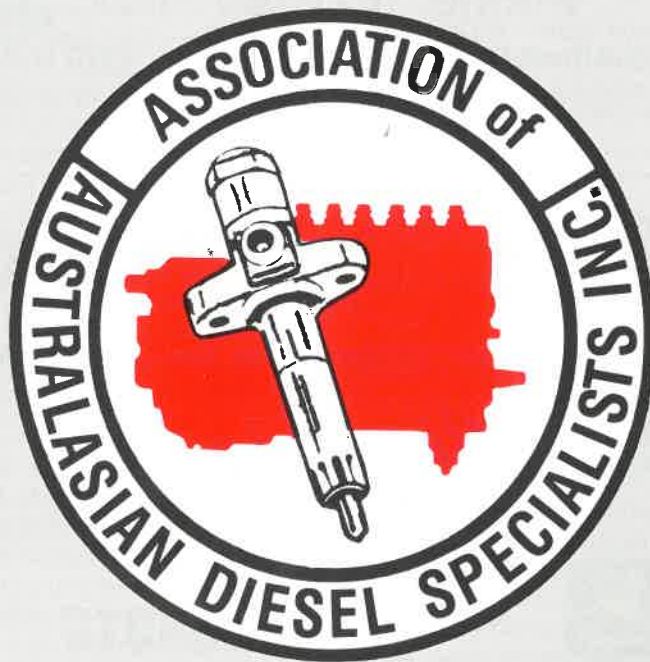


Print Post Publication No. PP326342/0008

# **DIESEL TORQUE**



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

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EDITION FORTY-FOUR

DECEMBER 1995

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## EDITORIAL

This last twelve months has not been an easy one for our industry. It has been affected in country areas by drought, in the cities by economic pressures and by the manufacturers rationalising their dealerships. The introduction of diesel electronics is gaining ground and the customer more than ever is looking for the cheapest repair possible and in some cases playing one shop against another on price. So how can we cope with all these problems? Let's look at them one by one.

Drought - not much can be done about the weather, but budgeting for bad times and diversifying the type of work done could mean survival and small profits until the good times return.

The city shops are very much under pressure with economic down turn, and possibly in Melbourne by the introduction of gambling machines into all the hotels and clubs, so close attention to overheads and stock levels and customer service is most important and diversification should also be considered. Learn as much as possible about electronics, and if you do not have enough work to justify the equipment then make arrangements for a member who has to perform the repair for you. Don't compromise quality for price. If the job is done correctly using the right tools and test equipment you are entitled to receive a fair price in return and the job will not end up in court where the only winners there are the lawyers.

At this point in time there are two pieces of advice I would like to offer. The first is "attitude", if our attitude is not positive nothing will happen to make our businesses profitable. The second is a "willingness to change". Don't accept the status quo or you will fall too far behind and it will become too costly to re-equip. Look ahead and plan for your future and hopefully this time next year, you will see a marked improvement in your business profitability and our industry image.

I wish all members and their staff and families a very Happy Christmas and the best of possible New Years.

Mick Rankin  
EDITOR  
AADS INC.

## AADS Board of Management

President.....Stuart Walton

### Board Members:

VIC./TAS. ....Mick Rankin

N.S.W. ....Ken Scott

S.A. ....Don Wilkey

QLD. ....Vonnie Merritt

W.A. ....Doug Riley

N.Z. ....Mike Hurley

Executive Officer .....Don Blanksby

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Editor .....Mick Rankin

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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

With only three months to go I am pleased to report that Perth '96 looks like being a really great convention. The Convention Committee headed up by Doug Riley are working really hard to ensure that delegates and wives enjoy a balanced package of exhibits, technical seminars and social interaction.

None of us need reminding that our industry is going through a period of significant change. What we must recognise is the need for improved quality of service is in fact customer driven and not just a whim of manufacturers. It is the end user of a diesel engine who now understands that he has every right to expect previously unheard of levels of fuel efficiency, extremely long service intervals and low pollution levels from his engine. Combine this with the extremely tough pollution laws that exist in most parts of the world and we can begin to understand the pressures that the F.I.E. Manufacturers are under to provide product to the engine manufacturers that will enable them to fulfil the end users expectations.

*(Continued on Page 2)*

Clearly, a concern of the end user and the F.I.E. Manufacturer must be "Where can I get my pump and injectors serviced to a standard that will guarantee the same levels of performance that I enjoyed when the engine was new?" If he can't get the quality of service, he will probably not buy that brand of engine again, resulting in a loss of business for the engine manufacturer and therefore the F.I.E. Manufacturers who is one of our members! What a never ending circle life is and what a responsibility we have.

My message is simple. If we as a service industry don't do our bit in providing the levels of service demanded, we stand to lose a lot of business.

AADS must work with the F.I.E. Manufacturers and in doing so must improve its credibility. In the interests of the majority of the membership the few under-equipped and under trained members must consider their position and accept that they may fall by the wayside.

In closing, and after 3 years in the chair and seventeen years on Committee, I have decided to stand down as President at the March Convention.

It is business pressures outside of the diesel industry that have forced me into this position and I therefore stand down in the best interest of the AADS which needs a President able to devote himself/herself to the F.I.E. Industry 100%.

Stuart Walton  
PRESIDENT  
AADS INC.

## **VICTORIAN/TASMANIAN BRANCH REPORT**

The last Vic/Tas division meeting was held at Warragul in Gippsland on Saturday 25th November at a lovely country centre called "The Elizabethan" where 31 members were updated on many interesting association and industry information.

Mick Rankin advised the meeting the fuel injection apprenticeship scheme was now in the final stages of completion and at least five apprentices would commence in the scheme at John Batman College early in 1996.

The course is a four year course consisting of 900 hours. Anybody interested in taking up this course should contact Mick Rankin with the initial enquiry. The AADS training programme was also outlined and it was agreed that at least two AADS training courses would be conducted at John Batman College as follows:-  
May 1996 DPS training school  
August 1996 DB2 training school.

The courses would consist of three days, i.e. Friday, Saturday and Sunday. Contact Mick Rankin and book for this course now so we can co-ordinate and choose the best weekend to suit everybody.

During the meeting, life membership certificates were presented to Eric Hatton 1980, Mick Rankin 1990 and Kevin Cripps 1994 by the state vice chairman Carl Alexander. The remaining two honorary members will be presented with their certificates at our next meeting.

The chairman as a forerunner to the introduction of our two guest speakers from Robert Bosch (Australia) Pty Ltd, Horst Schnabel National Training Manager and Werner Deisenroth Victorian Tasmanian Manager outlined to the meeting and handed out copies of the AADS minimum standards for AADS service members and discussed the importance of all members ensuring they make a concerted effort to upgrade their knowledge by attending as many training courses as possible, upgrade their premises and to keep upgrading their equipment to meet the needs of the rapidly changing industry technology.

Werner Deisenroth advised the meeting of the importance of the need to upgrade the tools and equipment to be able to cope with the new diesel fuel injection equipment now entering the Australian market and he outlined the requirements now required by Robert Bosch (Australia) Pty Ltd to obtain a Bosch dealership.

Horst Schnabel provided a very interesting talk on the importance of not only having the correct tools and equipment to be able to repair and service the changing F.I. equipment but the importance of maintaining this test equipment in correct condition to provide the correct operating specifications.

Horst related facts and problems he found during audits of Bosch test equipment throughout Australia. Horst also provided the members with a brief outline of new technology injector pumps now in service and to be introduced to Australia in the near future.

At the conclusion of the meeting a great Christmas function and unique meal and refreshments were enjoyed by all at the "Flamin Bull Bush Tucker Inn". Many thanks to John and Glenda Treller for organising a great venue for the meeting.

Terry Brain  
SECRETARY VIC/TAS  
AADS INC.

### S.A. BRANCH REPORT

Well it's that time of year again! Hope all members have had a good business year so they can spend up and have some Christmas joy.

As this year has had some good and bad months, most members are joining Don and myself at the Royal South Australian Yacht Squadron on the 15th December for some Christmas cheer.

Congratulations to Paul Wilkey on being Australian No. 1 for his class of Go Kart racing (S.A. does it again!).

It was great to see that a senior AADS member Mr Don Tothill was awarded the 5AA Community award for his contribution to amateur football. This is one of his great loves.

I have been invited to the next AADS board meeting being held in S.A. on the 11th December. Hope this will give me a good insight into these meetings and what is happening nationally. I will pass onto all members the results of the meeting.

On behalf of Don and myself, have a happy Christmas and a profitable New Year!

John L Brook  
VICE CHAIRMAN S.A.  
AADS INC.

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## NEW ZEALAND BRANCH REPORT

In September we held a very informative and well attended conference in Queenstown. I would like to thank Bob Kemp and Raoul Smith for their time and effort. For those who attended, it was very enjoyable with good presentations and top social events. We had the pleasure of five overseas visitors, four representatives from Zexel Japan and Robert Kogoi from Nippondenso Australia.

Bob Kemp was the winner of the Tamlin Trophy this year for the great job he did organising the Queenstown event.

We had five chaps taking part in the AADS exams and it is hoped that we can hold some more exams late this year or early next year for those that didn't make it to Queenstown.

We have a change of officers. Don Holgate resigned at the AGM and vice chairman, Mike Hurley took over the position until next AGM when an election will be held. Raoul Smith remains as secretary treasurer and Tony Aull has kindly offered to assist the executive for the next twelve months.

It is understood that Don did not want to give up the job. On the Sunday after the meeting he was seen jumping off a high bridge. Although he did have two bungy cords attached. He jumped along with one of his staff and Scott Smith.

For those of you who were at the AGM in Queenstown, you will remember that we offered our support to the MITO to look at the Hutt Valley Polytechnic as an apprentice training centre for our industry. We have now received a letter from the MITO confirming that all diesel fuel injection apprentice training will be conducted at the Hutt Valley Polytechnic in the future. Also Hutt Valley will be writing the training units for the new apprentice system. It has been good to hear that most members workshops have been pretty busy over the last few months. Lets hope we can all maintain this level of business into 1996.

I would like to wish all members, their staff and families all the best for the festive season and we will see you all again in the New Year.

Mike Hurley  
CHAIRMAN N.Z. BRANCH  
AADS INC.

## QUEENSLAND BRANCH REPORT

Another year is nearly over, our final meeting for 1995 was held at the Hyatt Regency Coolom on Saturday 11th November, chaired by Andrew Bourne as Greg Simmons was absent, with approximately twenty members present.

Our guest speaker, Mr Peter Leith of Ausnet Services gave a very informative talk about the internet and demonstrated its uses. Certainly an area to investigate the possibility of benefits to our industry and the Association in the future.

The matter of non-release of information was put to rest at branch level, at this meeting. Should any member feel they are being disadvantaged in any way by the present situation may I urge that you seek change through democratic process. i.e. Contact your local federal member of parliament. At present there is a draft being prepared to propose changes to the laws covering conduct of large corporations bringing pressure to bear on small business. In our present political and economic climate federal members are most willing to listen to our concerns and if a valid case can be presented, changes may be made to our trade practice laws.

Following lunch an election of office bearers was held necessitated by Greg Simmons standing down as Branch Chairman. Our new Office Bearers for the coming year will be:

**Chairman** Vonnie Merritt  
**Vice Chairman** Andrew Bourne  
**Secretary Treasurer** Craig White

A suggestion form circulated at the meeting revealed that training and technical information is still the most urgent requirements, and we will endeavour to address these needs in 1996.

A very lively technical forum followed organised by Ted Sanders. This segment has become very popular and it is encouraging to hear so much spirited discussion on technical problems faced. I believe our various training schools in the past year have contributed immensely to fostering a climate of openness and co-operation between members.

A reminder regarding our next branch meeting January 26th, 27th and 28th at Kingfisher Bay Resort on Fraser Island. Please phone Natasha Baker on (071) 203 333 to make reservations. Fax (071) 279 333.

In closing, I would like to say to those members who have complaints regarding the AADS and how it is run, why not get involved, make suggestions and discuss concerns with those who are in a position to effect change. We are here to serve the best interests of the membership.

On behalf of the Queensland Branch, I would like to thank all members for a successful '95, a Merry Christmas and a Happy New Year to all....

Vonnie Merritt  
CHAIRMAN QLD BRANCH  
AADS INC.

## TECC REPORT

Congratulations to the following who have recently passed Technician examinations.

**\* Dubbo NSW examinations;**

Brian Pears, Technician Certificate, Credit Pass

**\* New Zealand examinations;**

Mark Campbell, Technician Certificate, Pass

Michael Corbett, Technician Certificate, Credit Pass

Matthew Hubbard, Senior Technician, Diesel Principles, Pass

Martin Kemp, Senior Technician, Diesel Principles, Pass.

In passing their Diesel Principles examinations both Matthew Hubbard and Martin Kemp qualify for the Senior Technician Certificate.

New Zealand now has seven of the twelve members who have attained AADS Senior Technician status.

Members of the TECC met in Melbourne recently to discuss with John Batman Automotive College their automotive (diesel specialist) apprenticeship training programme, AADS training and certification, the upgrading of the VE type fuel pump training manual and the development of a Japanese governor training manual.

Frank, but cordial discussions were also held with Robert Bosch and Nippondenso as regards repair and test equipment, the technician training requirements of AADS repair shops, assistance to the John Batman College to update the VE fuel pumps training manual, franchise appointments and the availability of technical information to repair shops outside of appointed service shops.

*(Continued on page 7)*



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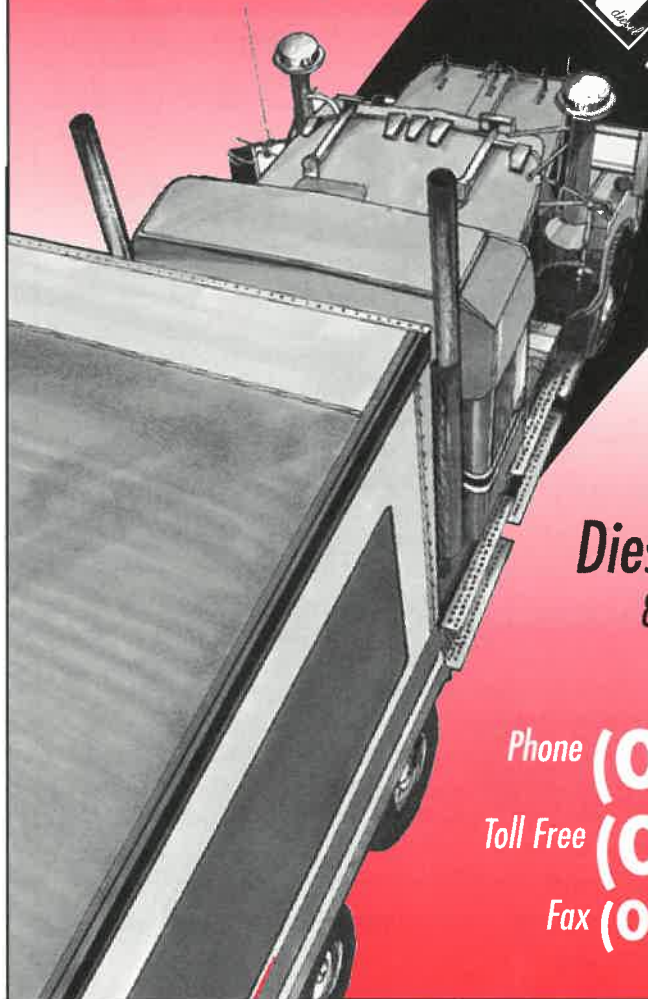
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Our sincere thanks go to the above organisations for the valuable time and hospitality given by their staff members. The Association is very grateful for such support.

As a result of the above meeting and the urgent need to discuss other matters of importance to the future and direction of the Association, TECC members will be attending a special Board meeting to be held in Adelaide during December.

Some of the matters that will be discussed include;

- a recommendation to conduct a survey with a view to establishing an up-to-date service member capability record.
- a member repair capability code to be included in future membership directories.
- a report on the John Batman College automotive apprenticeship programme.
- to conduct a survey to ascertain AADS member training requirements.
- to set qualifying requirements to attend AADS/Batman College training schools.
- to set an acceptable pass mark in order to receive a competency certificate after completing a training school.
- the future of the AADS certification and accreditation programme.
- to put in place a working party to undertake to have the AADS training, certification and accreditation programme recognised at National Industry level.

Tom Beesley  
SECRETARY, TECC

## PROFILE: MICHAEL HURLEY



Born in Christchurch in August 1958, Michael Bernard Hurley grew up on a block of land on the outskirts of the city. The only son in a family of five, he spent his youth helping his father on the small unit tending cows and vegetables. His

Born in Christchurch in August 1958, Michael Bernard Hurley grew up on a block of land on the outskirts of the city. The only son in a family of five, he spent his youth helping his father on the small unit tending cows and vegetables. His family are proud of their Irish heritage and as a youngster Mike learnt Irish dancing.

He was a wild lad by all accounts (mostly his own!), and although he had the strict discipline of a Catholic boys school, Mike made the most of his younger years. He left school at 16 and started an apprenticeship as a diesel mechanic with Basil Leech at Diesel Services, Christchurch. It was about this time he helped start the Yaldhurst Young Farmers Club and earned an infamous reputation from their exploits.

Both D.S.L. and Young Farmers became important parts of Mike's life. After completing his apprenticeship he moved to Timaru to look after the D.S.L. branch and of course, joined the local Young Farmers in a small whistle stop called Cave. They still talk about the 'Yahoo' who arrived at their meeting in shorts and jandels when the locals wore shirts, ties and 'thousand acre jackets'. But he became their chairman, the Timaru district chairman and a national representative before he moved on. Mike lived in a tiny cottage in Cave, a little town so cold in winter the toilet would freeze. He and his faithful fox terrier, Tag, were well known by the locals - Mike was a regular at the local, and Tag for killing the local cats!! Some years later, after establishing a well earned record at D.S.L. Timaru and a clientele of Young Farmers, Mike travelled the South Island as D.S.L.'s sales rep. He then moved to the Big Smoke, Wellington, to run the branch at Lower Hutt. About this time he acquired a wife, Shona (he couldn't afford to live in Wellington on his wage, he says) and started to settle. But two years later he was on the move again. This time back to Christchurch and head office as National Sales Manager for D.S.L.

Restructures, receiverships and more restructures followed. Mike weathered them all and as D.S.L. moved into a new era with new owners, he moved again to Auckland. He currently holds the position of National Operations Manager and it is heard that he works in the head office - but if you can find him there you are lucky as he spends a lot of time jet setting around the world!

Not a person to sit idle, Mike enjoys snow skiing, golfing (it is understood that he has some sort of record for this!!!), and has recently bought a boat and taken up fishing.

Mike recently took over the job of branch chairman of N.Z. chapter of AADS from Don Holgate and is looking forward to fostering the N.Z. involvement in this association.

# Queensland Branch '96 Meeting

Meeting Sat 27th - 9:30am

We would like to invite anyone wishing to  
take advantage  
of the January long weekend.

Launch Departures  
Mainland Terminal

Hervey Bay

6:45am

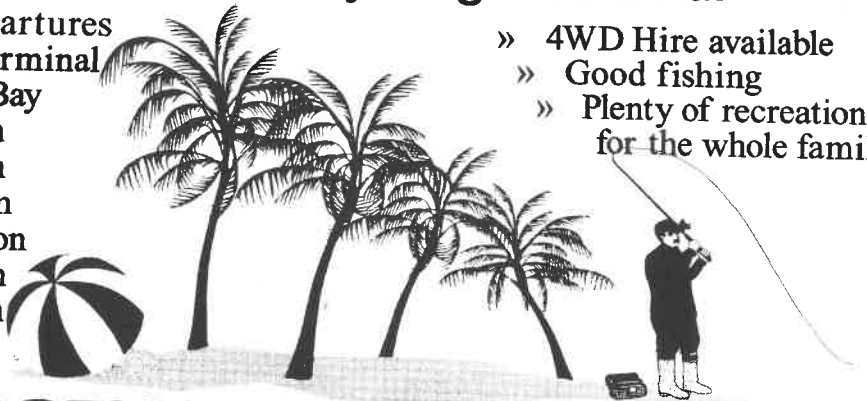
8:30am

10:00am

12:00noon

4:00pm

6:30pm



- » 4WD Hire available
- » Good fishing
- » Plenty of recreation  
for the whole family

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3 B/R Banksia (1 DBL B/R, 1 Twin B/R, 1 Twin Loft, 6 people max) \$960 3 Nights

2 B/R Banksia (1 DBL B/R, 1 Twin Loft, 4 people max) \$690 3 Nights

Satinay (1 DBL B/R, 1 TPL B/R, 5 people max) \$744 3 Nights

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### TRIVIA

"Windsurfing's a Breeze".

"If you're green you grow,  
If your ripe you rot".

"Anyone with normal blood pressure these  
days just isn't paying attention".

"He who indulges, bulges".

What's in a name?

Inventive *acronyms* include PAWS (Personal Automated Wagging System), TINS (Two Incomes, No Sex), and THE BRAIN (The Harvard Experimental Basic Reckoning And Instruction Network).

Tom Beesley

### LETTER TO THE EDITOR, DIESEL TORQUE.

Dear Sir,

Please find enclosed some articles that may be of some use in future issues of "DIESEL TORQUE!"

Illustration 1. 'Bundyweld' – steel tubing that is used as fuel lines, hydraulic lines and brake lines.

Illustration 2. (a) Double walled flares, how these are formed and reasons for their use, and

(b) Injector tubing is made in the same fashion only this time using the 'BUNDYWELD' process three times and each one welded to the previous pipe. This may explain why some injector lines may tend to 'Flake' on the inside and where the metal comes from that blocks the injector holes.

Illustration 3. This is something that came to me and most people think that it is funny.

Caption that may be used as follows;  
Which of the following is correct?

- Alistair Weller talking to Arthur Walz?
- Arthur Walz talking to Alistair Weller?
- Nippon Denso agents talking to Robert Kogoi?
- Pump Room owners talking to customers?
- None of the above or
- All of the above?

See Page 16 for the answer.

Regards  
Alistair Weller.

# BUNDYWELD better because of the way its made.



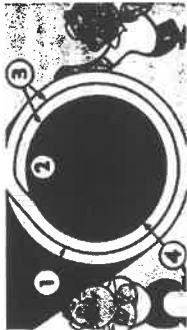
Bundyweld Tubing starts as a strip of copper coated steel. It's continuously rolled twice around laterally into tubular form.



Uniform wall thickness and concentricity are assured by use of close tolerance, cold rolled strip. The double rolled strip is next passed—



through a furnace and brazed and cooled in a reducing atmosphere. Result . . . Bundyweld Tubing, an extra-sturdy, extra-strong, solid—



double-walled steel tube, copper brazed through 360° of wall contact, copper coated inside and out, scale free, and held to close dimensions.

Illustration 1.

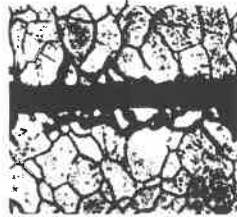
Bundyweld has a combination of features and properties no other type of tubing possesses.

Bundyweld has great bursting strength and is easily bent into uniform, accurate bends. It has a built-in resistance to vibration fatigue. It can be fabricated into a wide variety of shapes. Best of all, it's economical.

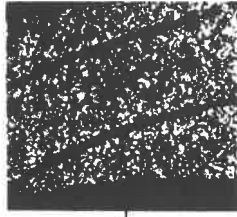
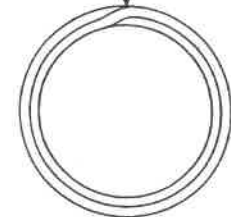
Bundyweld's wall thickness and concentricity are uniform and accurate. Bundyweld's copper coating, inside and out, has a clean, bright finish. It is also available terne coated on the outside.

Bundyweld, in an annealed "as rolled" state, comes in a range of standard diameters and gauges, up to and including 12.70 mm o.d. Bundyweld can be cold drawn, or cold drawn and annealed.

## INSIDE STORY OF BUNDYWELD



Copper bond alloying with the steel through 360° of wall contact. That's the secret of Bundyweld's resistance to vibration fatigue and its ability to withstand high pressures.



Bundyweld's bevelled seam edge provides smooth joint, eliminates inside and outside beads.

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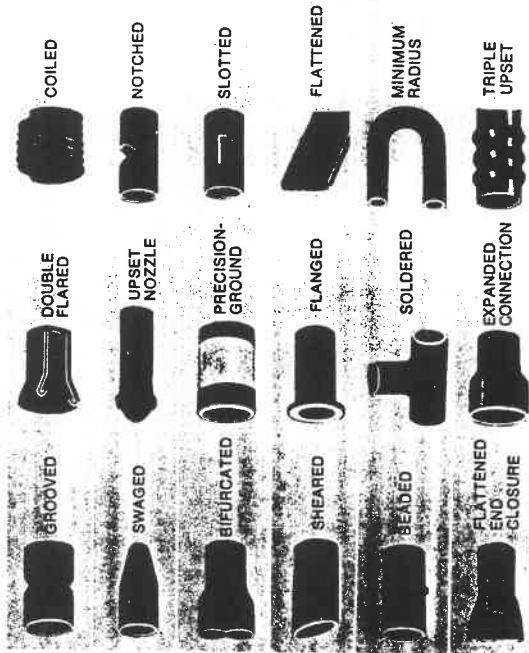
## REFRIGERATION

- Wire-on-tube Condensers and Freezer Shelves
- Condenser Coils • Evaporator Coils • Compressor Lines • Connecting Lines • Spacers

## ADDITIONAL APPLICATIONS

- Heating Element Sheathing • Locomotive Oil Lines • Lubrication Lines • Oil Burner Lines

This is not to say that the use of Bundyweld is limited to the applications mentioned above. Please get in touch with us for advice in adapting Bundyweld to other uses.



## DOUBLE WALLED FLARES

Adopted as standard by the SAE, this flare has been in use for many years throughout the automotive industry. Dimensional data can be found in the SAE Handbook under SAE J533, and we can also produce other types of flares, beads, and hose flares.

The Bundy double walled flare is a MUST for safest carriage of high pressure, for effective resistance to greater wrench torque on fittings, for safety in frequent coupling and uncoupling of fittings—and especially for safety in hydraulic brake lines, where all three of the above are desirable.

## DIESEL FUEL INJECTION TUBING

Made by cold drawing three Bundyweld tubes as a composite tube and copper brazing them together, thus entirely eliminating bursting due to steel flaws.

## PHYSICAL PROPERTIES:

Ultimate tensile strength ..... 300 - 400 MPa  
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Elongation in 50.8 mm (2") ..... 30% min.

Easy to bend and suitable for all standard types of end treatment, including the special upset in common use in Diesel injectors. Can be used with brazed or compression type fittings. Clean and smooth finish inside and out. Ends sealed with plastic caps.

Standard sizes  
6 mm o.d. x 2 mm i.d.  
6 mm o.d. x 1.5 mm i.d.  
Tolerances  
Outside diameter ± 0.08 mm  
Inside diameter ± 0.13 mm

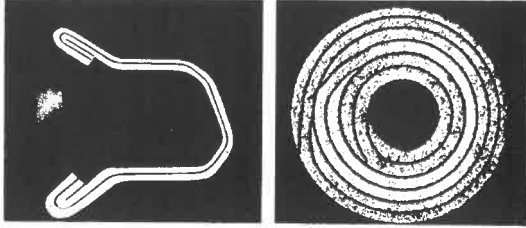


Illustration 2.

Illustration 3.

FABULOUS....  
GREAT.....



WONDERFUL...  
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## 43 YEARS OF DIESEL SERVICE

After 43 years involvement with diesel fuel injection and diesel engined vehicles, popular AADS member Kevin Cripps has called it a day and has joined the ranks of retired gentlemen.

Kevin commenced his career in diesel by joining Diesel Services in 1952 as an apprentice. Diesel Services changed their name to Atkinson and Kevin was put in charge of quality control in the manufacture of this very popular vehicle and in 1970 was appointed Victorian Service Manager for the renamed company Seddon-Atkinson.

In 1978 Kevin was lured away from Seddon-Atkinson and took up the position of Manager for B.J. Diesel Service, a position he held until his retirement on 17th November this year.

Kevin has been actively involved in ADDS as Victorian branch chairman from 1984 to 1987 and as publicity officer, national committee member and vice chairman until retiring from this position at the AGM in March 1995. It was at the AADS convention held in Melbourne in March, that Kevin was presented with his life membership for his services to AADS and the industry, an honour he richly deserved.

All AADS members wish Kevin a long and happy retirement, spending lots of good times with his wife Joan raiding the pokies, minding the grandchildren, cleaning the pool, digging in the garden, cutting the grass, playing golf and enjoying the occasional smoke and cold ale. We hope to see you at the Victorian branch meetings and National conventions in your capacity as life member Kevin for many years to come, as we need you to establish our credit as you have so capably done in the past.

Answer to quiz...

E. The correct answer is probably, Alistair Weller talking to Mick Rankin after Mick prints this in the next issue of Diesel Torque.

Of course 'f' is probably also correct, with 'c' being a strong performer. (I didn't say that).



*Kevin Cripps*

## CONVENTIONS

If you want to get serious about conventions, here's some good advice:

- \* Lack of planning is common among those attending conventions. People often arrive without having thought about why they want to be there. Get as much information as possible, and decide what you are likely to achieve, before you commit yourself.
- \* You'll gain more if you go along with all the convention arrangements. Breakfasts or sightseeing programmes may seem boring, but by attending everything on offer you'll be maximising your opportunities.
- \* The social side of conventions is extremely important. It's the perfect opportunity to network, making contacts and connections with others in your line of work.
- \* If possible, get in advance a list of all people attending.
- \* Getting the most out of conventions comes with practice.
- \* Check the social programme in advance so that you can pack the appropriate clothes for proposed events.

Tom Beesley

# MAGASA PACIFIC

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<b>Leaman, Belmont, W.A.</b>	<b>1 x F113 } 1 x F153 }</b>	<b>1 year</b>
<b>Jack Tricky Diesel</b>	<b>2 x 20 H.P.</b>	<b>16 years</b>
<b>Coastal Diesel Service</b>	<b>F 110</b>	<b>16 years</b>
<b>Wauchope Diesel</b>	<b>F 90</b>	<b>16 years</b>
<b>Queanbeyan Diesel</b>	<b>F 120</b>	<b>16 years</b>
<b>Corio Diesel Service</b>	<b>F 120</b>	<b>15 years</b>
<b>Cornell Diesel Service</b>	<b>F 120</b>	<b>14 years</b>
<b>Moree Diesel</b>	<b>F 120</b>	<b>14 years</b>
<b>Rosier Diesel</b>	<b>F 120</b>	<b>14 years</b>
<b>Sheppard Diesel</b>	<b>F 153</b>	<b>12 years</b>
<b>Horsham Injector Service</b>	<b>F 110</b>	<b>12 years</b>
<b>Galloway Diesel</b>	<b>F 120</b>	<b>12 years</b>
<b>C.H.E.S. Engineering</b>	<b>F 120</b>	<b>8 years</b>

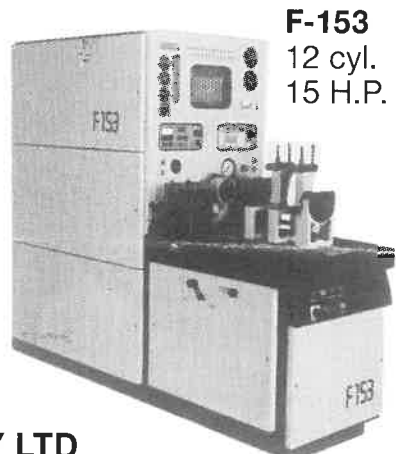
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George was born on 23 October, 1923 at Gisborne, Poverty Bay, on the east coast of the North Island of New Zealand. George commenced his involvement with diesel fuel injection in 1939 with Jas J Niven and Co. Ltd. under the guidance of Joe Gillitzer from Robert Bosch. In 1942 George was attached to the coastal battery at Fort Dorset, operating and maintaining the diesel engine generating unit for the harbour searchlights. At the end of the war, George was discharged with the rank of Sergeant.

In 1946 George established a branch of Jas J Niven in Christchurch and after three years he returned to Wellington as foreman of the Johnsonville shop and in 1957 he became the manager. During the ensuing years, George travelled extensively visiting all fuel shops from Invercargill to Whangarei and established branches in Napier and Wellington.

In 1979 Diesel Services Ltd bought out Jas J Niven and George continued on as manager of DSL Wellington and in charge of the branches in Lower Hutt, Palmerston and Hawera.

In 1987 George retired from the industry after 50 years of sterling service. He was awarded honorary membership of AADS for his service and the respect in which he was held by all in the industry.

George passed away in July 1995 and all members of the association send their condolences to his wife Mavis and his family.

## SONIC CLEANERS

Sonic cleaners are now being used in many workshops especially in the cleaning of used and new nozzles. If you are not already using one, I strongly recommend that you add one to your workshop equipment. A very practical investment. For some good advice on Sonic cleaner kits, contact Mick Rankin.

In the December 1988 issue of Diesel Torque I wrote an article regarding a member's concern that Ultrasonic cleaners could have deleterious effects on implanted Pacemakers.

Advice received from a medical specialist says, "that the type of Ultrasonic cleaner that would be used in your workshops should have no effects. In the remote chance the cleaner did

affect a Pacemaker, permanent damage is unlikely to have resulted and the Pacemaker should return to normal immediately".

"Ultrasonic therapy equipment on the other hand does pose some risks to implanted Pacemakers".

"If you have any doubts consult your physician".

Tom Beesley

## INDUSTRY TRENDS

This is not intended to be an editorial, but an article in a recent High Speed Diesel publication titled, "Can you discover the trends in your business?" would seem to be very timely, particularly in view of the current service network restructuring being conducted by three fuel injection equipment manufacturers in Australia.

There are many factors both controllable and uncontrollable that will effect a trend line or direction. The service and repair capability that is now required by a diesel fuel injection or turbocharger repair shop to cope with the technological changes that have taken place during the last five years is putting pressure on the above two industries world-wide. Australia and New Zealand are no exceptions.

Therefore, at this point in time, the inescapable task that confronts nearly all AADS service members is, that to survive beyond the year 2000, their workshops will have to be acceptably equipped and their technicians suitably trained in order to meet the stringent performance requirements of all diesel fuel injection equipment, turbocharger and vehicle manufacturers.

There is no need for members of the AADS to go out and *discover one of their industry trends*. The message that has been signalled loud and clear from manufacturers is, "without the right attitude, equipment, training and accreditation, you are putting your long term business prospects in jeopardy".

Now is the time for those members not involved in one of the fuel injection equipment manufacturers current restructuring programmes,

to seek advice and help as regards equipment and training. Those AADS members who see other AADS members as the "I don't want to know the enemy", should think about making a change to that attitude. That "other member" could be your best chance of survival.

With your input, support and commitment, the Association can become a better advocate for you and your future business prospects.

Those who choose to ignore what is one of the most significant of our **industry trends**, or are simply unwilling to change, will find it increasingly difficult to compete as their customers become more and more demanding.

Tom Beesley

## **CONVENTION 1996 "SERVICE"** 15-17 MARCH 1996 AT THE RADISSON OBSERVATION CITY HOTEL PERTH, WESTERN AUSTRALIA

### **What it's all about**

Organisation is well under way for Convention 96, which has "Service" as its theme. Service is certainly the keyword for success - the many facets of service are what it's all about! Some of the biggest names of our industry will be presenting seminars on this and related subjects - see the draft programme in this issue. We are also excited about the introduction to the internet - let's be at the forefront of that wave into the future, because the future is now! The seminars have been arranged this year so that you can attend them all if you choose, or, if you sit one out, you may spend the time viewing the exhibitions instead.

### **Your name in lights**

Speaking of the exhibitions, has your company booked booth space yet?

Why not take the opportunity to demonstrate the services you have available by running a trade display? Space is still available as we go to print, but hurry - they're going fast! Another option for publicity/advertising is to sponsor one of the Convention functions or items, and/or to provide promotional items from your company for the delegates' "show bags".

### **Meet and greet and eat (and jog for grog).**

The dinners will be excellent and will provide a great opportunity to meet and socialise with your fellow industry members, along with partners and families, in a relaxed and happy atmosphere. Speaking of happy, we have organised *three* official happy hours - see the programme - and there's one "with a difference" - in addition to your thirst, you'll need your joggers! After last year's successful inaugural "Diesel Hash" run, Doug Riley took up the challenge to make it a yearly part of the convention for those who might like to work up a pre-beer sweat. And since it's in his home state, President Walton will certainly be called on to lead the pack this year!

### **Make a difference**

Don't miss this year's exciting Annual General Meeting - last year's was well attended and provoked some very enthusiastic debate. This year's meeting also will elect our next President, as Stuart Walton steps down after four years of much-appreciated service. The technical and general forums will be yet another chance to exchange ideas and learn what's going on in the industry.

### **Extra, extra**

Make your travel plans now so you can arrive early and stay through the farewell luncheon, dealer meeting as appropriate, and better yet, some extra days for post convention touring and sightseeing!

Registration packets will be out soon, but if you have any queries in the meantime, please ring Ann Yergin or Don Blanksby at AADS in Melbourne on (03) 9536 3121, fax (03) 9525 3656 (international: 61-3 9536 3121, 61-3 9525 3656).

The number of tourists visiting Western Australia is growing annually and why wouldn't it when you consider what it has to offer - Picturesque Albany and Princess Royal Harbour, the awe inspiring Stirling Ranges, the farming district of Denmark, the magnificent Karri Forests, Mammoth Cave, Wave Rock and the Dolphins at Monkey Mia. Whilst on the subject of things cute, awe inspiring and mammoth, it is also the home to rare and friendly creatures,

*(Continued on page 20)*

including Stuart Walton and Doug Riley, who are adamant that the convention in their home state should be the best ever.

The Radisson Observation City Hotel has been chosen as the venue for the 1996 Convention. Its very attractive location right on the beachfront offers a great opportunity to combine work with pleasure and perhaps take the family along for a vacation.

The hotel is a five star property with a full range of recreational facilities including heated pool and spa, fitness centre, sauna, 2 full sized tennis courts, five restaurants, six bars, specialty shops and boutiques.

Scarborough Beach is about twenty minutes drive from Perth City. A daily shuttle runs between the hotel and the city and local buses can be caught close by.



Located adjacent to the hotel are the Observation Rise Apartments which are beautifully appointed and feature fully equipped kitchen, elegant lounge, and spacious master bedrooms with spa baths and of course a guest pool. There is a choice of two bedroom (1-4 persons) and three bedroom (1-5 persons) apartments.

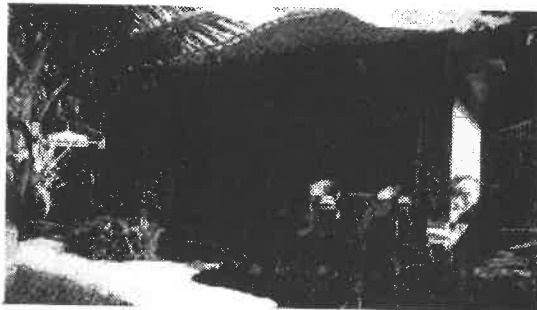
Scarborough Beach is excellent for surfing and jogging so be sure to pack your bathers and joggers for an early morning sprint. There are three excellent golf courses within a 15 minute radius of the hotel, all of which are available to guests by prior arrangement.

For accompanying spouses who will not be attending the convention sessions, some day tours have been selected. Another option is ladies social golf and tennis which will be arranged if sufficient interest is shown.

Perth offers some special interest tours for children. If there are sufficient numbers, day tours will be organised to accommodate them. The Scitech Discovery Centre has 160 exhibits for touching, pulling, pushing and exploring. There's Geology, Genetics, Engineering, Electronics - a huge variety of fascinating science guaranteed to thrill minds of all ages. Underwater World is also sure to interest the young ones. There are over 4000 sea creatures to view including the sharks, seen from the submarine tunnel and dolphins perform in the Marina enclosure. This can be joined with a half day tour to Tumbulgum Farm at the foot of the Darling Escarpment. With koalas, kangaroos, sheep shearing, cow milking, a shearing display, billy tea and damper, a tractor ride, a sheep muster and a traditional aboriginal presentation of music and dance, it's a subtle learning experience and a lot of fun.

Post Convention Tours are also available and will include Bali and Self-drive and Coach tours of WA.

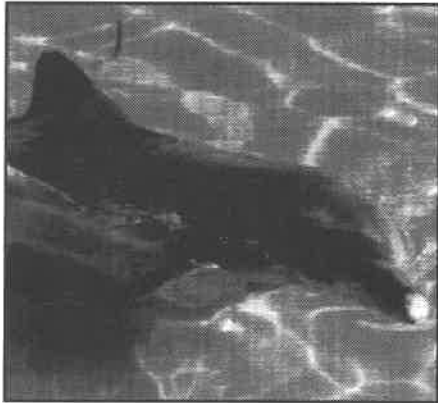
The Bali extension will provide for members to return to their capital city from Denpasar. Two options of accommodation have been included, one being Bumi Ayu Bungalows and the other the Bali Hyatt Hotel, both of which are at Sanur, to make day tour pick-ups less time consuming.



The Bali Hyatt offers all the facilities of a five star resort hotel and is situated on the beach whereas Bumi Ayu is a short walk to the beach. The bungalows are set in attractive gardens with a central pool and an open restaurant. It offers excellent value with 5 nights accommodation priced from \$130 per person twin share.

For those who have not yet experienced the beauty of the "other side" we have selected two self-drive itineraries which will allow you to take off on your own or to travel in a safari with other members - the choice is yours - a 5 day Magical Southwest and Albany Tour or a 5 day Northwest Wonders and Monkey Mia - or both.

If you prefer to sit back and relax and let someone else do the driving, two short duration tours offer either a 4WD Monkey Mia Dolphin Adventure or a three day Goldrush Explorer which includes first class rail on the Prospector to Kalgoorlie.



And for those who want to stay put and just make the occasional day tour, there's plenty of choices that are sure to satisfy - "Margaret River, Vineyards; Caves & Karri Forests", "Ferry Boat and Forest Train", "Rottnest Explorer", "Swan Valley Vineyard Cruise", "Pinnacles 4WD Adventure", "The Dolphins of Monkey Mia" and the "Southwest Scenic Express".

And if you'd like to do something really different you and a partner can take in Perth's spectacular sights while riding on a Harley Davidson Trike enjoying a full commentary by your chauffeur rider - a unique experience.

Full details will be included with your convention registration kits which will be in the mail shortly. Please rush your registrations back as soon as possible and make this our best convention yet.

## BRAIN TEASING

The use of *Acronyms* in government literature has been a pain in the butt for a long time. However their use is creeping into our technical information, particularly electronics.

*Acronyms* could be described as communication barriers for those with memory and reading difficulties.

The following is an extract from a Ford (Mondeo) technical publication.

## INTEGRATED ELECTRONIC SYSTEM

### \* (Manual Transmission, MTX)

The 2.0L manual transaxle Mondeo does not use a stand alone ignition control module. The ICM has been integrated into the PCM. The profile ignition pickup (PIP), spark output (SPOUT), ignition ground (IGN GND) and ignition diagnostic monitor (IDM) circuits have also been enclosed in the PCM. The integrated electronic ignition system consists of a CKP and the PCM for manual vehicles. The CKP is used to indicate crank shaft position and speed information to the PCM. The PCM uses information from the CKP sensor to generate an internal PIP signal.

### \* (Automatic Transmission, ATX)

The ignition control module (ICM) is a microprocessor based device with coil drivers which make decisions about spark timing and coil firing. The module turns the coils on and off at the correct time and in sequence based on information from the CKP sensor and a pulse-width modulated signal (SPOUT) generated from the PCM. The module receives CKP and SPOUT signals and produces PIP and IDM output signals which are sent to the PCM.

Mind boggling.

For some light-hearted acronyms refer to Trivia.

Tom Beesley

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## N.S.W. BRANCH REPORT

Sorry I have not been able to prepare a full report for this edition of Diesel Torque however I would like to take this opportunity to wish all AADS members, their families and staff a Happy Christmas and a bright and prosperous New Year.

I would also like to thank the N.S.W. members and the committee for supporting our meetings during this year.

Happy Festive Season

Ken Scott  
CHAIRMAN N.S.W. BRANCH  
AADS INC.

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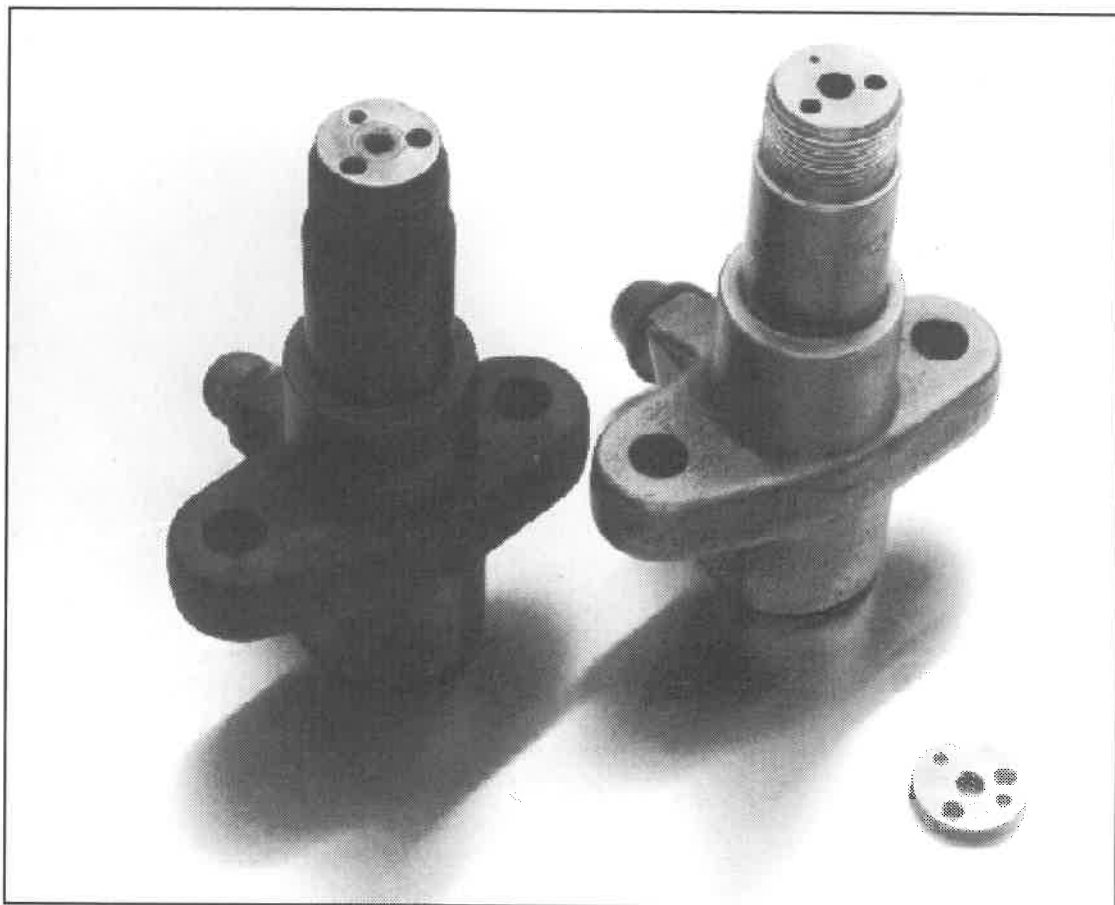
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The procedure involves grinding back the injector body to allow the plate to be fitted. If you have the equipment to grind the injector body, then you only need to purchase the plates. The cost of grinding and fitting the plates is \$35.00 or we can supply you the plates for \$20.00 ea. Please note that we are able to offer same day service.

For more information contact: Bruce or Keith,  
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**DRAFT PROGRAMME FOR 21st ANNUAL AADS CONVENTION  
RADISSON OBSERVATION CITY HOTEL,  
PERTH – 14-17 MARCH 1996**

**THURSDAY 14 MARCH 1996**

10.00 am – 4.00 pm National Board Meeting  
10.00 am – 2.00 pm T.E.C.C. Meeting  
9.00 am – 12.00 noon Booths erected  
12.00 noon – 5.00 pm Exhibition set up  
7.00 pm Normalair-Garrett function

**FRIDAY 15 MARCH 1996**

8.00 am – 5.00 pm Registration and Exhibition area open  
8.00 am – 4.00 pm Bosch Golf Day  
9.00 am – 3.00 pm Normalair-Garrett Distributer meeting  
1.00 pm – 4.00 pm Technical Examinations  
4.00 pm – 5.00 pm Happy Hour, Exhibition area  
7.00 pm – 11.00 pm Official Opening – Senator John Panizza. Dinner, entertainment, live music. (Exhibition area)

**SATURDAY 16 MARCH 1996**

8.00 am – 12.00 noon Registration continues  
8.00 am – 8.15 am President's Welcome address  
8.15 am – 8.45 am Keynote address – John Hughes  
9.00 am – 9.30 am Seminar – Normalair-Garrett Turbochargers  
9.30 am – 4.00 pm Partner's Tour and Luncheon  
9.45 am – 10.15 am Seminar – Robert Bosch  
10.15 am – 11.30 am Exhibition open Morning tea

**SATURDAY (continued)**

11.30 am – 12.00 noon Seminar – Environment Solutions  
12.15 pm – 12.45 pm Seminar – The Internet  
12.45 pm – 2.00 pm Luncheon for Delegates  
2.00 pm – 2.30 pm Seminar – Lucas/Stanadyne  
2.45 pm – 3.15 pm Seminar – KKK or Holset  
3.30 pm – 4.00 pm Seminar – Nippondenso  
4.00 pm – 5.00 pm Exhibition open  
5.00 pm Hash House Harriers Run & Happy Hour  
7.00 pm – 7.30 pm Depart for Royal Perth Yacht Club (dinner venue)  
7.30 pm – 11.00 pm Lance Hosking Memorial Gala Dinner Dance

**SUNDAY 17 MARCH 1996**

8.30 am – 9.00 am Exhibition viewing  
9.00 am – 10.00 am A.G.M.  
10.00 am – 10.15 am Morning tea  
10.15 am – 11.15 am Forum – Technical & General Discussion  
11.15 am – 12.15 pm Exhibition viewing  
12.30 pm – 2.00 pm Farewell Luncheon & Presentations  
1.30 pm – 4.00 pm Exhibition Close and Dismantle  
2.30 pm – 5.00 pm Bosch Dealer Meeting

**MONDAY 18 MARCH 1996**

Tours commence to Bali or South West Western Australia.

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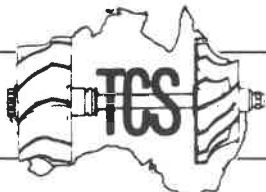
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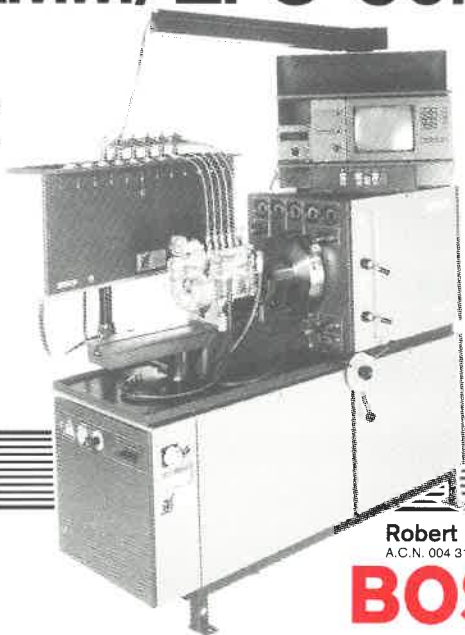
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