

ISSUE 104: DECEMBER 2010

DIESEL TORQUE

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

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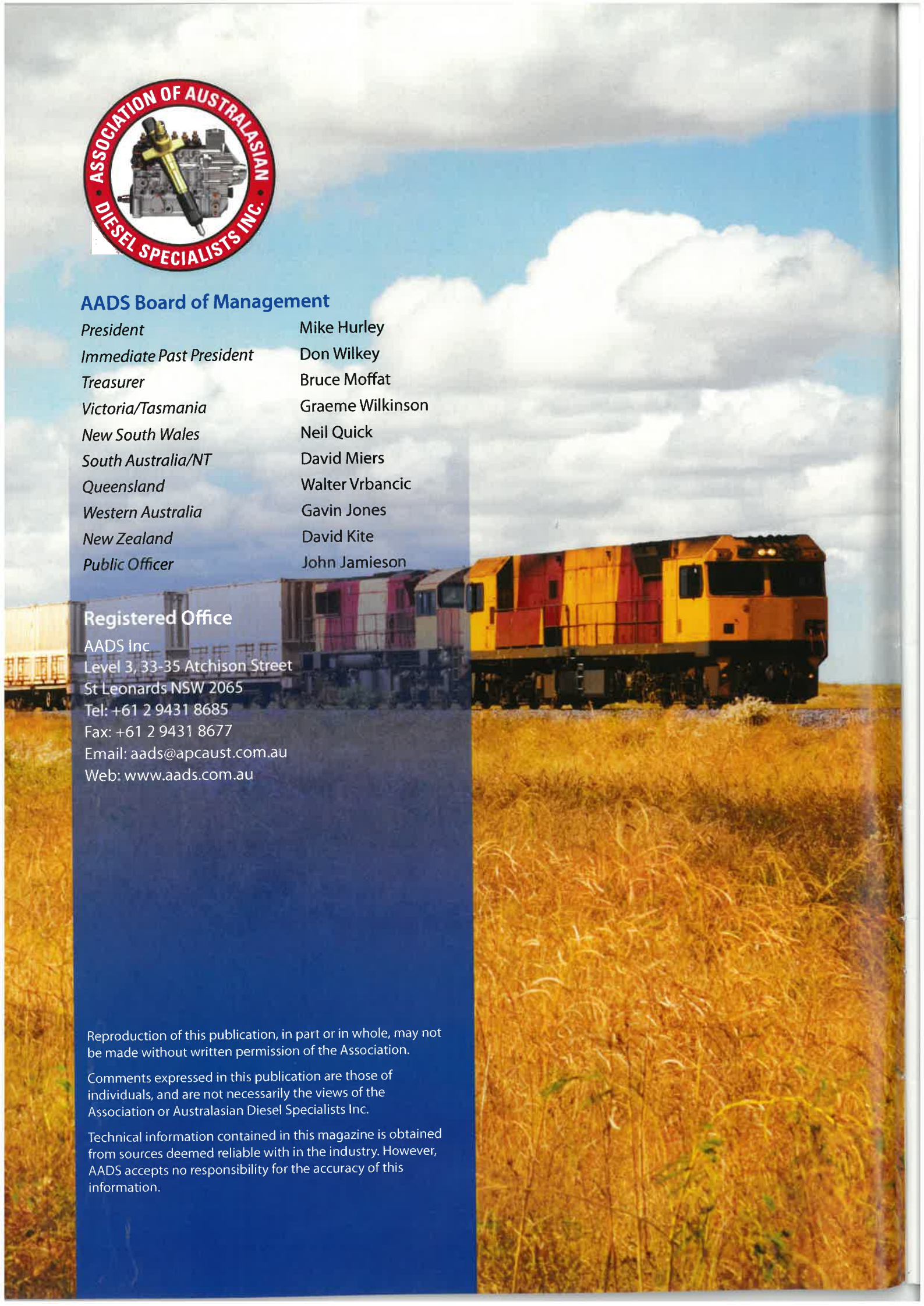
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President's Report



The year is drawing to a close and I am sure as I get older it appears to come around quicker every year. Where does it go. Summer is now here and I am sure you are all enjoying the better weather. In New Zealand it appears that

the repair market is starting to pick up with equipment starting to move after the winter and we are also having a good growing season so far with regards to the farming market, this all shows good signs that our workshops should pick up some good repair business.

You will see in this magazine a report from Gavin on the Apprenticeship Training. This is well underway and all the trainees are in for a great program. Thanks to Chris and Diesel Distributors. Chris is also giving a presentation for the Association at the Trucking Industry Technical and Maintenance Conference in Victoria this month. Thank You Chris for making yourself available for this task.

Well every day we are getting closer to meeting again in Adelaide. I hope by now you have the dates in your year planner and are getting ready to travel to South Australia. We have a great line up of speakers etc, and as always a fun social program for all.

To all members please make an effort to attend in Adelaide as a few people put in a lot of time and effort to make these events happen so, as a member please make the most of this and see what your Industry is up to.

As this will be that last Diesel Torque before the end of the year, thanks to all those that have help with the Association over the past twelve months and I would like to wish all members a safe and happy Christmas and a prosperous New Year.

See you all in Adelaide

Mike Hurley

President, AADS Inc.

Treasurer's Report



Members will have received advice outlining the date and location of the 2011 Conference. Don't forget – make sure you save 25-27 March 2011 in your diary to attend the AADS Conference at the Adelaide Convention Centre.

The Board is working on a great conference program and remember – the 2011 Conference will include a trade show. It will be the highlight of the AADS Calendar for 2011.

We have recently finalised our financial reports to September 2010 and I am pleased to report that we are showing a modest surplus of around \$14,000 for the year to the end of September.

Membership subscriptions are the lifeblood of AADS. Many members have already paid their subs – thank you to all those who have paid. If you haven't received your invoice please contact Marilena at the Secretariat on 02 9431 8685 or aads@apcaust.com.au as soon as possible to confirm your contact details and obtain another copy. Please don't forget to identify yourself when making a payment to make sure the payment is allocated against the correct member!!

I am a nag about the AADS website but, please, don't forget to view the AADS web site www.aads.com.au regularly. The more you use it and comment and ask for content and changes the better it will become!! Most importantly, make sure your membership contact details on the web site are correct and always up to date. You have paid for the web site and it is a valuable e-marketing tool for your business – make the most of it!!!

Remember:

"Keep your conversation throughout the day consistent with what you really want to happen." -- Brian Tracy

Please do not hesitate to contact me if you have any questions about the AADS finances.

Bruce Moffat

National Treasurer, AADS Inc.

Join us for the 2011 AADS Annual Conference!



Future Directions in the Diesel Industry
25-27 March 2011, Adelaide Convention Centre

The Adelaide Convention Centre is on North Terrace, at the North end of the Central Business District. It hosts most of the large conventions in Adelaide. For more information on location and facilities, go to www.adelaidecc.com.au

Kick off the conference amongst your industry peers with an opening cocktail evening and trivia night!

The Saturday sessions will be both educational, topical and sure to generate new thoughts on industry trends and current business practices. Speaking opportunities are still open! If you are interested in presenting at the AADS Annual Conference, please contact the AADS Secretariat now!

The conference dinner will be held at Adelaide Zoo where delegates will enjoy fine food, wine and great entertainment.

There will of course be something for the ladies, an accompanying tour has been planned for the infamous Adelaide Central Markets, followed by a delicious lunch.

And finally...the Exhibition is back!

A range of solutions and equipment will be on display and suppliers will be on hand to discuss the latest products. Call the AADS today to discuss your presence at the trade show!

More information will be made available on the website closer to the time.

We hope to see you in Adelaide!

AADS 2011 Conference contact:

Nell Harrison

Association of Australasian Diesel Specialists

PO Box 576, Crows Nest NSW 1585

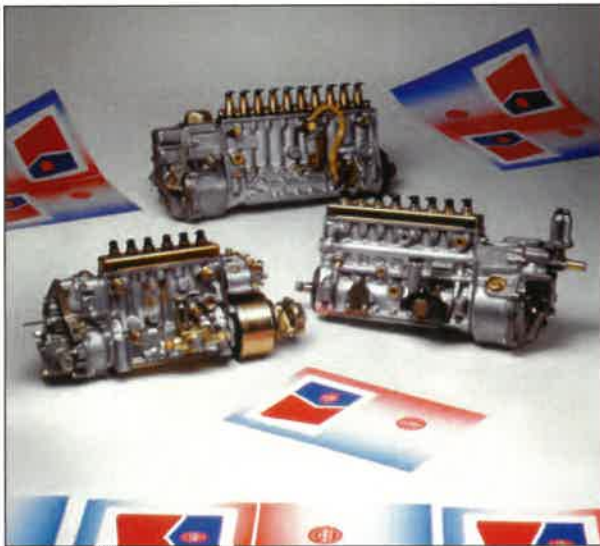
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Delphi Common Rail and EUI Authorised Repair in Australia and New Zealand



As the Delphi Common Rail and EUI range increases in the Australia and New Zealand vehicle parc so has the authorised Delphi aftermarket repair for this range of products.



There has been a steady investment for the equipment to repair this range of products and this is continuing as we see new models emerging from Delphi as they develop their technology to meet the demands of Euro V and beyond emissions regulations.

Says Chris Graham, Service Manager of Diesel Distributors "Even through the recent difficult trading conditions our Delphi Service Dealers have continued to keep pace with the technology required to service the very latest Delphi technology and as a result of this we are able to offer a repair solution where it exists for the full range of Common Rail and EUI products.

"This includes Common Rail Pumps DFP1 and DFP3, Common Rail Injector C2i (Euro III) and C3i (Euro IV), Electronic Unit Injector A and AO Series, E1 and in early 2011 E3."

"For the future of the diesel fuel injection aftermarket repair business, OE manufacturers need to provide a repair solution that meets the emission requirements and is cost effective for the Service Dealers to invest in it. Delphi is committed to this philosophy and supports its Service Dealers and OE customers worldwide on this basis."



Whilst not all Service Dealers are able to make the investment required to repair Delphi Common Rail and EUI equipment and there is no requirement to do this, those that have made the investment are committed to holding exchange units to supply to the other Service Dealers as required. This way even the smallest of Service Dealers, with modest investment in diagnostic equipment, is able to continue to offer a service to their existing and local customers.

See over a list of the Australia and New Zealand Delphi Service Dealers with the capabilities to repair the Common Rail and EUI equipment.

DIESEL FUEL INJECTION PARTS SPECIALISTS

Delphi Common Rail and EUI Repair

"We've got it covered"

Contact one of these Delphi Service Dealers when you need Delphi Common Rail or EUI repair.

Common Rail Pump—DFP1 Australia

AG Diesel — Melbourne
B and M Fuel Injection — Sydney
Diesel Australia — Brisbane
Diesel Centre Gold Coast — Southport
Diesel Specialists — Brisbane
Fremantle Fuel Injection — Fremantle
Highway Diesel — Brisbane
Lismore Diesel — Lismore
MTQ — Melbourne
Sydney Diesel Centre — Sydney
United Fuel Injection — Perth
Walz Diesel — Sydney
West End Diesel — Sydney

Common Rail Pump—DFP3 Australia

AG Diesel — Melbourne

Common Rail Injector C2i Euro III

AG Diesel (Nov 2010) — Melbourne
Diesel Australia — Brisbane
United Fuel Injection — Perth
West End Diesel — Sydney

Common Rail Injector—C3i Euro IV

Diesel Australia (Nov 2010) — Brisbane

Electronic Unit Injector—A and AO Series Australia

AG Diesel — Melbourne
B and M Fuel Injection — Sydney
Fremantle Fuel Injection — Fremantle
Highway Diesel — Brisbane
Lismore Diesel — Lismore
Sydney Diesel Centre — Sydney
United Fuel Injection — Perth
Walz Diesel — Sydney
West End Diesel — Sydney

Electronic Unit Injector—E1

Highway Diesel — Brisbane
Lismore Diesel — Lismore

Common Rail Pump—DFP1 New Zealand

Alltech Diesel — Auckland
Diesel Progress — Palmerston North
Diesel Services — Auckland
Diesel and Turbo — Wellington



Electronic Unit Injector—A and AO Series New Zealand

Diesel Progress — Palmerston North
Diesel Services — Auckland
Diesel and Turbo — Wellington
Raglan Diesel — Raglan



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“Good Practice Checklist for Small Business”: Rebuild or Wait?

The CPA Australia’s “**Good Practice Checklist for Small Business**” has been designed to prompt small business on the actions that might assist them in managing the challenges of the current economic landscape.

Given the rising interest rates and concerns about the international outlook, it remains wise for many businesses to remain focused primarily on improving their cash flow. However, businesses should also be looking to improve their profitability and take advantage of emerging opportunities. For example, business could use their improved cash position to make acquisitions of capital equipment to meet expected increases in demand. Given the uncertain climate, many businesses will be looking to expand their capacity incrementally, such as by hiring casual labour rather than full-time employees.

Also impacting the strategic environment is continued tight lending conditions imposed by the banks. The days of easy credit are over for the foreseeable future and hence business will have to adapt by taking more time securing finance for large projects, and maybe putting up more of their own money.

Also a critical change for Australian businesses is the start of new industrial relations legislation earlier this year and the commencement of so-called modern awards from 1 July 2010.

The “**Good Practice Checklist for Small Business**” can be downloaded at www.cpaaustralia.com.au/cps/rde/xbcr/cpa-site/Good-practice-checklist-rebuild-or-wait.pdf

DIESEL TORQUE

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

Editorials Required

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

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

- All submissions can be sent to the following email address aads@apcaust.com.au
- All pictures should be sent separate from text, preferably in jpg format and all articles written in Word.

Do not embed images into the word document.

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

**Help Yourself,
It's Yours.**



Inject yourself into the CR Market with Hartridge

Although Common Rail systems are not a new development, improvements in the reliability and performance of the technology means that they are being mass produced. According to Motor Trader magazine in 2007, "Nearly every new diesel passenger car around the world is now equipped with a Common Rail system" which (given that 45% of all new cars are diesel) accounts for a vast number of cars that need their Common Rail injectors serviced, maintained and repaired.

In addition, injectors are becoming increasingly sophisticated, using high speed solenoid and piezo components to precisely control the fuel delivery for optimum performance and economy. However, this comes at a cost – replacing each injector can cost anything between AU\$200 – \$360 and when more than one is damaged, this cost becomes prohibitive.

When you combine this with the current global recession, there is an increasing demand for injectors to be repaired and remanufactured, which means that companies that are able to provide CR aftermarket services are well-placed to take advantage of this burgeoning market.

The extreme pressures and brief injection events produced by a Common Rail system demands advanced technology. Hartridge has invested in Research and Development to provide a range of machines suitable for all needs and budgets.

The latest development is Hartridge's IFT-70: a superb entry point product which allows garages to quickly and easily test the function and spray pattern of a common rail injector. Compact in size and providing excellent value for money, it is an indispensable component of any modern workshop providing a one-stop fault diagnosis service.

The core of the IFT-70 is its control box, the IFT-c, which can be programmed to test All Makes common rail injector. In addition the IFT-c is also flexible enough to act as a controller and upgrade for the Testmaster 3 for a more in-depth diagnosis and a pass / fail rating on each

injector. Test results can also be printed out to provide added customer assurance.

For workshops who wish to step up their Common Rail testing provision, Hartridge offer the CRi-PC, which allows incredibly accurate testing by reproducing the injector's working conditions. With semi-automatic hydraulic clamping and automated test plans, the CRi-PC's operation is quick and simple. A powerful computer interface allows flexible test options and can measure injector delivery, coil resistance and response time for ultimate performance testing up to 2000 Bar.

The range of testing equipment available allows any level of workshop to take advantage of the lucrative, ever-increasing opportunities available in diagnosing and repairing common rail injectors. In addition, Hartridge work closely with its distributors to provide advice and support for garages looking to take advantage of Common Rail testing, so if you're not on board already, don't hesitate to give us a call!

Apprentice Training Report by Gavin Jones

I am in the process of finalising the last details of the planned Apprentice Training project to be rolled over in 2011. AADS will seek applications from apprentices in Australia and New Zealand early in the new year, so please make sure your apprentices apply and take advantage of this great opportunity. There are a number of traineeships available, AADS will assist the selected candidates with travel and accommodation. The one-week training at the Diesel Distributors facilities in Queensland has been booked between April and May 2011.

Working Together

Stanadyne Fuel Additives & Fuel Filters offer more diesel engine protection.



Stanadyne Performance Formula® Diesel Fuel Additive

- Boosts cetane to increase power and fuel economy
- Compatible with Ultra Low Sulfur Diesel and all fuel system types
- Cleans, lubricates and protects fuel system components
- Provides cold weather protection
- Approved by OEM's
- Effective with up to B20 Biodiesel blends
- Helps remove water from fuel

Stanadyne Fuel Manager® Fuel Filters

- Model FM100 is suitable for diesel engines with fuel flows up to 80 gal/hr (303L/hr) or about 350hp (261KW)
- Up to 99% efficiency
- Simple to install and use (can be chassis or engine mounted). No tools needed to perform element changes
- Standard pre-filter assembly has a 30 micron filter/water separator element; 5 and 2 micron elements available
- Modular design allows easy optional upgrades such as heaters, hand primers, water-in fuel light kits

Contact Your Local Stanadyne Dealer Today!

In Partnership with

DIESEL DISTRIBUTORS®

the Authorized Central Distributor for Australia & New Zealand.



STANADYNE®

Stanadyne Distribution Changes in Australia

Stanadyne Corporation has announced the change of distribution of their diesel fuel injection and ancillary products in Australia from All States Diesel to Diesel Distributors effective 1 October 2010.

This follows the sale of All States Diesel to MTQ Engine Systems.

"From a review of our options following the sale of All States Diesel, we have appointed Diesel Distributors as our distributor in Australia.

As our existing distributor in New Zealand, their world class training facility and, their dedicated sales and support in this region to the diesel fuel injection industry, Diesel Distributors was an obvious choice" says Mark Dionne, Manager, World Service, Stanadyne Corporation.

"Their task now is to review the existing Service Dealer network and appoint Service Dealers throughout Australia to ensure the Stanadyne product and original equipment customers have full aftermarket support that meets the Stanadyne global standards"

This appointment adds to the Delphi Diesel, Hartridge test equipment, Denso and Bosch distribution arrangements Diesel Distributors already enjoys in both Australia and New Zealand.

Wayne Dunning, Chief Executive of Diesel Distributors says "we are very pleased to further our business activities with Stanadyne in this region. We also see further utilisation of our Training Centre and better use of our technical support resources from this appointment which will ultimately benefit the owners of Stanadyne diesel fuel injection equipment.

For further enquiries on this matter please contact Mr Warren Soares on +61 2 9604 8445.

Diesel proves popular with New Zealand motorists

MTA's General Manager, Marketing and Communication Ian Stronach sets the record straight when it comes to diesel quality in New Zealand: in June 2010 sales of new diesel powered cars exceeded 20% of all sales for the first time.

Diesel prices were around \$1.85 per litre in mid-2010 and motorists are taking a longer term view when purchasing new vehicles, especially now that almost all manufacturers offer diesel versions of passenger cars and SUVs. In the ute and van markets, diesel variants have gone up from 80% to 90% of the market.

Motorists are aware that the performance of modern diesel engines in terms of fuel economy, noise reduction and power output has undergone a huge improvement in the past few years. MTA's forecasts are that diesel sales will keep increasing in the next future.

All HATZ one-cylinder diesel engines certified in accordance with EPA IV: Specialised combustion for a clean environment



With a total of 14 certificates for the EPA IV values valid from January, the engine manufacturer HATZ has given itself an impressive start to the BAUMA year 2010. All one-cylinder diesel engines in the 1B.. and 1D.. series were prepared for certification by the US Environmental Protection Agency (EPA) in the Ruhstorf plant. Contrary to common practice in the industry, this process, which involved tremendous effort, was performed entirely without external assistance, as no expertise in this field of onecylinder engines is provided by specialised combustion development institutes. All engines were back in production in time, after the new limits had taken effect.

This show of strength was triggered by the stricter emission regulations EPA Tier IV for engines below 8 kW. The task in hand was to reduce the particle limit for air-cooled one-cylinder direct- injection diesel engines with manual starting feature from 0.8 to 0.6 g/kWh or to 0.4 g/kWh for engines without manual starting feature. HATZ prepared all 16 engines from its product range for certification. For the time being no certificates have been requested for the two engine types 1B20V and 1D90V (V = vertical with 50% normalized balancing).

"We are the only manufacturers to have had the full range of one-cylinder engines certified," said Dr. Jürgen Trümper with satisfaction. As the head of the Engine Development department at HATZ, he and his team were involved in this process for just under 2 ½ years. "Although all test benches were busy around the clock in connection with this range of tasks, we were able to launch the 1D42 at the same time, as a replacement for the 1D41, proven on the market for many years." For the engines 1D42 and 1D50, we even succeeded



1B series



1D series

in achieving the particle limit of 0.4 g/kWh without resorting to the special approval for engines with manual starting feature.

Increased reliability due to numerous detailed measures

In order to comply with EPA IV, a wide variety of modifications have been realized in all existing engines. For 1B engines, this concerns primarily the entire injection system, partially with changes to the pump element, a different delivery valve for a higher injection pressure, a modified injector, a new piston and even entirely new, optimized combustion chambers. For the 1B30 and 1B40, product enhancements such as the connection of the high-pressure line to the nozzle-holder assembly were integrated. Here, we now use a screw-connection with swivel nut," explains Peter Prinz-Hufnagel.

"This has advantages regarding assembly and service. At the same time, this version is even more reliable, in conjunction with the higher pressures we now use." For the 1D50, an entirely new combustion system had to be generated, as in that engine, the aluminium cylinder with inserted cylinder liner used so far was replaced by a grey cast iron ribbed cylinder.

More stringent EPA limits = smaller injectors = greater sensitivity

All HATZ one-cylinder engines without exception are equipped with RSN (Rate Shaping Nozzles) - with incrementally charged injection. RS nozzles in VCO design reduce the emission of unburned fuel residues, help reduce noise emissions at idle or under load to a clearly audible extent and reduce the NOx (nitrogen oxides) content.

"The injection orifices became smaller with every new EPA level, which makes the engines more vulnerable to fuel contamination," adds Torsten Groh, responsible for engine certification. For the smallest engines, the rated injection orifice diameter amounts to 0.127 mm." As a remedy, HATZ relies on the three-part filter system, now proven, for its 1B.. engines. It is composed of the fuel filter in the tank, an external "double filter" and a filter cartridge; a so-called labyrinth filter with a gap width of just a few hundredths of a mm. This threefold filter system has proven its worth to such an extent in recent years that as of 2010, no NON-EPA engines - that is to say engines with larger nozzle orifices for countries without emission regulations - are manufactured, but all engines delivered meet the strict EPA requirements.

Even in countries without regulations, including all countries in the European Union, exhaust gas emissions are thus improved without legal obligation.

More information can be found online at www.hatz.com.au.

Branch Updates



David Kite
NZ Chairman

Another Conference over. Dunedin take off your hat, what a town! Those of you that had the odd social drink in town probably felt quite old, yes it

really is a student town. It was good to see and hear about the town instead of being stuck in a conference room.

I think those that attended really got something out of the conference. I saw a lot of people discussing where the industry is going, what equipment you need or if you could work in partnership with someone else. Good networking!

A big Thank You to John, Sandra and Mark for their on stage antics in the making of the haggis. Thanks Mike for the trivia, that brought back memories for everyone (good or bad, not sure).

I was impressed with the discussion that took place at the Annual General Meeting. The input showed that people would like to see some equipment at the conference and there were only a few people that wanted to go to the Aussie Conference. Well done for speaking up.

Next year's conference will be held in New Plymouth on 26-28 August 2011. Put it on your calendar now! Suppliers are all looking forward to displaying their equipment.

Sponsors (Alltech, Ventura, DDL, Bosch), once again, thank you for your input over the Dunedin weekend.





Walter Vrbancic

QLD Chairman

Hi all, Christmas is once again upon us and every year it comes around quicker. It has been another tough year with rising interest rates,

elections and an uncertain economic recovery.

Queenslanders have not yet had the AGM as we have too many away at the time of the proposed meeting and intend to hold it early in the New Year. We will advise you in due time.

Please consider accepting one of the positions for the committee as it is a voting AGM. I have already been the Chairman for 7 years and it's time for a change.

I first took over from Andrew Moir who was at Highway Diesel when he didn't turn up for the meeting and it has been an interesting experience ever since. We have held meetings in Airlie beach when we had 54 attendees and some interesting discussion took place especially around the pool and bar area.

I have seen the change of secretariat for the AADS and how it has been a positive change for us. A change in format of the Annual Convention was needed and achieved with discussion with our sponsors. The current secretariat has been working well with our needs and they will only get better.

Common Rail isn't a new word anymore and we aren't scared of it, the challenge it brings is a positive one, for the environment and for our workshops. It brings in more vehicle work at the expense of the common VE and inline pumps and we must get used to it.

Change in this industry was inevitable and driven by outside influences such as emission control, safety and cost of fuel. Embrace it and move with the times.

Next year will be another challenging year and until then stay safe and have a Merry Christmas and happy New Year.

Fuel Injection for the Body and Soul: Leonie's easy bacon and egg pie



This is a great recipe for blokes' camping/fishing trips – alternate to the traditional bacon & eggs.

INGREDIENTS

- 1 loaf, square bread
- 1 Jar taco mild sauce
- 6 eggs
- 2 cups milk
- 6 strips bacon, chopped
- Any fresh herbs from garden or shallots

METHOD

- Mix eggs with milk. Line a casserole dish with broken pieces of bread till it is completely covered.
- Spread the taco mix in chunks evenly across the base.
- Spread the bacon. Pour on the egg/milk mixture and sprinkle some fresh shallots or herbs if you have them.
- Bake until ready (about 45 minutes).

Branch Updates



Neil Quick NSW Chairman

Hopefully the tide has turned and now shops are back to been nice and busy which has to be good for business and the economy. NSW branch

members travelled to Tamworth for their October meeting/AGM with a good roll up of members. A very informative demonstration was given by Craig from Mainline Dynolog Dynamometers using Diesel Care's 4WD Dyno showing many of its comprehensive features and how a great deal of diagnostic work can be resolved on a Dyno instead of using your back streets. A Dyno is defiantly a great tool to have in a workshop.

Travelling north it was good to see green pastures and the farmers are also finely getting ahead. News reports state that N.S.W. is officially out of the drought after nine long years. Good news for country people.

Many thanks to JJ and Ben from Diesel Care for the work in preparing the weekend for us and the arrangements of having a great BBQ at the local gun club together



with the members trying their hand at Trap Shooting. One of the Tamworth gun club members that assisted on the day is the current NSW state champion so you can not get much better training then that. I think after trap shooting in Orange and now Tamworth that all future meetings may have to take place in towns with gun clubs. Done correctly and supervised it is a very enjoyable (and frustrating – for beginners) sport.

The other function that coincided with our meeting was to give Jim Lister from Walz Diesel a very deserving farewell. I don't think there is a person in the industry that does not know Jim and of all the teaching that he



has done for the members in the past. He was always just a phone call away to assist were possible and his great sense of humour and outgoing personality will be greatly miss in the Association. But he has told us that he is not lost to the AADS and will attend future meetings (if his busy retirement life will permit) so people will still be able to catch up with a drink or two. On behalf of the Association I would like to congratulate Jim on his retirement and wish him and Rhonda a long and prosperous retirement together.

Many aspects of human sexuality are very puzzling. Take celibacy. This can be a choice in life, or a condition imposed by environmental factors.

While attending a Marriage Encounter Weekend, Tony and Julie listened to the instructor declare 'It is essential that husbands and wives know the things that are important to each other.'

He addressed the men. 'Can you each name and describe your wife's favourite flower?'

Tony leaned over, touched Julie's arm gently and whispered,

'Self-raising, isn't it?'

Thus began Tony's life of celibacy.....

Cellarmasters

PASSIONATE ABOUT WINE



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

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

Check the AADS website for more details on this offer!

DIESEL TORQUE

Advertising Rate Card 2011

TAX INVOICE (WHEN COMPLETED)

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Format:

All artwork to be supplied as high res pdf file
and must be supplied in cmyk format

Completed artwork can be emailed to:

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AADS NSW Branch Meetings for 2011:

- **MARCH MEETING**
In conjunction with AADS National Conference Adelaide 25-27 March 2011
- **JUNE MEETING**
Nelsons Bay – 18 June 2011
- **NOVEMBER MEETING**
Orange – 5 November 2011

DIESEL
TORQUE

SAVE THE DATE!

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

Correction from September edition:

The telephone numbers of the first two Common Rail Partners listed on page 7 of the September edition of Diesel Torque were swapped: we apologise for any inconvenience caused.

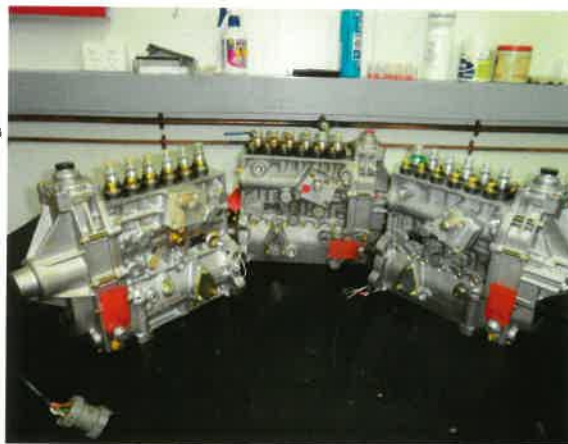
The number for AG Diesel is **03 9547 1525**.

The number for Cairns Diesel Service is **07 4051 2386**.

Notice Board

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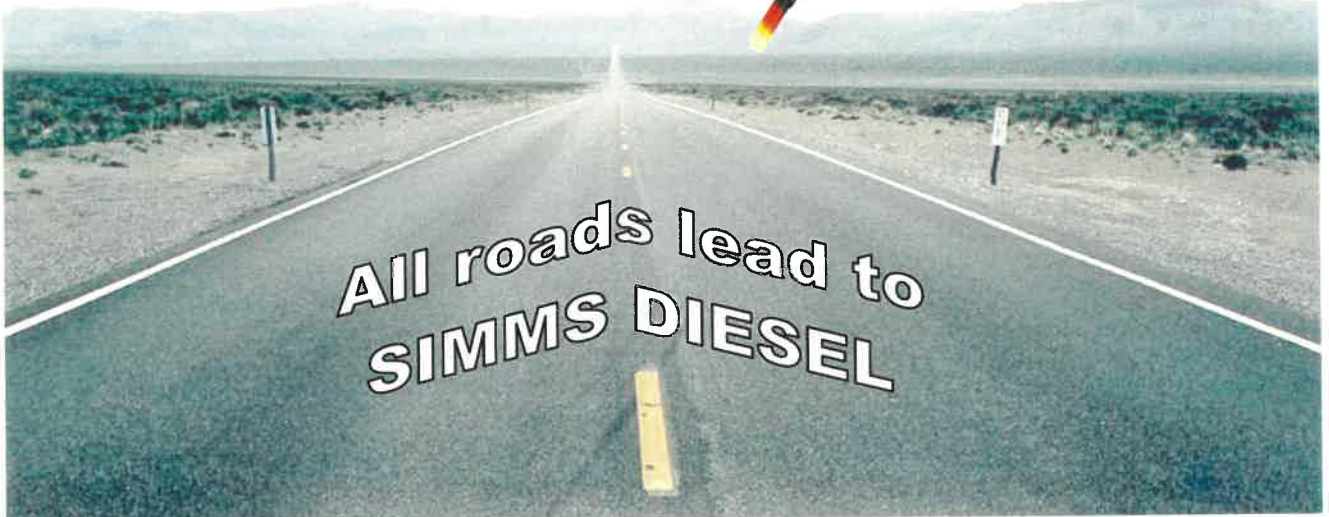
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