focus.

Testar was introduced to the new association soon after its founding and served on various committees. He was elected president in June 2021.

In Australia's compressed business climate, AADS was founded to foster cooperation and cohesion among members.

"Even though we're competitors in business, you might need the help of that person next week or in a month's time," Testar says. "We don't necessarily have to chew each other's necks off."

The association provides access to information that delivers value to its membership of about 60 service providers and 40 affiliates.

In the Australian capital of Canberra, AADS is working with a lawmaker on legislation that would include qualified diesel workers on the list of trades permitted to receive visas and work permits.

"We can let in a window washer, but someone that's qualified in our particular field doesn't come up, so they can't come in," Testar says.

Australia's severe worker shortage is exacerbated by the thriving mining sector that pays lucrative wages. Young workers see diesel as their ticket to building the prequalifications needed for mining jobs that can triple their salaries and, as a bonus, offer eight to 12 days of consecutive work followed by a week off.

"It becomes extremely difficult to compete against something like that," Testar says. "They want to enjoy life. How do you compete with that? It's a fairly hard cycle to break."

Improving the image of diesel careers is one AADS tactic for attracting workers, which includes a website upgrade meant to spotlight the industry's opportunities.

Parts Finder powered by ADS

ADS Parts Finder: A Global Resource for Diesel Solutions

The **ADS Parts Finder** is an invaluable resource connecting diesel professionals with the parts they need—quickly and efficiently. With **hundreds of users across the globe** and **thousands of part requests submitted each year**, the Parts Finder is a trusted tool used by ADS members every day.

By leveraging the collective knowledge and inventory of ADS members, the Parts Finder reduces downtime, improves efficiency and keeps diesel engines running. Whether tracking down a rare component or simply expediting a search, this service continues to be a game-changer for diesel professionals worldwide.

To start using Parts Finder, simply email communications@diesel.org. Once added, instructions will be sent via email outlining how to submit requests.

For more information on how to access or utilize the ADS Parts Finder, visit https://diesel.org/PartsFinderBenefit.

Hands across the water

Recently, AADS and ADS began talking, strengthening their ties to benefit both associations and their members.

Partnership possibilities include cross-promotions and sharing data and information. For AADS, it's an opportunity to "widen the spread of our impact globally rather than just here in Australia," Testar says. Outreach gives members more options for getting their jobs done through "the opportunity to see there is a big world out there."

"There are problems that occur over here that we know have happened globally," he says. "You're not the only one. You can just post it on a bulletin board and say, 'Has anyone else come across that problem?' Before you know it, you've got feedback coming in."

ADS and AADS are now presences at each other's conferences. Both sides want to hear the personal experiences of the other, how they overcome obstacles, and the differences in how products are sourced.

"The majority of Australians and New Zealanders wouldn't have too much of an idea of how easy it to get certain parts over there," Testar says. "For us, it's a major exercise. That would be something new for us to discuss."

The theme for the May 2025 AADS conference, "Growing the Next Generation," provides the focal point for workshops and presentations, including ADS talks on the business climate, future objectives, and issues faced in the North American region.

It's all woven into Testar's passion for the business and the work – "that feeling you get when you do something, and you feel like you've achieved a goal." He once left the diesel industry to build computer servers but quickly returned "because it's like my pleasure zone."

"When you can receive a product from that farmer or truck driver, and he's desperate to get his machinery up and running again, and you've got that power to do that, you've got that knowledge, and you see the joy on their face, and then they give you a call to say it's working better than ever, it gives you a feeling of satisfaction like you've achieved something," he says. ■

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ADS

Ing. Antonio Parra inspects equipment on exhibit at the meeting

(Pictorial Highlights of Mexico continued)

The head table at the banquet (left to right): G. O. Reggio, A.D.S. Secretary; Fred Holmes, A.D.S. Vice President; Ing. Alfredo Christlieb, co-chairman Latin American Committee; Lloyd Bailey, A.D.S. President; Lic. Guillermo Becher, representative of Industry & Commerce Ministry of Mexico; Ing. Fred Traulsen, chairman of the Latin American Committee; Lic. J. Orilanos, Mexican government representative; Martin Fromm, A.D.S. Executive Director; Pemex representative

FLASH BACK

In April 1972, ADS hosted its second Latin American Meeting in Mexico City, drawing over 200 delegates from the U.S., Canada, Mexico, Jamaica, and Central and South America. The sessions focused on air pollution—its causes and solutions—within the diesel industry. Take a trip down memory lane and explore photos from this historic event.

NOZZLE CHATTER

NEWS FROM THE ASSOCIATION OF DIESEL SPECIALISTS

MAY-JUNE, 1972

A.D.S. HOLDS SECOND LATIN AMERICAN MEETING

Three-Day Event Attracts 200 Delegates from U. S., Canada, Mexico, Jamaica, and Central and South America

More than 200 A.D.S. fuel injection technicians and guests attended the second Latin American Regional Meeting held April 24 through 26 at the Aristos Hotel in Mexico City.

The official welcome and inauguration of the meeting was presented by Lic. Guillermo Becher, a representative of the Industry and Commerce Ministry of Mexico. Becher wished the meeting "the beneficial results of the practical application of many varied ideas."

Most of Monday's program centered around presentations by the participating manufacturers. Of particular interest was Gilberto Cantu's talk on high altitude compensators. Our neighbors south of the border have a lot of experience in high altitude work, and the presentation certainly showed the professional attitude of work there.

Tuesday, April 25, was occupied by various technical sessions held at the Aristos Hotel. The majority of the technical sessions were concerned with air pollution, its causes and cures as applied to the diesel industry. A representative of the Mexican Health Ministry presented a discussion of air pollution control in Mexico and Ing. Jaime Bonifasi of Industria K. C. de Mexico, S. A. de C. V. talked about nozzle changes to reduce air pollution.

Other technical papers were presented by: John N. Humber, American Bosch Marketing Division; Peter Lankester, Leslie Hartridge; Gilberto Cantu, Motores Perkins, S. A.; R. W. Franklin, Joseph Lucas North America Inc.; John R. Provost, Bacharach Instrument Company; James N. Britton, Stanadyne; Ing. Enrique Zulaica, Injection Diesel S. A. de C. V.; Ing. Eurique Mueller, Robert Bosch Corporation; Ing. Robert A. Darlage, Cummins de Mexico; Ing. Jose Antonio Parra, Selmec; and Ing. Mario Diaz de Leon, Petroleos Mexicanos.

An extensive program for the ladies proved to be exciting and worthwhile. Hosted by Mrs. Fred Traulsen, Mrs. Ernesto Traulsen, Mrs. Hermann Loose and Mrs. Antonio Parra, the program was entertaining and culture-filled. It included a liberal amount of shopping time, an educational visit to a museum of Mexican history, a look at the Immaculate Cathedral and lunch at Delmonico's.

Tuesday evening a "Mexican Night" was hosted by Electro Diesel de Mexico. It included dinner, a bullfight and mariachi entertainment at Restaurante Arroyo.

Wednesday, April 26, and the final day of the meeting, was filled with practical visits to some local manufacturers including a visit of Selmec's manufacturing facilities, Moresa, an automotive parts manufacturer, and Industrias K. C. de Mexico. The ladies joined their men at the Venta Vieja de las Mercedes Hacienda for luncheon as guests of Industrias K. C. de Mexico. Following lunch, the meeting adjourned and transportation was provided to the Aristos Hotel for departure from one of the most informative and educational meetings held.

Countries represented at the Mexico City meeting: Canada, United States, England, Jamaica, Colombia, Panama, Mexico, Chile, and Ecuador.

All of us here at A.D.S. headquarter with the manufacturers and guests t our sincere gratitude to the organizers meeting for providing such profes programs; the government of Mexic providing its services and time; and th people of Mexico City for their unm hospitality. Everyone is looking forwa return trip soon.

Chairmen of the events were: Ing. Traulsen, Electro Diesel de Mexico, Ing. Jose Antonio Parra, Sociedad E Mecanica, S. A.; and Herman Loose Herlo, S. A., all of Mexico City.

¡BIEN VENDIOS!

by Lic. Guillermo Becher

Ministry of Industry and Commerce, Republic of Mexico

Agradezco la distincion que se me ha concedido, al invitarme a la jornada inaugural de esta Junta Regional de la Asociacion de Especialistas Diesel.

Soy portador de un cordial saludo sel senor Lic. Carlos Torres Manzo, Titular de la

A.D.S. MEMBERSHIP AT ALL-TIME HIGH

In accordance with a report just presented by Fred S. Hill, chairman of the A.D.S. membership committee and vice president of Carl A. Anderson, Inc., Omaha, Nebraska, the A.D.S. membership has reached an all-time high of 334 members. These members are located in the United States, Canada, Mexico and 22 overseas countries. They

MEXICO CITY, MEXICO

Opening Remarks by A.D.S. President Lloyd A. Bailey

Greetings to the many friends of A.D.S. in Mexico, Latin America, and South America.

Also, I want to extend a hearty welcome to those you from the United States, Canad other countries of the world who have gathered here in support of A.D.S. an betterment of our industry.

This is the second time in a three year period that we have our board of directors mee conjunction with a technical meeting in Mexico City.

Hermann Loose greets Lic. Guillermo Becher, official of the Ministry of Industry & Commerce

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