

DIESEL TORQUE

AADS



NUMBER 92 – DECEMBER 2007

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PRESIDENT'S REPORT

HI everyone. Well, Christmas once again is upon us – it always seems to manage to creep up before we are quite ready. Then again are we ever quite ready for it? The number of people shopping up to and including Christmas Eve is testimony that most of us are never really ready for it.

It is probably just as well, as it seems to work out pretty well and, if left to us, we would probably postpone it indefinitely. Maybe we actually enjoy the last minute shopping, I suspect deep inside most of us are kids at heart.

I guess our Convention, for the ones involved in its organization, feel a little the same way. All the preparations and plans being put in place, carefully working out what people will like. Things like trying to keep the costs down and to provide maximum benefit and enjoyment to our members and guests. Things like making sure the arrangements with speakers and exhibitions are all put in place in an effort to provide both a business benefit and an enjoyable atmosphere for delegates. As the time draws nearer it's easy to feel it's also coming too soon.

For this coming Conference, a lot of effort has been put in by many of the Queensland branch members. The Convention committee for the 2008 Convention has been led capably by Wayne Dunning. Our Convention manager, David Hughes, has put an enormous amount of

effort into ensuring that this Convention will be both value for money, enjoyable and be a real benefit to your business.

This Convention is being run under the control of the Board. It is a brave new move to not just make the Convention more affordable, but also to better value and benefits as well. The rationale is that if we run a Convention ourselves, we will better understand the costs and problems associated with running a Convention this size.

We have some top-rate speakers planned, including Mike Rayne, who most of you know, who has kindly agreed to be our keynote speaker. We have another speaker, Alistair Hill, who will speak on vehicle emissions and exhaust after-treatment initiatives from an independent point of view.

We are also widening the scope of the exhibits and presentations to include Turbocharger technologies as well as test and repair equipment. Most of us are now offering drive-in service for vehicles, so we are also including general workshop and on-vehicle diagnostics.

There will be exhibits for automotive air conditioning repair diagnostics equipment along with other services people in our industry need.

The administration side of the business will also have exhibitors for financial services, leasing and superannuation services.

This will be a Convention truly not to be

missed, as most of the exhibitors will have special deals for their goods and services.

Most years, with two weeks to go, we have about twenty delegates registered, which makes things very tense for organizers when we have three times that number of rooms booked in the hotel. We are asking that you register early so that the accommodation can be available for you. This year we can not hold extra rooms past the deadline on the registration forms without being responsible for the payment of those rooms, so please take the time to register early so that we can get the accommodation right for you.

Despite assurances from me that problems would be sorted out, our website continues to plague me. The current estimate for our new website is February. I do not know what else I can say about it except that I am still trying. We now have a committee headed by Lance Anderson, who has recently done a fantastic job of his own website. I have faith that with the assistance of John Jamieson working with Richard, we'll finally achieve a website we can all use and rely on. Thanks guys.

The last edition of *Diesel Torque*, although a little late, was an excellent effort by the contributors and was nicely put together by our new secretariat, Richard Gerner of PAMS.

Well done Richard and all who contributed with the articles. Speaking of which, it is *your* magazine, so please send us articles of interest when you come across them to share with all our members. We welcome technical articles and editorial and are happy to print any letters to the editor. It is pleasing to report that Lance Anderson has been appointed the editor of *Diesel Torque*. Thanks to Lance for accepting this demanding position.

Our membership subscription notices were late out this year due to the change of secretariat delaying the sending out of the notices. If you notice anything wrong with your subscription notice please let us know. If it is correct could you please pay it without further delay. Thank you to the ones who have already paid. Our financial year closes off at the end of December and it would be great if we don't have to carry outstanding amounts into the new financial year.

In September I attended the New Zealand branch convention held in Tauranga on the North Island, a couple of hours drive from Auckland. The hotel was set right on the beautiful harbour, with my balcony out over the water. The convention was incredible and a credit to the New Zealand branch. There were one hundred and ten delegates with, I believe, all but four members represented. Although well attended, it was a complete convention with working test benches and other equipment on display.

Congratulations and thanks New Zealand Branch – the convention was a joy to attend. I would recommend it to anyone to take the time to attend a New Zealand branch convention.

From a show of hands, many who were at the New Zealand conference are planning to attend the national convention in April. I hope everyone makes the effort to attend the 2008 convention on the Gold Coast.

I would like to thank Don Blanksby for making the changeover more pleasant than it might have been.

I would especially like to thank Richard from Professional Association Management for his efforts, patience and understanding in making the changeover work.

It is with sadness I note the passing of life member Kevin Cripps. Kevin lost his battle with cancer mid November, as per the vale in this edition. He was very active in the early form-



Keeping in touch with you

As you are all aware, we have recently adopted a new Secretariat. We are presently trying to ensure that our contact details for you are all correct. For a start, we are missing some email addresses.

When you get a moment please email the following information to Richard, at: aads@pams.org.au

- Your name
- Your company
- Your postal address
- Your email address
- Your daytime phone number.

This will enable us to get information to you quickly on conference details and AADS training courses as well as general information for time to time.

ation of AADS and was heavily involved at state branch level as well as on the national committee for many years.

On a brighter note, AADS has been extremely fortunate to have an association treasurer who is a qualified CPA. Bruce Moffat of Diesel Specialists Pty Ltd has kindly offered to fill the role of association Treasurer. This is fantastic for the future of our association to have a board member qualified in the financial area. As you know, most of the board are either spanner men or ex spanner men. The board is really looking forward to having Bruce on board to give us financial guidance and help. Thanks to Bruce for offering his services in this vital role of our association's financial health.

I would like to thank all of the Board and Secretariat for their support and help over this last difficult period.

The change to diesel cars is also proceeding, with a diesel car winning 'Car of the Year' in

2007 – who would have believed this a few years ago? As I have been saying, the best is yet to come for the diesel repair industry. The amount of diesel powered cars, vans and 4wds seems to grow every day. There are also exciting developments in diesel power being used in general aviation. These generally run on jet fuel which is easily available at most airports. From what I can find out the latest versions are using common rail injection systems and turbochargers. The Golden era of the Turbocharged Diesel certainly is now.

Finally I would like to wish all of you and your families a delightful and safe Christmas and a happy and rewarding new year.

I hope to see you all up at the Gold Coast in April.

Don Wilkey
President, AADS Inc.



NEW ZEALAND BRANCH REPORT

SEASONS Greetings to all. I hope the coming year is a success to all. Looking at the drive for improved emissions that is the big buzz at the moment, I think our industry is in a very good position to take advantage of any new regulations that might be imposed. We do need to unite, as a lot of the OEMs are putting in re-manufactured product to keep their product on the road and their customers coming back to them.

All seems to be well here. At least Australia and New Zealand both let themselves down in the Rugby World Cup.

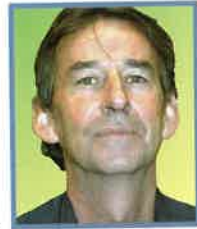
The Annual New Zealand conference in Tauranga was well attended and everyone seemed to

be talking and enjoying themselves. This is a good sign for the future of the industry.

All shops seem to be busy and the Summer rush is well and truly on us. Looks like there will be plenty of Kiwis planning on going to the conference on the Gold Coast next year.

Your Board has made some major changes, mainly because the members asked for them. Please try to show your support by attending next year's conference.

Lance Anderson
Chairman, NZ Branch
AADS Inc.



QUEENSLAND BRANCH REPORT

HI everyone, and a Merry Christmas and Happy New Year to all. I hope that everyone has had a good year and I know that most of us are hoping for a more prosperous one. Work throughout the industry has been up and down causing uncertainty in business, do you spend that extra money to upgrade tooling or not. The drought here in Queensland has finally shown signs that it will end as the rainfall increases to somewhere towards normal, good

rains have been coming down throughout the state and predictions are good for the coming months.

The elections have come and gone so now we can all get on with running our businesses and hopefully things will improve for all. High fuel prices haven't done anything to help the economy and this will only encourage the consumer to buy smaller more fuel efficient vehicles with common rail injection. It is an unavoidable fact

that there will be a big increase in the repairs and diagnosing of this type of fuel system in the future, are you preparing for it.

A lot has happened in the AADS in the last few months with the changing of the Secretariat and the Convention organiser. There is a lot of work being done behind the scenes to have the changes implemented and ready for the next Convention and you will all find it to be a very different type of convention with value for money as the delegates fees have dropped quite noticeably. This convention should not be missed.

Our last branch meeting was held in Yeppoon to help those struggling business in Rockhampton and North Queensland to attend and keep their cost to a minimum, unfortunately they were unable to attend. The venue was Rydges at Yeppoon and the meeting went very well. Our guest speaker Rod Broadhurst was from Brisbane and he is employed by Coca-Cola Amatil as Queensland Sales Manager, he talked about the Coke Corporation and gave an insight into the way that they run their business and their strategies. It was quite interesting as it could easily



be applied to your own business. Next year's training programme was also discussed and more will be said at the next meeting. After the meeting closed we had a dinner together and more friendly discussion with a drink at hand. Would everyone please keep an eye out for a membership update form and return it as soon as possible. Until next time, keep well and indulge as you please.

Walter Vrbancic
Chairman, Queensland Branch
AADS Inc.



WESTERN AUSTRALIA BRANCH REPORT

THE Western Australian branch of our association have found it hard to get together before Christmas so we are now working on a meeting early in the new year.



As I mentioned in my last report, two businesses had been sold and purchased by two younger technicians. The photo of Bruce Oliver of Midland Diesel Injection made it to press; Wanneroo's did not, so here it is. Bryce Littler, formerly of United Fuel Injection & Australian Fuel Injection Centre, in partnership with Rob Edwards of Australian Fuel Injection Centre purchased Wanneroo Fuel Injection.

I wish all members and their families all the best for the Christmas break and the New Year.

Best Regards,

Gavin Jones
Western Australian
Branch Chair
AADS Inc.



SOUTH AUSTRALIA/NORTHERN TERRITORY BRANCH REPORT

THE South Australian and Northern Territory Branch Christmas Dinner was held in November 2007 on the River Murray. Members enjoyed a 5 hour boat cruise on *Murray River Queen*, boarding from Waikerie in the heart of the riverland and headed up to lock 2. The cruise included a buffet dinner and lots and lots of alcohol. Very good night.

Congratulations to Damian and Nichole Philps from Berri Diesel on their marriage.

I hope you all had a very merry Christmas and all looking forward to a prosperous 2008. I hope to catch up with everyone at the Convention.

Graham Rudloff
Branch Chair, SA/NT Branch
AADS Inc.



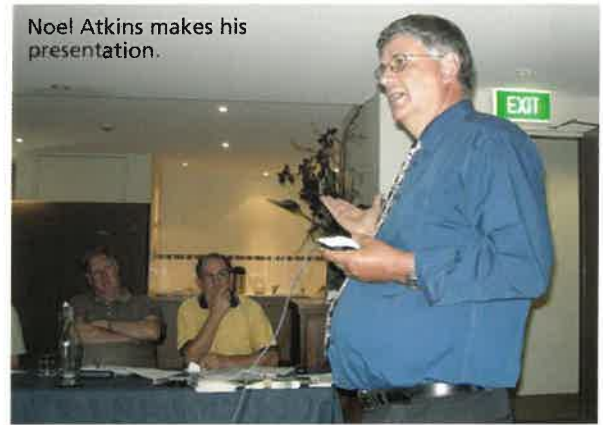
NEW SOUTH WALES BRANCH REPORT

HOW quickly yet another year has passed and what a challenging year it has been. Drought, technological changes, inconsistent work flow, major changes in the AADS and a change of government to end the year! While all this has been going on most of us have been busily revolving around our own axis, dangerously close to becoming lost in one's own orbit.

Our last state meeting for the year was held on the 10th November at Foster on the mid north coast. It was our first time at the Dorsal Hotel, the atmosphere was great – lunch and dinner overlooking the beach and headland.

Following requests from members, the day involved presentations from four speakers, not mainstream diesel but more business related issues that we sometimes let slip by while we're busy keeping our customers happy. I would like to thank Peter Wood from Alliance Insurance, David Cane from Autofind, Ken Buscombe from the MVRIA (Dept of Fair Trading) and Noel Atkins of Advantage Financial Services for their informative presentations. We had a good roll-up of members to the meeting and all in attendance appreciated Peter, David, Ken and Noel giving their valuable time. Members have since commented on the great value of these presentations and have asked for more speakers of this calibre for future meetings.

After considerable discussion with our members, the NSW board has decided not to hold a state meeting in February 2008. Our meeting



Noel Atkins makes his presentation.

dates for 2008 are 12th July and 1st of November. The annual Convention, on the Gold Coast early April 2008, will be an exciting convention with a new look and over 20 exhibitors from a diverse range of industries. With a strong line-up of speakers, presentations and exhibitors, this convention promises exceptional value for money.

I would like to take this opportunity to wish all of our members a very Merry Christmas and a New Year full of challenges and prosperity.

I look forward to catching up with all of you at the 2008 Convention.

John Jamieson
Chairman, NSW Branch
AADS Inc.



VICTORIA/TASMANIA BRANCH REPORT

THERE currently is no Victorian/Tasmanian Branch Chairman.

Shortly all Victorian members will be contacted with details of a meeting to be held in Victoria with a view to electing a new chairperson.

This will enable Victorian members to once again to have representation on the Board and also arrange branch meetings for the members.

As most of you would know we have a new Secretariat based in Melbourne who is able to assist with meetings.

I hope that you will support the meeting and that one of you will take the position of Chairperson. If anyone is interested in becoming involved with representing the region on the

Board I would be delighted to hear from you.

Although it does require some time on your part it can be quite rewarding. In the past there have been some really enjoyable meetings held and it is important that we continue to hold branch meetings for the benefit of all the members in your region.

The industry is moving fast and it is important to meet and discuss or be presented with the latest developments.

I look forward to seeing you all at a meeting in Victoria, probably in February.

Don Wilkey
President, AADS Inc.





The GOLDEN ERA of DIESEL & TURBO is NOW!

The Association of Australasian Diesel Specialists (Inc.)

2008 Convention

Crowne Plaza Royal Pines Resort, Gold Coast, Queensland

Thursday 3rd to Sunday 6th April 2008

- ◆ More than 20 Exhibitors will there.
- ◆ Expert Speakers from around the world will present.
- ◆ Business update seminar.
- ◆ Bosch and Denso Service Dealer meetings.

Will you be there?

The Social Program is extensive:

Thursday

- ◆ Dipaco fishing trip
- ◆ Golf concessions at Resort

Friday

- ◆ Denso golf
- ◆ Diesel Distributors evening welcome function

Saturday

- ◆ Partners cooking program
- ◆ Robert Bosch themed dinner with entertainment

Sunday

- ◆ concluding lunch with awards & presentations

This is a family friendly conference

- ◆ Accommodation concessions for families
- ◆ Kids Club concessions
- ◆ Large pool area and tennis courts for family use
- ◆ Hotel transport to & from Gold Coast shopping
- ◆ Easy access to Theme Parks

Register now and join AADS for a rewarding Conference!



Registration
Documentation

**"THE GOLDEN AGE
OF THE TURBOCHARGED DIESEL
IS NOW"**

2008 ANNUAL CONVENTION

Crowne Plaza Royal Pines Resort on the Gold Coast

3rd - 6th April 2008





AUSTRALIA'S GOLD COAST

Australia's play ground. The Gold Coast's spectacular natural beauty provides a perfect back drop for a Conference - a 70km coastline bordered by warm Pacific Ocean waters, a relaxed resort atmosphere and thousands of hectares of lush sub-tropical rainforest. Award-winning hotels, resorts, theme parks, wildlife parks guarantee a successful event.



YOUR HOTEL

Crowne Plaza Royal Pines Resort

Crowne Plaza Royal Pines Resort has it all for the Conference delegate. Situated in the heart of the Gold Coast, midway between the beaches of Surfers Paradise and the rain forests of the Hinterland, the resort offers the perfect balance of recreation, business and entertainment. Only a short drive from the famous theme parks of the Gold Coast.

The resort has 6 restaurants and bars, a health spa, indoor and outdoor pools, 27 hole golf course, seven tennis courts and a fitness centre.

Discover more about the hotel on their website at www.cproyalpinesresort.com.au





CONFERENCE PROGRAMME

Thursday 3rd April 2008

- 0001 Booth and exhibition area set up
- 0500 Dipaco Fishing trip departs
- 1000 Exhibitors booth setup begins
(for earlier if exhibition area ready)

Friday 4th April 2008

- 0700 - 1000 Exhibition booth completion
- 0730 Hartridge Pump & Turbo Room Tour
- 0800 Denso Golf tees off
- 0800 Registration begins includes All States Diesel Satchels
- 1000 Exhibition begins
- 1300 - 1700 Non diesel or turbo presentations including Retirement Plans, HR, Investment Property, Workshop Software, Apprentices, etc etc.
- 1600-1700 Denso Service Dealers Meeting
- 1900 Diesel Distributors Welcome Function

Saturday 5th April 2008

- 0800 Keynote Address Mike Rayne of Delphi Diesel Aftermarket
- 0845 Turbocharger Seminar of Holset, Garrett and Borg Warner Turbochargers (20 mins ea).
- 0945 Morning Tea
- 1010 Ailtech Diesel & Turbochargers Partners Program departs.
- 1010 DFI Manufacturers Seminar of Bosch, Delphi, Denso, Siemens & Stanadyne (20 mins ea) on DFI equipment.
- 1200 All States Diesel Lunch
- 1300 Diagnostics Seminar of AECS, Bosch, Delphi, Denso, Siemens, Stanadyne & others
- 1400 Ventura Diesel Fuel Injection Kids Club (3 hours)
- 1415 Air Condition Seminar of Denso, Ingrams & others
- 1445 Afternoon Tea
- 1510 Equipment Seminar of AECS, Bosch, Delphi, Denso, Hartridge, Ingrams, Petroject, Siemens, Stanadyne, & others.
- 1700 Happy Hour
- 1900 Robert Bosch formal dinner

Sunday 6th April 2008

- 0830 AGM
- 0915 Seminar on Exhaust after treatment, Bio-Diesel, Ultra Low Sulphur Diesel & Diesel-Gas
- 1030 Morning Tea
- 1100 Delphi Diesel Awards, Presentations and Lunch
- 1300 Conclusion and Booth breakdown begins.





AADS CONVENTION REGISTRATION FORM

"THE GOLDEN AGE OF THE TURBOCHARGED DIESEL IS NOW!"

3-6 APRIL 2008 CROWNE PLAZA ROYAL PINES RESORT
GOLD COAST QUEENSLAND

ONE FORM PER DELEGATE - please photocopy form for multiple registrations.

Payment authority must accompany the registration form. Please type or print clearly.

POST OR FAX TO address below by 20th December 2007.

Due to demand accommodation cannot be guaranteed after this date at Conference Hotel.

Delegate Surname _____ First Name _____
 Name for Badge _____ Dietary Requirements _____
 Postal Address _____
 City _____ State _____ Post Code _____
 Telephone # _____ Mobile# _____ Fax# _____
 E-mail Address _____

Partner Surname _____ First Name _____
 Badge Name _____ Dietary Requirements _____

Children Name _____ Age _____
 Name _____ Age _____
 Name _____ Age _____

ACCOMMODATION - GST incl.

Premier	\$170 per room night
Premier adjoining for children (can only be booked with standard Premier room and when children are accompanying a Delegate)	\$138 per room night
Deluxe	\$180 per room night
Coastal	\$190 per room night
Spa Suite	\$230 per room night

PAYMENT SCHEDULE - GST incl. ABN 65813141394

ACCOMMODATION

Room type _____ arrival date _____ departure date _____
 Price per night _____ number of nights _____ Total \$ _____

REGISTRATION

Delegate	@\$605	Total \$ _____
Partner	@\$385	Total \$ _____
Children (number _____)	@\$100 each	Total \$ _____
Friday	@\$85	Total \$ _____
Saturday - day only	@\$90	Total \$ _____
Saturday incl. dinner	@\$199	Total \$ _____
Sunday	@\$85	Total \$ _____
TO PAY		\$ _____

CANCELLATION POLICY : Cancellation before January 15th enables a full refund of the cancelled item. Cancellation by February 3rd enables a 50% refund. No refunds are available after March 3rd 2008.

PAYMENT INFORMATION

Registrations close 20th December 2007. Cheques and credit card debits will NOT be actioned until 15th January 2008. Cheques should be payable to AADS in AUSTRALIAN \$

My cheque for \$ _____ AUD is enclosed or debit my credit card

VISA MASTERCARD AMEX DINERS CLUB

Card number _____

Expiry date _____

Cardholder's name _____

Signature _____

Address for returning this registration form is:
 AADS PO BOX 193 SURREY HILLS, VICTORIA 3127, AUSTRALIA
 FAX: +61 3 9898 0249 E-mail: aads@pams.org.au

MTQ THRILLSEEKERS

PARASAILING

JET BOATING



The 2008 Convention features the *MTQ Thrillseekers* for all the family

Day: Friday 4th April 2008 **Time:** 10.30 a.m. to 12.30 p.m.

Location: Surfers Paradise

Transport: Provided from the Royal Pines Resort and return.

To register, please photocopy this page, fill it in and FAX it to:

AADS 2008 Convention: + (03) 9898 0249 or EMAIL: aads@pams.org.au

Registration to be part of the MTQ Thrillseekers

Name:.....

Company:.....

Number of people:..... Email address:.....

Tick: Parasailing OR Jet Boating



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Email: kmc@kingmachctr.com.au

STANADYNE® Integrated Fuel Systems

DIESEL Distributors Ltd New Zealand are pleased to announce the appointment of Raglan Diesel Injection and, Diesel Services Christchurch as the authorized Stanadyne IFS repairers for New Zealand.

The equipment was installed in November this year and staff training was completed, which now enables the two workshops to offer repair and test facilities for IFS to the John-Deere network nationwide.

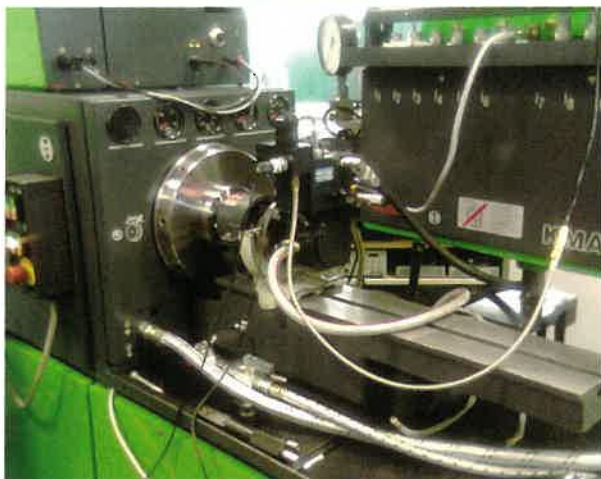
Integrated Fuel Systems or, IFS as it is better known, has been in production since 2004. To date, over half a million complete systems have been fitted into John Deere's 250 series 4 & 5 cylinder engines, installed in a wide range of industrial and agricultural applications.

Each IFS unit – one per cylinder – consists of a unit pump, an injector and a hydraulic tappet assembly. The unit pump includes a Pressure Retraction Valve (PRV), and the injector may be either Stanadyne's new Compact Pencil Nozzle type

(CPN), or a similar sized Rate Shaping Nozzle (RSN), depending on customer preference. The tappet assembly includes a hydraulically lifted piston, which provides additional injection advance under cold running conditions.

In effect, therefore, the IFS represents an extension of existing Stanadyne expertise in fuel injection systems. It differs from previous systems in being an 'all-in-one' fuel system taking fuel from a lift pump via a fuel management (filtration, water separation & heating) module, another area in which Stanadyne is an acknowledged leader. The need for an external high pressure pump is therefore eliminated.

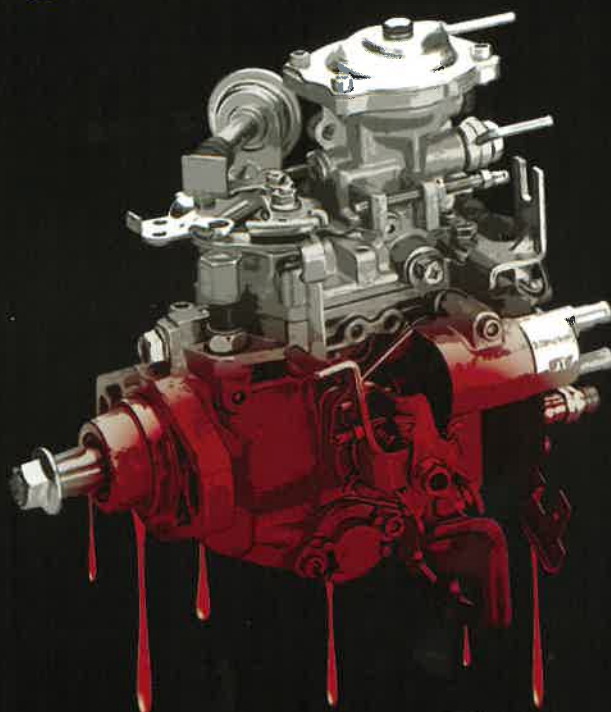
The unit pump which creates pressures of up to 1000 bar, is completely integrated with the injector, and the entire assembly forms a 'drop-in' installation for each cylinder. The production process is therefore simple and low cost. Because the injector has no leak-off, installation is possible under the rocker cover. The integrated design also provides a robust technology with minimum leak opportunities and a smaller number of moving parts.



DENSO

NOTICE!!

**Beware of counterfeit parts!
Counterfeit parts may cause engine damage.
Ensure only genuine parts are used by
purchasing from an authorised distributor.**



Successful Raids against **CHINA HANJI** and **CHINA LUTONG**

ON September 18th 2007, anti-counterfeit raids were carried out against China Hanji Parts Plant and China Lutong Parts Plant. The raids were conducted by officials of the Economic Examination Office of Putian City (in the Chinese province of Fujian) and Nuodun Business Investigation Inc. (Beijing). The sites included both the manufacturing facility and warehouse facility of these two companies.

Nearly 20,000 counterfeit parts were seized, including 12,992 Bosch and Zexel parts. The remainder of the parts included counterfeit Denso, Delphi and Caterpillar product. Counterfeit products consisted predominantly of Nozzles and Elements, but also included complete Distributor Pumps and cam discs.

The case against China Hanji and China Lutong is currently in progress with the relevant authorities.

Impact of using Counterfeit Product

End User – higher vehicle operation costs due to frequent repair, increased down time and higher fuel consumption.

Society – Increased pollution (sub-standard manufacturing processes), loss of legitimate jobs.

Your Business – loss of credibility with the Customer, loss of profit.

While they are not close to copying product quality, counterfeiters are becoming increasingly skilled in copying packaging. To ensure that you always receive the genuine product, buy only through Bosch authorised Distributors.

COUNTERFEIT DELPHI DIESEL PARTS

in the AUSTRALIA AND NEW ZEALAND MARKET

FOLLOWING on from successful raids in China on counterfeit manufacturers of Delphi Diesel products, Diesel Distributors has found this same product entering the Australia and New Zealand markets.

These products are packaged in such a way that it is impossible for anyone to easily identify them as counterfeit or genuine.

The photo at right is of a genuine packet and a counterfeit packet of the same part.

Be aware of what you purchase and who you purchase from, there are people selling cheap product from the back of vans in Australia.

Irrespective of what they say, it cannot be guaranteed it is genuine because it is not sourced through the official distribution channels.

Diesel Distributors is the only authorised distributor of genuine Delphi Diesel product in Australia and New Zealand therefore the only distributor that can guarantee they sell genuine product.

Don't compromise your standards and the standards of the diesel fuel injection industry in Australia and New Zealand by fitting inferior counterfeit product.

Counterfeiting is illegal; it is illegal to manufacture and sell counterfeit product and it is equally illegal to import and on-sell counterfeit product.



Any counterfeit Delphi Diesel product discovered in the Australia or New Zealand market will be passed over to the relevant authorities along with the names of companies or persons involved in these activities.

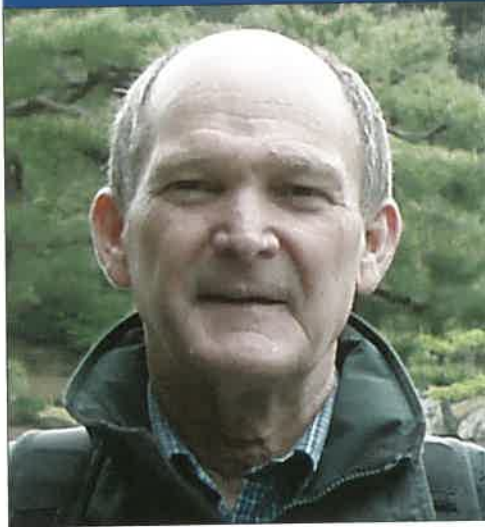
BRUCE MOFFAT is one of the Directors of Diesel Specialists Pty Ltd located in Brisbane.

Diesel Specialists has been a member of AADS since its establishment in 2000 as a result of the merger of Brisbane Diesel Services and Sandgate Fuel Pump & Injector Service.

Bruce is a qualified accountant – an FCPA – and has a background in management and small business, as well as accounting. He completed an apprenticeship in the printing industry as a photoengraving camera operator. This was followed by a period of part time university study and a change of work direction, still within the printing industry, towards accounting and management. He subsequently worked in accounting and management roles within the university sector until a move into small business in 1993, operating two service station sites on the south side of Brisbane.

Personality Profile

BRUCE MOFFAT



Bruce and Neva Walden came into the diesel fuel injection industry in 1996 with the purchase of Brisbane Diesel Services. They have since had the pleasure of meeting a wide range of people from within the industry at various meetings and AADS Conferences throughout Australia, New Zealand and further afield in the USA with ADS.

Outside of work, Bruce and Neva enjoy getting together with family members, travel, snow skiing and walking. Bruce is a keen road cyclist and can be seen cycling somewhere around Brisbane most Sunday mornings. He has two sons. Ian is a geologist and is working on a research project at Lake Mungo as part of a PhD at ANU. Thomas is a senior associate with CBRE Consulting in Tokyo.

Bruce hopes to draw on his professional background in contributing to the role of National Treasurer for AADS.



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VALE – KEVIN JOSEPH CASBOURNE CRIPPS 1936–2007

KEVIN was born at Carnegie on 30th May 1936 and was christened at St Agnes church, Glenhuntly on 11th November 1936. He commenced his primary education at the Floyd Street State School and went to Dandenong High for his secondary school Education. He left school in December 1951.

His first contact with Diesel Engines was to get up at 3 a.m. and help out with deliveries on the local milk truck; little did he know then how the Diesel would influence the rest of his life.

Kevin, after leaving school, applied for an apprenticeship with Diesel Services, who at this time were in Spencer Street North Melbourne. He got the job and was sent to Richmond Technical School from 1952 until 1957 when he was presented with his Apprentice Proficiency Certificate. Like most young men during the fifties, Kevin went into National Service in 1957 at the army training camp at Puckapunyal, Victoria, for six months.

During this time, Diesel Services moved to Princes Highway Clayton and changed their name to Atkinson Vehicles. Kevin, after working in the Diesel Fuel Injection department, was then given the job of Quality Control Manager of this very popular diesel vehicle. He also supplemented his income as a part time taxi driver during this time. In 1970, Kevin was appointed Victorian Service Manager for the re-named company, Seddon-Atkinson.

During his teenage years, Kevin was a keen tennis player and at one time held the club championship title. He also got swept up in the square dancing craze at this time and the group that he danced with won the Victorian Herald-Sun Square Dancing championship. Later on he took up golf and joined the Waverley Golf Club, where he played Sunday mornings for many years. He also had the distinction of hitting a hole in one, a feat he

was very proud of. He celebrated this event in the time-honoured manner at the 19th hole with friends from the club in his own inimitable fashion.

In 1956 Kevin met Joan at the Dorchester Restaurant in Melbourne and, five years later, they were married at the St Kilda Methodist church. Kevin and Joan raised two children, Ray and Kylie and lived for many years in Pine Avenue Mount Waverley, until Kevin retired and they moved to Rosebud.

In 1978 Kevin left Atkinson's to take up a position as Manager of BJ Diesel Fuel Injection Service, a position he held with distinction until his retirement on the 17th December, 1995. During his time at BJ's, Kevin was a great help to his many friends in the industry, assisting them with solving the many problems associated with diesel fuel injection.

Kevin was an active member of the Association of Australasian Diesel Specialists since its inception in the '70s. He served as Victorian Branch Chairman from 1984 to 1987, and then on the national executive as committee member, Publicity Officer and Vice President until his retirement from the Board in 1995. At the annual convention, held in March 1995, Kevin was rewarded for his services to the association with Life Membership.

Although he never mentioned it, Kevin's health started to deteriorate after Joan died and he found it hard to keep playing golf and other activities he was involved in. In September 2007 his health took a real turn for the worse and soon after he was diagnosed with cancer. He was admitted to the Rosebud hospital and died Saturday afternoon, 17th November 2007.

He will be sadly missed by the many friends he made over the years in the diesel industry and other walks of life.

Vale Kevin.

– Mick Rankin



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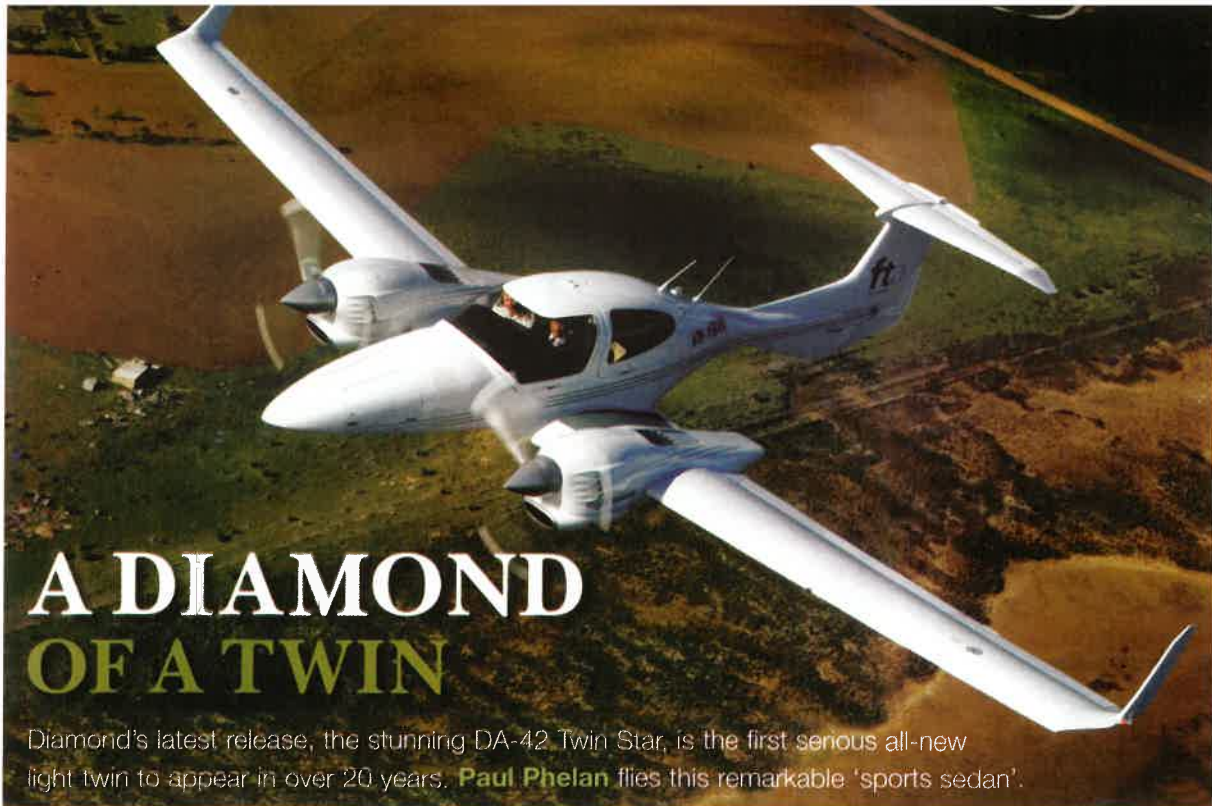
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A DIAMOND OF A TWIN

Diamond's latest release, the stunning DA-42 Twin Star, is the first serious all-new light twin to appear in over 20 years. **Paul Phelan** flies this remarkable 'sports sedan'.

Direct operating costs per hour are expected to be notably cheaper than the elderly machines the Twin Star replaces.

It doesn't look much like a Duchess or a Seneca, because the DA-42 showcases so much digression from conventional 20th century light twin design that the most blase of airport habitues stop and admire it as it taxis past. *Australian Flying* heads to Adelaide to fly the DA-42, one of seven that are now at the core of Flight Training Adelaide's (FTA) trainer fleet.

Among the crowd stoppers are albatross-like 13.42m (44 ft) wingspan with an 11.06 aspect ratio and 16.29 kg/sqm wing loading, sweeping moulded winglets, an airframe of elegantly sculptured carbon fibre composites, an all-glass cockpit, a luxury sports-sedan cabin and two interesting-looking 135 hp (99 kW) engines we'll hear more about later.

Obviously inspired by the growing global demand for light twin trainers, as well as the shortage of tempting new private touring twins, Diamond Aircraft set out to develop a twin variant of its DA-40 (see *Australian Flying* May/June 07) that would fill those expanding niches. FTA's selection of the DA-42 Twin along with two type-specific Level 5 wraparound flight training devices with full

DA-42 cockpits, is a powerful vindication of the aircraft's credibility in the demanding flight training sector. The glowing reports from the team of instructors who ferried aircraft from Austria, over sectors of up to 6.5 hours, equally confirm the aircraft's credentials as a private tourer.

FTA's CEO Keith Morgan invited *Australian Flying* to assess his Parafield College's new trainer only a couple of weeks after the arrival of all seven aircraft, which at that point hadn't yet started work on the training line. We agreed that a flight evaluation with particular focus on training qualities would be valuable. Senior instructor Michael Smart first showed me around the cockpit in one of the two DA-42 simulators, where students will spend long as it takes to become fully familiar with the aircraft's controls and systems, including the fully integrated Garmin 1000 flight, engine, communication, navigation and surveillance instrumentation system, because without a full understanding of this and the FADEC-based (full authority digital engine control) systems, you wouldn't even be able to start the Thielert

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THE AUSTRALIAN COMPANY

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Centurion 1.7 diesel-cycle engines, let alone manage the aeroplane under, IFR (instrument flight rules).

Folks are fond of saying about simulators: "If you can fly this, you'll have no problems flying the aeroplane." That's true of everything from a Seneca to a B747, but I also found this brief session especially helpful in getting to know the unfamiliar systems, and the FTD is as easy to fly on instruments as it is by reference to the external visuals. More importantly, the systems are a complete and accurate replication of the actual aircraft's cockpit, with full capability to simulate all procedures from engine start to full IFR flight, non normals, and emergencies. With the DA-42's new FADEC and advanced avionics, the FTDs will save lots of relatively expensive air time over the period of each student's training program.



Easy on the eyes, the crowd-stopping DA-42's albatross-like wingspan, sweeping moulded winglets and elegantly sculptured airframe don't go unnoticed.

Slashing direct costs

But direct operating costs (DOCs) per hour are also expected to be notably cheaper than the elderly machines the Twin Star replaces. All-composite primary structure means no airframe corrosion and easy hangar rash repairs, and the glass cockpit system components are all line-replaceable. Fuel economies are delivered in two ways – lower specific fuel consumption, and the more modest bowser price of Jet A1. That translates to a smaller task fuel load, along with low fuel burn and resulting hourly fuel costs that are equivalent to comparable Avgas singles. While final maximum engine overhaul life has yet to be established, initial time between overhaul (TBO) is certified as 1,000 hr in common with most new powerplants, but an application for increase to 2,400 hr is pending with expected FAA approval, and the possibility exists for in service condition monitoring to extend that even further.

As I accompany Michael Smart on the walkaround, the Twin Star looks as good on the ground as in the air, suggesting aerodynamic efficiency of a high order. Most of the antennae are buried in the composite structure; there are no visible rivets, and the tapered rear fuselage, along with the overall finish of wings, fuselage and empennage, promise low drag. The wings feature dual spar fail-safe design with twin aluminium wing tanks, each with 94.6 litres useable as standard giving 189.2 useable. With the optional 52 litre extended range nacelle tanks (50 useable) per side, total capacity is 297.6 litres with 289.4 usable. If that doesn't sound like a lot of endurance, you have to remind yourself that at 60% power you consume just 33.3 lit/hr at 151 KTAS, so full tanks represent a range of 1,129 nm with 45 minutes reserve. Even at 80% power and 172 KTAS, you burn only 47.4 lit/hr, with a range of 917 nm and 5.3 hr flight duration. (Aux fuel is transferred to the main tanks by pilot operated electric pumps.)

Preflight walk around inspection includes landing gear components, engine inlets, gearbox and engine oil, water checks at six drains, nacelle, antenna and wing condition, propellers, stall warning, tank and oil caps, pitot probe, static wicks, lights, primary control and flap linkages, and a check for fuel or oil leakage.

To be continued.

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- Intuitive user interface with touch-screen operation
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- Measures idle, full load and return quantities at a pressure of 1800 bar for Common Rail injector testing.

ALMOST half of all newly approved passenger cars in Germany run on diesel. This is why we have seen an increase in demand for the professional testing of nozzles and injectors. Bosch has developed the new compact EPS 200 tabletop unit so that diesel components in passenger cars and commercial vehicles can be tested quickly and professionally. With its EPS 200, Bosch is offering passenger car centers an inexpensive testing system that allows each workshop to guarantee expertise and economic efficiency in today's growing market.

Using this nozzle tester, all types of Bosch, Delphi and Denso injection nozzles can be tested safely and economically across all manufacturers. From the traditional 1 or 2-spring nozzle holder through to the multi-stage holder and unit injector nozzle, and on to Common Rail injectors for passenger cars and commercial cars, all that is needed is the bandwidth of the injection components to be tested. The test sequence is performed automatically.

The Windows XP-based EPS 200 has a color touch-screen user interface, which can be operated intuitively. Alternatively, a



conventional keyboard can be connected. The Bosch EPS 200 also has an interface for an external monitor. The measurement results are displayed both numerically and graphically. Thanks to the automatic test procedure, the workshop is able to quickly produce a qualified evaluation of the respective components.

Unlike any other nozzle tester, the EPS 200 measures idle, full load, and return quantities for Common Rail injector testing. A realistic operating state is simulated with a pressure of up to 1800 bar, enabling an operational evaluation to take place. It is only through this metering that the injectors can be clearly evaluated. The test values and customer data are saved in an integrated database and can be retrieved at any time, as required. Bosch nozzles and injectors are supplied with the relevant test values already installed. As well as performing operational checks, the new EPS 200 also offers users the opportunity to clean dirty components by means of a rinsing device and rinse program.



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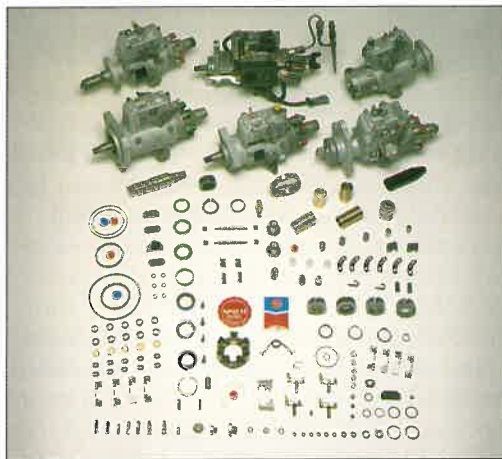
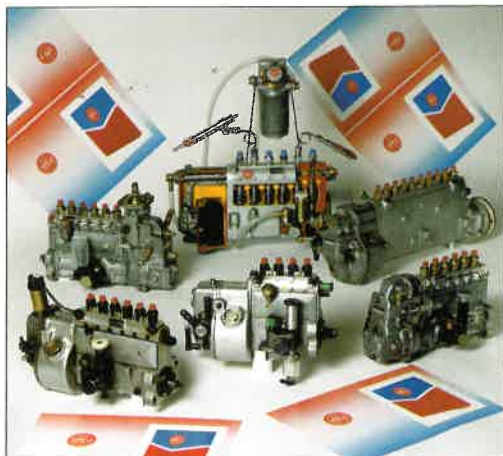
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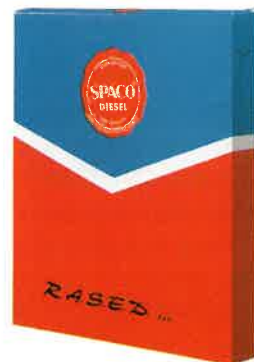
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Industry News

First **BOSCH EPS200** into **HAMILTON, NEW ZEALAND**



TURBO & Diesel Specialists in Hamilton, New Zealand are the proud owners of the first Bosch EPS200 Common Rail Injector tester to be installed in Australasia.

Diesel Distributors Ltd installed and commissioned the new, stand-alone CR injector tester in September of this year, and it has been hard at work ever since.

The first of its kind in this part of the world, the EPS200 is capable of testing all Bosch Common Rail injectors to pre-programmed test specifications, ensuring an efficient, accurate and thorough test procedure. The unit measures delivered fuel quantity, return fuel quantity and will save, store or print test reports.

In addition, the EPS200 will also provide a test solution for Delphi, Denso and Siemens Common Rail injectors. It is an automated



conventional injector tester and, provides a long awaited solution for dynamically testing twin spring injectors.

David Kite, General Manager of Turbo & Diesel Hamilton says, "The EPS200 represents a great value approach to testing Common Rail Injectors because it comes with all the necessary adaptors and looms to test Bosch and non-Bosch injectors, all in a one-off purchase. We now have a cost effective, robust way to test our customers Common Rail injectors with a purpose-built stand-alone machine that's not tying up our test bench."

This machine complements nicely the Diesel Fuel Injection, Turbocharger and Airconditioning repair services Dave and his team provide for their customers in the Waikato region of New Zealand.

"The EPS200 is proving to be very popular", said Diesel Distributors Product Support and Service Manager, Marty Kemp.

"We have had a considerable amount of interest in this machine, and we expect several more to go into New Zealand and Australian workshops in the very near future." ■



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