

HIRE & RENTAL

AUSTRALASIA

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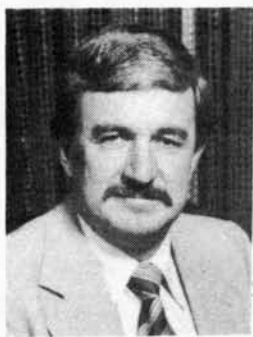
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OFFICIAL JOURNAL OF THE HIRE ASSOCIATION OF AUSTRALIA AND HIRE SERVICES ASSOCIATION OF NEW ZEALAND INC.



Jim Brown

MAN
OF THE
MONTH



We report our interview with Jim his sailing and his yacht — **Vivacious**.

Jim Brown

Sailorman of the month

H&RA: Jim, how did you become involved in yachting?

BROWN: When Ann and I lived in Perth near the Swan River we started looking at yachts because we wanted something we could both have an interest in, and on moving to Melbourne we bought our first yacht, a 20 foot Trailer Sailer and got involved with the association and did some racing. I'll never forget our first night race, having never sailed in the night before, and never followed a compass course before, but we managed to follow all the white stern lights in front.

H&RA: When did you first start ocean racing?

BROWN: On moving to Sydney in 1978 we ordered a new 31 foot yacht and after a few amateurish races in the harbour decided to have a go at ocean racing, after all, I was a member of the premier ocean racing club in Australia the C.Y.C.A. and the Sydney Hobart Yacht race is something every yachtsman dreams about doing, even though our yacht was the smallest size eligible to compete.

H&RA: I understand you place great emphasis on safety and crew compatibility?

BROWN: Safety and crew compatibility is very important. I compare it to running our business, if people can't get on and enjoy what they're doing you are not going to be successful and when nine of you are living at sea, sharing food and bunks, helping one another, and to the extreme, your life could depend on your crew mate and there's nothing more valuable than life. We certainly don't have any space on our yacht for so called "heavies" or "Prima-Donnas", we'd rather someone with less experience but willing to have a go.

Sydney hireman Jim Brown, a man on the go . . .

From his challenging position as New South Wales State Manager with Coates Hire Service, Jim turns to sailing for his relaxation.

As a blue water sailor Jim matches his competitive spirit with the best of Australia's yachtsmen competing in such sailing classics as the Hitachi Sydney-Hobart Yacht Race.



H&RA: In your first year of off shore racing I understand you were successful in winning your division championship. What do you put this down to?

BROWN: We were successful in our first season of off shore racing because of various factors, probably the most important being the crew's attitude which I have mentioned. We were willing to keep trying no matter how hard the going was. I can remember one two day race, where we had four of the six crew sick and it was that rough, most yachts in our class pulled out, but we battled on and won. We continued in this vein and till this day have never pulled out of a race no matter what.

Of course in this half ton class the competition was much easier than the class we are now in so that helped, but I suppose we were the top "half tonner" because we were consistent and kept trying.

H&RA: I understand Garry Butler sails with your crew, do you talk about hiring etc.?

BROWN: Garry sails with us and has done right from the start. When it's the middle of the night and we are becalmed somewhere we usually sort out the whole hire industry, in our minds anyway.

H&RA: What is your worst experience in ocean racing?

BROWN: Probably our worst experience, not necessarily in ocean racing, but returning from our first Sydney Hobart race with Arthur and Val Hodge and Ann and I. Arthur had been our navigator in the race and Ann and Val joined us in Hobart for a leisurely cruise home.

We had had a nice run up to Bicheno, which is a little fishing port on the east coast of Tasmania where we went in to top up with fuel before our run across Bass Strait. Whilst we were there tied up beside Jim Hardy and a few other larger boats, the "locals" told us that strong southerly winds would blow for the next few days ahead of strong northerlies, so we decided to head off straight to Eden about 400 miles away across the notorious Bass Strait.

The southerly storm came and was very strong, about 40 knots and stayed for two days. Ann was that sick she didn't move off the bunk. We ate very little, Arthur and I shared the helming and for the first day we took two hours on, two hours off, with Val helping where she could, towards the end we couldn't keep going for two hours so it was one hour on and one off.



"Beating to windward in 30 knots off the east coast of Tasmania — nearing Tasman light. No.3 headsail and one reef in main sail."

Cover — "Vivacious, and the crew of nine prior to the start of the 1980 Hitachi Sydney-Hobart Yacht Race photographed at the C.Y.C.A. Marina, Rushcutters Bay, Sydney."

Left — "Entering the Derwent River with Spinnaker and Blooper flying — just passed the Iron Pot with Storm Bay in the background."

The wind dropped right out about 20 miles from Eden and we motored into Eden Harbour after about 52 hours non stop, practically no sleep, wet and cold. It was heaven just to stop.

We had to give Ann credit because she still finished the trip to Sydney where we had a little more drama on the way, like being stuck on a sand bar in Batemans Bay.

All the bad experiences seem to

happen with Ann on board as the two of us and the dog got caught in a southerly buster coming from Pittwater to Sydney Harbour with winds over 50 knots.

We've had many other frightening experiences but never enough to frighten you away.

The biggest single worry is someone going overboard in rough seas at night.

Jim Brown
Hireman of the Month
 continued.

H&RA: What made you go to a bigger boat?

BROWN: When we had finished the first Sydney Hobart we got the urge to do this in a bigger boat. Ocean racing in a "half tonner" is hard work so I started looking and settled on a new Peter Cole design (same designer as old boat) 43 footer and after sadly disposing of the old boat, ordered the new, not realising at this stage this put us straight in amongst the pro's, the Admirals Cup contestants, the Jim Hardies, and Allan Bonds, the "Grand Prix" machines of ocean racing, but we're in it now and even though the competition is ten times as tough as before we're enjoying it, the big difference being, this boat leaves a bigger hole in the water for you to pour in more money.

H&RA: What is the most exhilarating experience at sea?

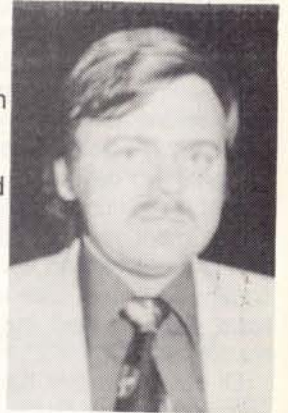
BROWN: Probably the most exhilarating and hair raising experience is running down wind with everything up, spinnaker blooper etc. ropes everywhere the cockpit like a spaghetti factory, in the pitch black of night with the boat only just under control, there's 30/40 knots of breeze, and you crack a big wave, the bow digs under the wave in front and the log is heading towards 16 knots with the crew yelling encouragement, the adrenalin pumping and you've occasionally got to check your pants. Sixteen knots in a yacht this size is something like doing 200 m.p.h. in a racing car.

H&RA: Tell us about your first Hobart race.

BROWN: Our first Sydney Hobart in 1979 was an experience never to be forgotten. We had one crew man who had been once before, we were really novices when we look back at it. There were about 150 starters in a magnificent spinnaker start, and then a good run down and then when we finished the race in 45th place on handicap and came into Constitution Dock with seemingly thousands of people cheer-

ing and clapping, other yachtsmen yelling, tears flowing and the glow of satisfaction that you'd "DUN-A-HOBART". I don't think I'll ever experience anything like it again.

Even last year in the new boat we came up the Derwent River with Red, Black and White Spinnaker and Blooper set, two Police boat escorts, Maritime Services Board boats, ferries and spectators throwing us up cans of beer, all spectacular stuff, and we were the 26th to finish compared to about 140th the year before, but it could never be the same as that first one, unless we win one of course.



Crewman and Sydney Hire identity Garry Butler.

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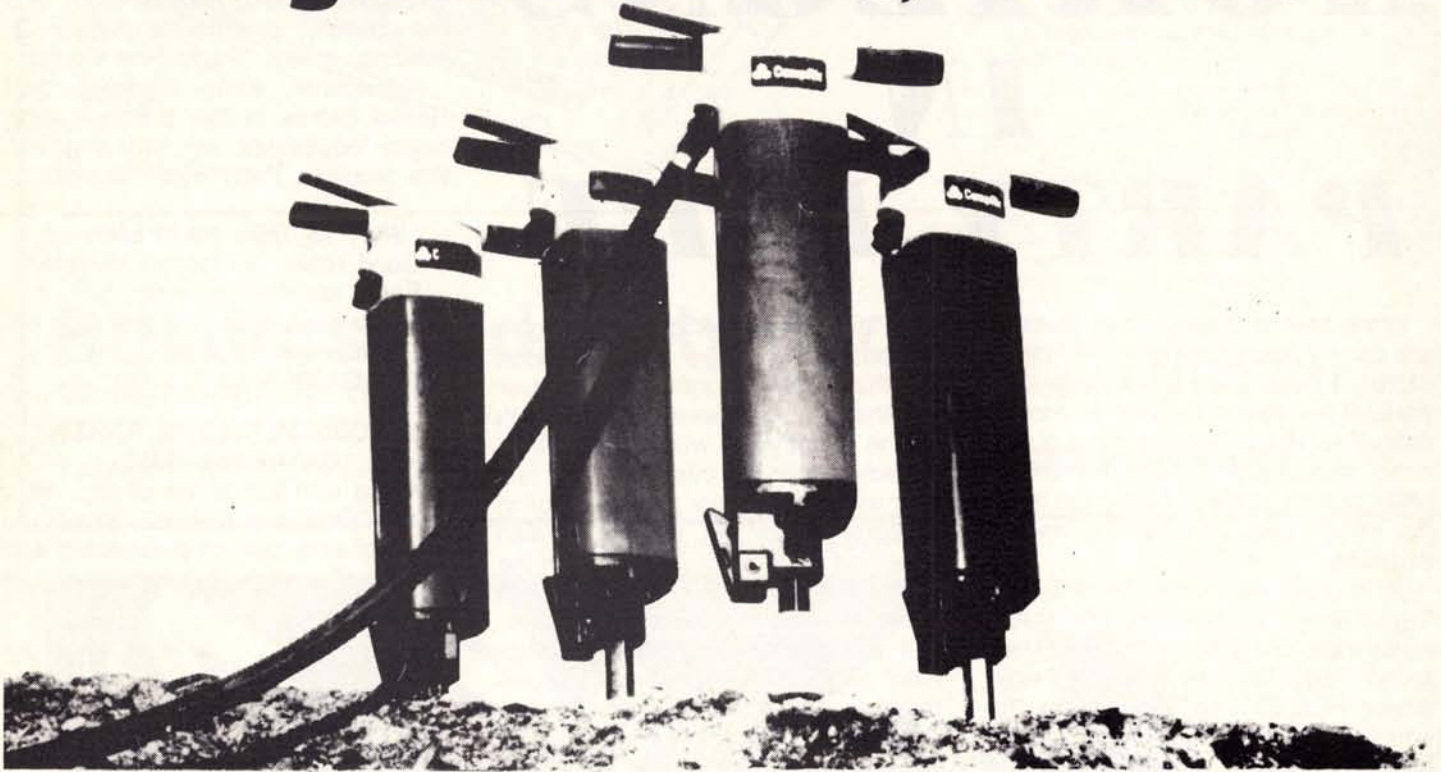
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Circle 16 on Reader Service Card.

By Patti Combs
Party Packaging & Products, Florida, U.S.A.

NEW HORIZONS IN PARTY HIRE

In the United States, Party Rentals are closely approaching #1 in Rental Stores. I have seen this transition in the past five years. Through economic difficulties Party Rentals have pulled many stores in the U.S. back into a profit making position. Party Hire is the "in thing" and can be as well in Australia.

A survey was done recently by Taylor Rental Corporation, the largest rental franchise group in the U.S. They found Party Rentals increasing anywhere from 25% to 45% across the country. In my daily communication with independent stores, I hear the same story. More and more people are looking into this fabulous business.

You are on a launching pad of a

very thrilling area of growth. I highly recommend you take a serious look into this. As our countries grow closer together, I truly believe what will work in one country will work in another. I already observed this in Japan last year where they have a nice sampling of party equipment to rent. I also observed a tremendous interest in the United Kingdom after a presentation I made at Hirex in London in January.

If you decide to add party equipment to your present Hire, I recommend investing some money for display purposes. This will immediately let your customer know you have expanded into this area. Let's show them that you are the Hire Store to furnish this equipment. This can easily be done with effective display. It does

ITEMS AVAILABLE FOR PARTY HIRE

CHAMPAGNE FOUNTAINS

COSTUMES

DECORATIVE ITEMS: *Artificial Plants, Flowers, Trees*

DISCO: *Juke box, Mirror balls, Spotlights, Strobes, Mood Lights*

DISPOSABLES: *Paper cloths, Napkins, Table Rolls, All style plastic glasses, plates, flatware, place mats, tablecovers*

GARDEN NEEDS: *Party karts, Beer taps, Patio lighting, Garden umbrellas, Barbecue grills, Candle lamps, Torches, Luau Hut, tent Canopies, Japanese Lanterns, Rolling Party Wagons*

GLASSWARE: *Stemware, Punch Bowls, Beverage Ware, Bud Vases, China*

LINENS: *Tablecloths, Napkins, Skirting, Overlays*

SERVINGWARE: *Chafing Dishes, Beverage Dispensers, Coffee makers & servers, Salad Bars, Wine Coolers, Lazy Susans, Stock Pots, Rangettes, Trays, Ladles, Spoons*

SILVER & HOLLOWWARE: *Punch bowls, Trays, Chafing Dishes, Coffee Urns & Service, Flatware*

WEDDING LINE: *Wedding Canopy, Candleabras, Arch, Aisle Runners, Candles, Kneeling Benches, Lace Umbrellas, Wedding accessories*

ALSO: *Tables, Chairs, Bars, Dance Floor, Screens, Stanchions, Lecterns, Loudspeakers, Audio Visual, rollaway beds, Baby equipment.*

not have to be large. If possible, put your display in front of your store so customers will have to pass by on their way to your counter. Set it apart from Tool Hire as best as you can. This can be done in simple ways such as:

With Carpeting

Screens or Dividers

Shelf Units

Stanchions

The most important factor is to create an elegant atmosphere.

If your Party Hire grows you might eventually want to move this part of your business into another room, and the ultimate, a separate division or building, a real "Party Hire Centre".

Remember, some of the largest Rental Stores in the U.S. including heavy equipment are swinging into this fabulous Party Hire business.

WHY IS THIS HAPPENING?

Good return on money invested

Easy, low cost maintenance

Lower cost on employee salaries

Low complaint factor

IT'S DARN RIGHT FUN!

"POSSIBILITIES IN PARTY/ CATERING HIRE"

Along with this is the development of the "One Stop Centre". This is the concept and idea of purchasing and renting all your party needs from one source.

ONE call

ONE order

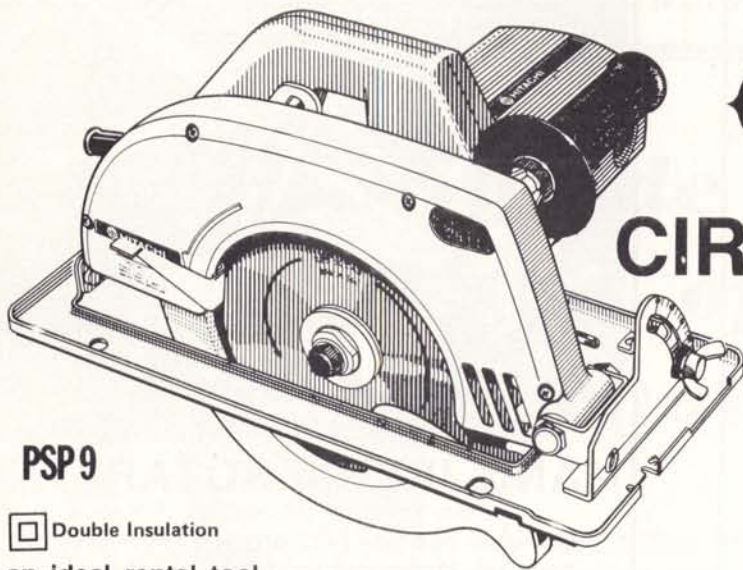
ONE delivery

ONE collection or invoice

This **SAVES TIME** and **SAVES MONEY**

REASONS FOR SUCCESS OF PARTY HIRE:

1. More people are becoming aware you can RENT beautiful well kept party equipment.
2. More people are entertaining at home because of the high cost of gasoline and the high cost of going out.
3. People today on the move and having fun just don't want to own party items. They are difficult to store and maintain.
4. The disposable oriented society are buying more throw aways and at **RENTAL STORES**. They are now expecting to find these items at the rental store and doing the entire party in one stop. This is a very profitable part of your operation. Remember, with disposables they go out the door and you never see them again. Merchandise sales can be a large percentage of your party revenue.



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Max. Cutting Depth 84 mm (3 5/16")
Power Input: 1,750 W
Power Output: 1,050 W
No-Load Speed: 3,900/min.
Full-Load Speed: 3,000/min.
Overall Length: 393 mm (15 1/2")
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(Without Guide, Saw Flange, Side Handle)

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1 Combination Saw Blade, 2 Wrenches,
1 Guide.

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WARNING

To Industrial and Commercial Users of 415 Volt and 250 Volt Round Pin Cord Extension Sockets and Appliance Inlet Sockets (Reverse Pin Plugs and Sockets)

Your attention is drawn to the following hazards which can arise during the use of the above accessories:

1. It has been found that "Wilco" 415 V, 30 amperes, 4 or 5 pin cord extension sockets (reverse pin plugs) Cat Nos: WIP430R, WIP530R, P430R and P530R may be incorrectly inserted into "Ring Grip" or "Rowco" appliance inlet sockets. Also "Wilco" 250 V, 30 amperes, 3 pin cord extension sockets (reverse pin plugs) Cat Nos: WIP130R and P130R may be incorrectly inserted into "Ring Grip" 250 V, 3 pin appliance inlet sockets.
2. Some "Ring Grip" and "Rowco" reverse pin plugs can be incorrectly inserted into both "Ring Grip" and "Rowco" appliance inlet sockets with the locating key(s) and keyway(s) misaligned, using a degree of force.

These incorrect insertions can create an electrically hazardous situation.

"Wilco" cord extension sockets have been sold throughout Australia for approximately 14 years and are completely satisfactory when used with matching "Wilco" appliance inlet sockets. "Ring Grip" and "Rowco" matching plugs and sockets are satisfactory if correctly inserted with the plug key(s) aligned with the inlet socket keyway(s).

Immediate action is being taken by the manufacturers to co-ordinate designs to eliminate the problem which relates to the above accessories only and NOT to any other 415 volt plugs or sockets.

Until design changes can be effected, the above types of accessories have been withdrawn from sale.

Persons using this type of accessory who desire further information are advised to contact the Supply Officer for each manufacturer in the respective State.

L. J. Francis,
Chief Electrical Inspector
Victoria



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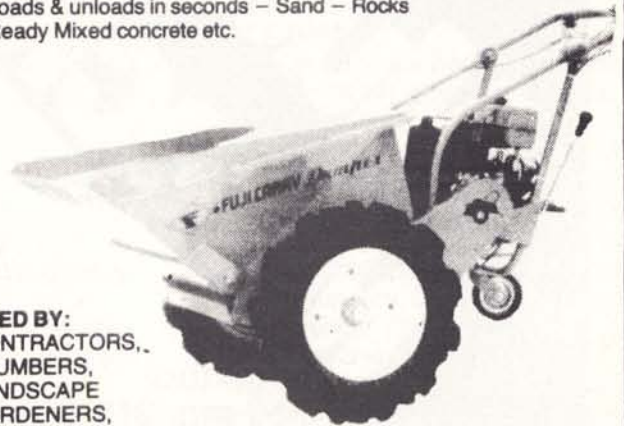
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Circle 72 on Reader Service Card

A guide to the operation of chain trenchers



The operator's "How to use it".

Because almost all walk beside or pedestrian trenchers have a fixed ratio digging chain speed, the chain can only be slowed down by dropping the engine speed (cutting back on the throttle.) This reduces the trencher's output — it will not dig as fast. **Why reduce the throttle? (Engine speed.)**

Normally, the digging chain need only be run slowly in filled or "broken" ground. In these conditions shock loads, caused by trenching into obstructions, can break parts on any trencher. To protect the trencher from this type of abuse the engine should be throttled back to a point where it will dig but will stall the engine when an immovable rock, or pipe, or whatever, is hit.

These trenchers are powered by engines of about 3000 to 3600 rpm. This speed is geared down to around 250 rpm at the digging chain driving shaft.

When a trencher hits a tough spot — it tries to keep on going. As the teeth hit a snag, the teeth actually try to pull the trencher in reverse. But the trencher has been set to go forward. It can't pull itself apart — it will try to.

The following events should occur.

1. The snag is struck.
2. The trencher is pulled backwards by its own digging chain (the chain usually has more power than the travel gear).
3. The unit bounces as the tyres try to, but can't, grip.
4. Hopefully the chain stops: and if the drive belts don't slip (they usually don't) — the engine cuts out.

If the operator is alert — knows what is going on — **is standing right by the machine** — only event No.1 should happen. As soon as the snag is struck — he releases the drive **by whatever device is fitted** to the trencher to accomplish this. Most units have a clutch or belt pulley lever to "cut the drive". Once the digging chain drive is stopped, the travel should be stopped **using whatever device is fitted**.

It then remains for the operator to raise the boom and see what it's all about.

Mostly he'll move on a foot or two and start trenching again.

In good digging conditions — it's so easy. Having set the machine in position to dig:-

1. Ensure all controls are in neutral (drives disengaged). Start the engine.
2. At about $\frac{1}{2}$ throttle to $\frac{2}{3}$ throttle, set the machine into its slowest forward travel speed.
3. Engage the digging chain drive and slowly lower the boom into the ground to required depth.
4. Increase the throttle to full setting.
5. Increase the travel speed until the engine labours — back-off the travel speed slowly until the engine speeds up and runs without labouring.
6. You are now getting the best production the machine can give — stand by in case you need to adjust or stop.

FUNDAMENTALS

A chain trencher is simply a mobile carriage which drives a chain around a boom containing a driven sprocket. This digging device (boom) is lowered into the ground (while moving at about 300 revolutions per minute). The teeth cut the earth while also conveying the cut earth to the surface. An auger moves the dirt away from the trench.

So that the unit continues to dig and produce a trench, the machine moves along at a speed which is largely dictated by the ground conditions.

The method of providing this travel movement varies with different manufacturers. Some move by application of manpower — physically "pulling" the unit. Others have mechanical systems of gears with selected speeds. Finally there are machines which have "Stepless" hydraulic travel mechanisms. Since they all "travel" our comments are aimed at the excavating or "digging" function.

The correct speed at which a trencher will give acceptable performance to hirer as well as owner is that speed where breakdown and damage does not happen — or rarely happens.

The rental yard wants hours — that's money

The hirer wants production — that's money

Between the two — there is an acceptable compromise, because the rental yard doesn't need repair bills — that's money

The hirer doesn't need break downs — that's money

Many trenchers are built down in price and weight and down in ruggedness — we therefore note the importance of correctly instructing.



W WENCO

**MODEL 48H
TRENCHER**

PRACTICAL HINTS

- (a) The trencher will perform most comfortably with the boom at around 45° to 60° digging angle.
- (b) The machine will "throw back" less spoil at 30° than at 45° Angle — because the throw-back will partially be "re-worked" by the digging chain.
- (c) Once a digging tooth is worn 3/8 of an inch back from the point, efficiency drops considerably. The tooth should be replaced.
- (d) Worn teeth can be rebuilt if wear is caught early enough. A copper or carbon backing material will simplify the build up. Use a tungsten carbide hardfacing and try to shape the tooth close to its original point.
- (e) It's best to reclaim the teeth while still on the chain — you'll save the

lock-nuts and labour time. Obviously a spare chain is handy so the reclaiming can be done without putting the unit out of service.

- (f) When chain and sprockets are badly worn, wear them right out.
- (g) Don't put new chain on worn sprockets, or vice versa.
- (h) There is no need to lubricate the digging chain unless it will be idle for several weeks. Then a liberal dose of oil at the rollers will keep it in good condition.

FINALLY

It is possible to procure pedestrian machines that:-

1. Have variable digging chain speeds — without slowing the engine.
2. Have stepless hydraulic travel instead of mechanical.

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XLR-1651

SPECIFICATIONS

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Minimum and maximum platform height	1'3" - 15'	6'7" - 24'0"
Working Height	21'	30'
Platform Size	26" x 26"	26" x 26"
Base width and length	30" x 59"	30"W x 60"L
Capacity	400 Lbs.	400 Lbs.
Weight	640 Lbs.	825 Lbs.
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Briefly . . .

How to draw a 'safe' cheque

The fact that a cheque may be unsafe is a by-product of its characteristic of transferability, i.e. the payee need not necessarily cash it himself but may transfer it to a third person. The safe cheque is therefore the one which cannot be transferred. But the "Not Negotiable" crossing does not achieve this — a fact which the public generally may not appreciate since it requires some familiarity with the relevant law which draws this distinction between negotiability and transferability.

How to draw the safe, non-transferable cheque? Riley (*Bills of Exchange in Australia, 1964, p.57*) puts it this way:

It is interesting to note that an uncrossed cheque drawn in the form "Pay A only" would ensure maximum safety to drawer and payee. If it

were presented for payment over the counter, the paying banker could safely pay only if he were satisfied that the person presenting it was in fact A; if it were presented by another banker, he (and no doubt the paying banker also) would have to see that he collected it only for A. Sections 65, 86 and 88 (of the Bills of Exchange Act) would not be applicable for the protection of the bankers. Such an instrument is practically unknown, probably because the general public are unaware of its advantages to them and bankers are for obvious reasons unlikely to do anything to enlighten them.

H. K. SIKKEMA (Lecturer in Law, School of Business, Caulfield Institute of Technology).

Do you recognize this man?

Anyone knowing the name and present address of this man please contact Brian Elms (03) 850 2316.

Victorian Drivers Licence No. 2030071 Date of birth 27-10-51 was presented as identification when he hired a Champion welder and Hitachi angle grinder from Heidelberg Hire Service.



KALEIDOSCOPE

by Peter Lawrence

If you are observant you must have noticed the various range of colours that are in use in some of the hire yards on the equipment and surrounding buildings. They immediately identify the operation without looking at the name of the people concerned with running it.

Some of the colours chosen are garish while others have been chosen with informative care. They can vary from a raging red to a shocking pink and the colours need not range in the reds only. They go right through the spectrum of all the colours of the rainbow. One wonders how they were selected.

Some operators no doubt when starting up their hire operation decide to pick a colour that nobody else has in use (he has had a look around) and the main thought in his mind is if somebody nicks off with a piece of his gear he has got it smothered with that special brew of paint. This he has made up from ten old cans of paint he has found in his garage, and when all are mixed together gives a colourful mess that is hard to duplicate.

Not content with that the same paint ends up on the walls of all his buildings in and around the yard area and on all his vehicles.

Now he has his colour identity and the customers on entering that blushing palace of varieties might even find a pink pussy cat behind the counter waiting to serve them with a red belt sander.

Some yard operators are lucky, and if their names are Mr. Black and Mr. Green their problem is solved, they have an instant colour scheme. But should their names be black and blue they may have to think about it.

Colour schemes should start with the building, as a well designed building stands out and the paint job complements it. The building should also blend in naturally with your surroundings. The vehicles could also be painted in these colours as they too would complement the area where they are parked in the vicinity of the building.

As far as tools and equipment are concerned a good engraving tool will do a far better job. It is also tidier, and harder to remove. After all the manufacturers have already spent a large sum of money on the colour scheme of their equipment to make it as attractive as possible when sitting in your yard or on your shelves. If somebody is going to nick your gear the paint won't stop them.

Of course if you really want to get everybody to notice your building you could set fire to it. This would solve all your problems as you would draw the largest crowd possible, and you would not have to worry about a colour scheme. But if you do think of a good colour scheme I am sure you will find that pot of gold at the end of your rainbow.

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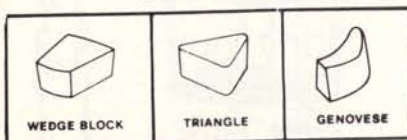
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Circle 88 on Reader Service Card

Manufacturers News

Access Equipment by Mark- lift

Scissor Lifts (Aust.) Pty. Ltd., Distributors in Australia for the Mark Industries' range of Scissor lifts and booms, has recently delivered a 42 foot (12.7 metres) Boom to Australian News Print Mills in Albury. The unit was fitted with the options of rotating basket and dual fuel (petrol or LPG). A spokesman for Scissor Lifts stated, "Australian News Print Mills had a reach problem. Their factory is enormous and the equipment employed is substantial, therefore it requires constant maintenance. A Boom is the only way their Maintenance Department can quickly and safely reach the heights required".

For further information contact Scissor Lifts (Aust.) Pty. Ltd., 283 Victoria Road, Rydalmere, Phone 638 4733 or Circle 10 on Reader Service Card.

A quick start . . . every time

A well-serviced and maintained lawnmower will nearly always start faultlessly when required.

However, with many engines, to keep your mower starting this way requires periodic maintenance, especially to the breaker points.

One Australian company, Rover, now offers a mower engine that completely eliminates the moving parts normally associated with a starting system.

In doing so, the company claims that up to 60 per cent of ignition troubles normally associated with conventional mowers are eliminated.

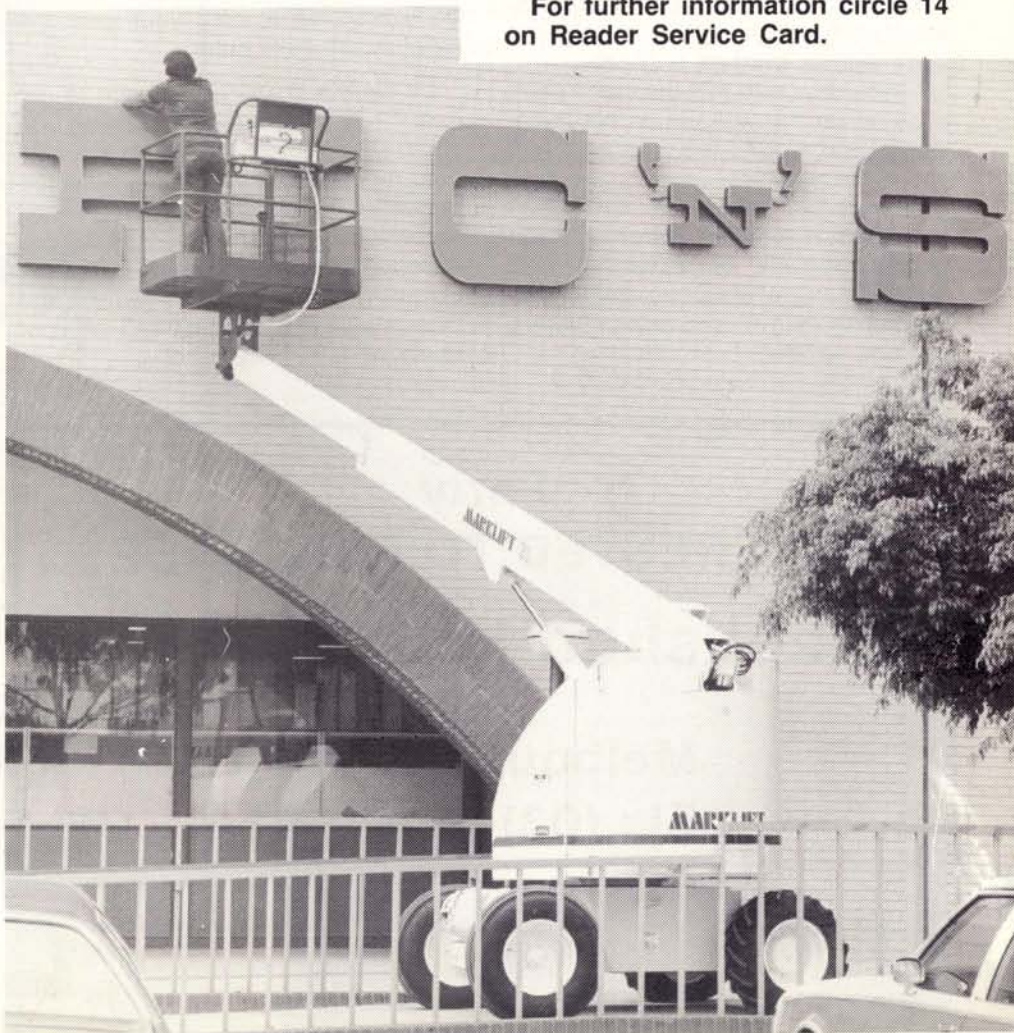
This new single unit solid state ignition system has been a tried and tested component of the Tecumseh 4-stroke engines for 10 years in the United States and other parts of the world.

Conventional starting systems on lawn mowers usually comprise a condenser, breaker points and coil.

Rover's new solid state ignition system replaces all three of these moving parts, resulting in a faster, more reliable start. The elimination of moving parts from the system means that servicing is minimised and the working life of the mower is extended.

Tecumseh engines also feature an improved vertical pull recoil starter which reduces pulling effort by nearly 50 per cent.

For further information circle 14 on Reader Service Card.



HIRE SERVICES ASSOCIATION
NEW ZEALAND
CONVENTION
JUNE, 1982.



For all information contact:
GEM TOURS & TRAVEL SERVICE
 North Croydon Shopping Plaza, 3136.
 Telephone: (03) 726 0444

Circle 71 Reader Service Card

The world's smallest!

The smallest motor-cycle in the world has been built by a Stihl employee at the main factory in Waiblingen, West Germany.

It measures 40 cm long by 25 cm high, and is driven by a Stihl FS60 motor of 0.9 h.p.

It can be ridden, and has a top speed of about 13 km an hour. The fuel tank holds about ¼-litre, giving around half an hour's driving.

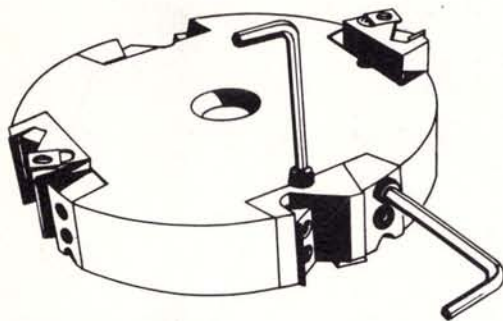
The drive is by chain over a centrifugal clutch to the rear wheel, and the little machine has

enough power to climb a 15 percent incline.

Its builder, Andre Wachter, who took two months, working five hours a day to complete the task, believes that even smaller scale model motor-cycles can be built and plans to form a club to this end.



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HIRE & RENTAL AUSTRALASIA

The Hire Association of Australia
 60-62 York Street, Sydney, 2000
 President: Ron Williams (03) 211 9488
 Secretary: Rolf Schufft (02) 290 0700

Hire Services Association of New Zealand
 P.O. Box 2126, Christchurch
 President: Peter Lawrence (09) 69 9740
 Secretary: Jim Roberts (03) 69 741

REGION 2

The Hire Association of N.S.W.
 P.O. Box 129, Beecroft, 2119
 President: Garry Butler (02) 546 1696
 Executive Director: Denise Layton (02) 848 9817

REGION 3

Victorian Hire and Rental Association
 185 Eastern Road, South Melbourne, 3205
 President: Brian Elms (03) 850 2316
 Secretary: Sydney Moody (03) 699 1022

REGION 4

The Hire Association of Queensland
 C/- Jonker's Hire Service,
 110 Brisbane Road, Booval 4304
 President: Bob Lawler (07) 356 9011
 Secretary: John Jonker (07) 202 1277

REGION 5

The Hire Association of S.A.
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 Secretary: Mrs N. Hudson (08) 296 1001

REGION 6

The Hire Association of W.A.
 C/- Skipper Mayday Machinery Ltd.,
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 President: Ken Sims (09) 277 4144
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