



Auto News



CLUB DIRECTORY			OTHER APPOINTMENTS NON COMMITTEE	
President	Brian Davey	8265 1358	VERIFICATION OFFICERS—	
Vice President	Stephen Thiselton	8431 4326	PLEASE CONTACT A V.O CLOSEST TO YOUR LOCATION	
Secretary	Jeffrey Johnson	0414 525 061	NORTH EAST	Brian Davey 0400 826 969 or 8265 1358
Treasurer	Brenton Watkins	0428 171 659	EAST	Ric Ottaway 8431 4054
Club Run Coordinator	Ross Brown	0419842220	SOUTH	Alistair Buckley 8370 5560 Basil Rowe 0409 656 714 Brian Collins 8381 4484
Committee Members	Cynthia Davey	8265 1358	EAST/LOWER MURRAY	Arthur Doecke H 8569 7353 M 0429 907 784
	Charlie Mifsud	0417 878 857		
	Ron Atkin	0418 800 736		
Membership Secretary	Libby Ottaway	8431 4054	CCC Rep	Brian & Cynthia Davey
Editor	John Badcock jbadco@internode.on.net	0437 210 896	Federation Rep	Cynthia Davey
Historic Vehicle Registrar	Brian Morgan Unit22/98 Newton Rd. Campbelltown	0418 829 998	Assistant Federation Rep	Arthur Doecke
Public Officer	Steve Thiselton	8431 4326	Newsletter Production	John & Robyn Sommers
			Swap meet Reports	Vacant
			Webmaster	Steve Thiselton
			Name Badges	Libby Ottaway

AAAC WEBSITE

www.aaacclub.org.au

Have a look its in colour, if you would prefer an electronic copy please contact the club Webb Master, Steve Thiselton, he will add you to his mailing list. Show your friends on their computer ! They are also welcome to our club.



Front Cover Photos

Michael and Winnie Koh 1982 Honda Prelude in lovely original condition



NR class is a class of diesel-electric locomotive. Run report start on page 10



Editor

Hi Members,

Thanks for the electing me for another year, looking forward to a interesting year. In this issue there is a report about the Christmas in July, Brian Bennett concludes his interesting



series. The recommissioning of Paddle Steamer Canally is on page 14 a mammoth project. Couple of interesting runs coming up Saint Kilda Tramway Museum this month and the Arthur Clisby picnic day at Macclesfield Oval in September.

Till next month John

Newsletter Deadline is the 31st August

The articles and views expressed in this newsletter are not necessarily those of the editor, the committee of the AAAC or the contributor

AAA Club Meeting 21st August 2026

Meeting starts at 8.00pm at the CCC Rooms Clark Terrace Glandore.
Stay around after the meeting and have a snack & cuppa chatting with friends.

Saint Kilda Tramway Museum Saturday 15th August 2026 note the date

Meet: St Kilda Tramway Museum from 4.30pm.

Food: BYO meals (or the cafe near the breakwater has Fish & Chips, Hamburgers etc. and closes at 5pm).

Entry Fee: \$7.00 per person (Adults and Children 5 and above. Children below 5 are free).

Payment: Pay on entry to the museum.

Movies: A great selection of old 35mm movies will be shown (outside if good weather, inside a tram shed if wet).

Tram Rides: Numerous rides on a tram to the St Kilda Childrens Playground (watch the sun set over the sea).

Shop: The Gallery Shop will be open to purchase drinks, icecreams, books and souvenirs.

Fire Pots: 3 or 4 fire pots will be lit for warmth and to add to the atmosphere.

Invitations: Please invite your relatives and friends to join us and enjoy a unique evening with the trams, something the general public doesn't normally get to experience.



Arthur Clisby Memorial Picnic Day Macclesfield Oval 20th September 2026

Steve Thiselton is run organiser, run is going through the Adelaide hills to Macclesfield.

Entry into the Oval is FREE yep No entry fee.

Many other car clubs attend this picnic so it is a great opportunity to meet up with other motoring enthusiasts and to check out a variety of vehicles.

You can BYO your lunch, drinks, tables, chairs etc.

Alternatively there will be food available to purchase

from the Lions Club (BBQ) and at the Macclesfield Footy Club Kiosk.



LOG BOOKS

A number of LOGBOOKS posted to the club's Historic Vehicle Registrar for updating have recently gone missing.

The posting of LOGBOOKS to Brian Morgan was only introduced during the COVID period when we could not hold General Meetings.

Due to these issues with Australia Post Brian no longer wants Logbooks posted to him.

The clubs preferred method of updating your LOGBOOK is at a General Meeting.

Brian attends virtually all monthly General Meetings,

so come along with your book, the current registration papers and proof you are Financial member of the club and Brian will action your book at the meeting.

(Note: Your membership receipt issued by the Treasurer will be evidence of financial membership)

Alternatively if you cannot attend a General meeting, Books can be presented to Brian Morgan at his home (mob 0418 829 998 home 8336 7239).

Note Brian does shift work, so you will need to ring him and arrange a convenient time to get your book actioned.

Be mindful you can't cold call on him and expect him to be available.

Also as of July 2023 Brian has moved and is now living in a gated community so you can't just rock up, you need to contact him first.

If you cannot get hold of Brian you can also get your LOGBOOK processed by any one of the clubs 6 VERIFICATION OFFICERS.

Again the contact details of the Verification Officers can be found in the club magazine.

Logbooks processing includes:-

- Issuing of a new logbook due to new club registration of a vehicle.
- Updating an existing logbook for each financial year as a condition of club registration.
- Updating an existing book and details on starting a new period in registration (1 year or 3 years registration renewal available)

Finally, remember, before you present your log books, please check on the inside cover to make sure it is less than 3 years old.

If the 3 renewals have been used, please bring \$3.00 to pay for the new book.

New AAA Club Website Address

We now have a new AAAC Website Address.

In line with the club name change our clubs website address has changed to be www.aaclub.org.au replacing www.adelaideantiqueauto.org.au

In the short term both new & old website names will work to take you to our website.

Any questions please email me at webmaster@aaclub.org.au

Steve AAAC Webmaster

AAA Club & Invitation Events

Date	AAA Club Event	Organiser	Comment
15th August 2026 Saturday	Evening at the Saint Kilda Tramway Museum	see page 3 for information	
21st August 2026	AAA CLUB MEETING at CCC Rooms	starts 8.00pm	
Tuesday 25th August 2026	Visit to Adelaide Desalination Plant	Info bottom Pg 5	Run has been booked out
18th September 2026	AAA CLUB MEETING at CCC Rooms	starts 8.00pm	
20th September 2026	Arthur Clisby Memorial Picnic Day at Macclesfield Oval	Information on page 3	
16th October 2026	AAA CLUB MEETING at CCC Rooms	starts 8.00pm	
18th October 2026	Bay to Birdwood	viewing at Gumeracha	

Invitation Events

1st September 2026	"Drive it Day" "Old Car Day"	Bethany Reserve Barossa Valley at 11.00am	
		BYO Lunch	
23rd-26th September	National pre-1905 Pioneers Run	Wentworth NSW	
3rd-4th October 2026	Kadina Show and Shine	Kadina Oval	Cruise on Sat. Sun. Show & Shine
8th-11th October 2026	Fight MND Danihers Drive 2026	info FIGHTMND.ORG.AU	
11th October 2026	Barossa Valley Classic M/cycle Club 40th Annual Rally	Angaston Oval Complex	
18th October 2026	Bay to Birdwood Run	History Trust of South Australia	
12th-21st October 2026	Federation Motorfest	Information on pages 8 & 9 May & July Newsletter	
1st November 2026	"Down Under" London to Brighton Run	VSCC of SA	
14th-15th November 2026	37th Power of the Past	The Adelaide Hills Motor Restorers Club Inc	
		NEW VENUE	Echunga Recreation Grounds

Swap Meets

9th August 2026	Willunga Swap Meet
20th September 2026	Gawler Swap Meet
27th September 2026	Morgan Swap Meet
4th October 2026	Kadina Swap Meet
18th October 2026	Cobdogla Swap Meet

Week day Run to the Desalination Plant Tuesday 25th August.

Adelaide Desalination Plant. 16 Chrysler Road Lonsdale

Only members who placed their names on the list will meet at the Desalination Plant by 9:45am for a 10:00am start. Closed in shoes are required and Hi-Viz vests are supplied.

The tour will finish around 12:00 noon when we will then proceed to Fasta Pasta Beach road Christies Beach for lunch.
Organiser : Brenton Watkins

Minutes of the AAAC General Meeting held on the 17th July 2026 at CCC clubrooms

Meeting opened at 8:01pm; chaired by Brian Davey

Brian welcomed those in attendance and invited members to socialise after the meeting and enjoy the pies and pasties provided. Members were also reminded of the evacuation procedure

Present approximately 39 members

Apologies: Renee Jaye, Lisa Thiselton, Tony Kester, John Clare, Sandie Nash, Rod Harris, Arthur Doecke, John Sommers, Amanda Lacey, Gordon Ing

Visitor; Andy Zolotaren

Minutes of the previous meeting were moved for acceptance by Charlie Mifsud and seconded by Libby Ottaway. Carried unanimously

Membership; 96 and one pending

Correspondence in; Federation database update sheet 2026, Conrod newsletter, minutes of Federation general meeting 20/6/26, membership enquiry from Alex

Correspondence out: nil

Treasurer's report: \$7303.97 in the administration account and \$9355.19 in the investment account. Moved for acceptance by Brenton and seconded by Charlie Mifsud. Carried unanimously

Editor's report: John's laptop is back in service. John thanked John Sommers for photos of the Green Man run, and Chris and Edd for their run report

Historic Vehicle report; Quite busy at the moment. Brian has updated 43 logbooks so far

Club Captain. Sunday's run will start at 1030 at Nairne with morning tea, leaving at 11 for a leisurely drive to Callington. The primary school has a big sinkhole in the oval. Lunch is booked at the Langhorne Creek hotel for noon.

St Kilda Tram Museum is booked for August 15th. We will meet there at 4;30pm. The cafe closes at 5 for those planning to buy dinner. \$7 per head, payable on entry, children under five admitted free. There will be three or four fire pits, so bring your marshmallows and a torch

The Desalination plant run is for August 25th. Run sheets were available at the meeting

Steve Thiselton is organising the Arthur Clisby run at Macclesfield oval for September 20th

Bay to Birdwood. Members will meet at Gumeracha. There will be prizes for the best presented vehicles.

Brian reported on the recent Mushroom Farm run. They are the third biggest producer in the state and have an electricity bill of \$14,000 per month. Attendees were given a couple of boxes of mushrooms. Then off to a lovely lunch at the Mallala hotel, where the Early Ford Club also dined

The Federation met with DIT. The code has been upgraded to recognise the SA Hotrod Association to distribute logbooks to their members. There are now 200 clubs under the Federation umbrella

Unfinancial members are reminded they have until the end of July to pay their dues; failing that they will be reported to the Department of Transport

Meeting closed at 8:41pm

Minutes of the AAAC Annual General Meeting held on the 18th July 2025 at CCC clubrooms

Meeting opened 7:47pm by Vice President Brian Davey who welcomed those in attendance and invited members to stay and socialise after the meeting. Pies, pasties and sausage rolls were available after the meeting

Present and visitors- as per general meeting

Apologies- as per general meeting

Minutes of previous meeting as printed in the newsletter

Correspondence-as per general meeting

There was no President's report

Treasurer's report- Brenton Watkins presented his annual report which was accepted

There was no Club Captain's report

Editor's report- John Badcock presented his Editor's report

General business-nil

Election of office bearers for 2025/26 club year. Brian Davey declared all positions vacant and invited Ian Matthews to chair the AGM for the election of officers

PRESIDENT- Brian Davey, moved Cynthia Davey, seconded Steve Thiselton

VICE PRESIDENT- Stephen Thiselton, moved Cynthia Davey, seconded Ron Atkin

SECRETARY- Jeffrey Johnson, moved Brian Collins, seconded Libby Ottaway

TREASURER- Brenton Watkins, moved Cynthia Davey, seconded Brian Davey

Club Captain-vacant

HISTORIC VEHICLE REGISTRAR- Brian Morgan, moved Bruce Gow, seconded Cynthia Davey

MEMBERSHIP SECRETARY- Libby Ottaway, moved Jeffrey Johnson, seconded Brian Davey

PUBLIC OFFICER- Stephen Thiselton, moved Cynthia Davey, seconded Ron Atkin

EDITOR- John Badcock, moved Bruce Gow, seconded Steve McNicol

COMMITTEE- Charlie Mifsud, Jeffrey Johnson, seconded Steve Thiselton

COMMITTEE- Ron Atkin, moved Cynthia Davey, seconded Brian Davey

COMMITTEE- Cynthia Davey, moved Brian Davey, seconded Ron Atkin

There being no ballot necessary, all positions were duly elected for 2025/26

Non-Committee Members- positions made by appointment

VERIFICATION OFFICER North East- Brian Davey

VERIFICATION OFFICER East- Ric Ottaway

VERIFICATION OFFICER South- Alistair Buckley, Basil Rowe, Brian Collins

VERIFICATION OFFICER East/Lower Murray- Arthur Doecke

CCC REPRESENTATIVE- Brian Davey and Cynthia Davey

WEBMASTER- Stephen Thiselton

FEDERATION REPRESENTATIVE- Cynthia Davey

ASSISTANT FEDERATION REPRESENTATIVE- Arthur Doecke

NEWSLETTER PRODUCTION- John and Robyn Sommers

SWAP MEETS- Vacant

NAME BADGES- Libby Ottaway

Meeting closed at 8:55 pm

Supper was served after the AGM

The AGM was reopened before the General Meeting by Brian Davey held on 15/8/25 at 8:02pm to rectify a couple of neglected details. This was moved by Ric Ottaway and seconded by Steve McNicol

President's report by Brian Collins was read out

Treasurer's report of administration account balance of \$6457.42 and investment balance of \$9000

Members were requested to please let the committee know if selling vehicles or leaving the club

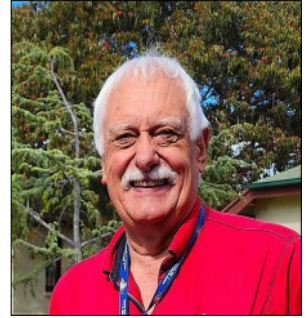
Non committee members remain the same

Meeting closed at 8:08pm

PRESIDENTS REPORT

Here we are after my 1st year and I will take this opportunity to thank all of the committee for their dedication and support in carrying out their duties.

I would also like to acknowledge those members who help keep the wheels turning like John & Robyn Sommers, Charlie Constanzo, Wendy Mathews, Rick Ottaway, Alistair Buckley, Brian Collins, Basil Rowe, Arthur Doecke, plus everyone who has organised a club run and taken photos for our magazine, I thank you.



We have enjoyed four guest speakers this past year with Rod Lovell speaking of his book Hero to Zero in October followed by Peter Clements interesting talk on Wombats in January. In March we had Nicki Halford from Beyond Bank giving us a very timely update on scamming the elderly and lastly in June Ralph Drage representing TAD SA (technology for Ageing & Disability SA) showed us how they customise equipment for people with disabilities.

We also had some music quizzes to test your nostalgic memories of our younger years where our Vice President Steve excelled.

Members have also enjoyed our monthly club runs starting with; Xmas in July to the Highbury Hotel organised by John & Jenny Badcock. August saw us visiting Charles Sturt Cottage at Grange with picnic in the grounds, organised by Reg & Kay Sparrow. Arthur Clisby run to Macclesfield in September by Steve & Lisa Thiselton. Watching or participating in the B2B Run in October. At the Gumeracha bus stop comman-deered by John & Jenny Badcock. Several members attended the AAA Motorfest run to Neutrog Fertilizers followed by lunch at the District Hotel in Nairne. November we visited the Military Vehicles Museum at Edinburgh organised by Charlie Mifsud. Our annual Memorial Run & Xmas BBQ was a great success again with the club supplying all food and drinks after a metro quiz run organised by Steve & Anne McNicol. The planned run to the Tram Museum was cancelled due to extremely hot weather in January. Ross & Liz Brown organised a very successful breakfast run to Karkoo Nursery in February while other members attended the All British Day. March saw members enjoying a scenic drive to a Jujube farm on the Marne river followed by lunch at the Totness Inn hotel in Mt Pleasant organised by Arthur Doecke & Kent Trestrail. Our annual Rocker Cover Race & BBQ was held in April with the club supplying food & drinks to an enthusiastic crowd. Members of your Committee organised this event and thank you to Ed Gray for housing the Track. John & Robyn Sommers organised the May run for lunch at the recently renovated Greenman Inn at Ashbourne while other members attended the Federation meet the clubs tour to the mid north region. Finally June saw us motoring to Mallala to visit A1 Mushrooms for a very interesting tour followed by lunch at the local hotel organised by Rick & Libby Ottaway.

We have had some new members join us who I hope are enjoying the camaraderie and fellowship of our Club the Adelaide Allmake Automobile Club.

Thank you to everyone who organised and attended these events, your participation is what makes our club a success.

I would also like to thank my better half for supplying our yummy suppers each meeting, it's amazing how quickly the cakes disappear.

In closing think about what you can do for your fellow Club Members, be it on the committee or organising a fun quiz, a guest speaker or a suggestion of a place to visit.

That's it from me.

Thank you again for your support
Brian Davey

Treasurers Report

The EOFY Report with the budget for 2026-2027 is available to view upon request at Club meetings.

The Club is in good financial position thanks to the continued support from Jayne Stinson MP Member for Badcoe and her team in assisting with our printing needs.

I wish to thank those members who renewed their membership in a timely manner.

Unfortunately, members were late in advising of their intentions not to renew their membership and this does affect the ability to prepare a budget in respect to anticipated membership income.

I do ask that members keep in mind the behind the scenes work that is required to maintain an accurate membership list and log book compliance. If you sell your vehicle during the year and have no intention to continue your membership with the AAAC, please advise the committee early rather than leave it until you get a follow up reminder.

Remember, if you do sell your vehicle and have a current log book, it must be returned for cancellation, but you can remain a member and participate in club runs in your modern.

Newsletters : Australia Post are no longer allowing the Club to utilise the Print Post option due to not meeting the minimum number required for this service. As a consequence, our postage rate has increased to that of normal public rates. This means that those members who have no email or internet will receive their newsletter folded into three and have a postage stamp affixed.

We thank all those other members who receive the newsletter via the Webmasters communication. Hard copies are made available on Club Meeting nights to those who have already reserved them.

Brenton Watkins
Treasurer



The Future at Port Adelaide



The photo is of the brand new ship MV Yampu at Port Adelaide yesterday. It is unique in that it is believed to be the world's first hybrid-electric powered self unloading bulk limestone carrier. It replaces the Accolade II and is owned and operated by the CSL Group. It was built in China for cement manufacturer Ad-bri and will operate primarily along the Australian coast between Klein Point and Port Adelaide/ Birkenhead.

ts specs are weight 11,900 tonnes, overall length is 121 metres and width is 21 metres.

Steve McNicol



Christmas in July Club Run

19th JULY 2026

Organised by John & Jenny Badcock

July 19, Byethorne Park, Nairne, sunny but quite cool. Some 30 car club members congregated for the annual "Christmas in July" car run this year to the Bridge Hotel in Langhorne Creek.

After the sign-in sheet was filled in and the run sheets distributed, it was handed over to the run organiser, John Badcock, to give his pre-event briefing. Just as John started his much anticipated speech, those of us in attendance heard the beautiful sound of a train whistle. Without hesitation, camera firmly clutched in hand, Steve McNicol bolted to the nearby train line to take photos of one of his much loved trains.

After a short delay, John was able to continue then we left the park in a loose convoy. We passed through Nairne, Dawesley, and Kanmantoo to turn off the Old Princess Highway at Callington. It was then on to Woodchester and Langhorne Creek. The countryside was lush and green with all the crops looking absolutely beautiful.

At the Bridge Hotel, we were joined by another 10 members taking the total participation to 40. Food and drink orders were taken and members sat at the allocated tables awaiting lunch. Food prices were more than reasonable for most but there is sometimes somebody, who is less than happy. Barry came back from ordering complaining that the food was very expensive. Phil Franklin had a look and his bill and established Barry had paid for two meals. Sure enough two meals were delivered. Ah well!

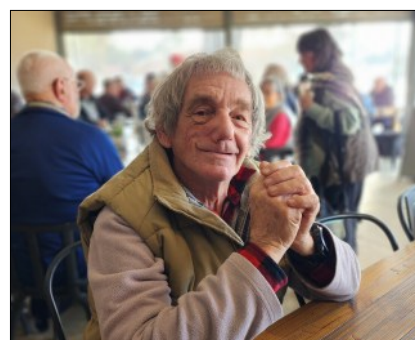
There were prizes for the best dressed Christmas outfits. Our newest family members, the Zolotarer family, had gone to a lot of trouble and dressed the children, Luka and Nina in Christmas outfits. Needless to say, they won the prizes.

The Bridge Hotel is a great venue, the meals are fairly priced and the quality and service were second to none. All in all a great day out.

Ross Brown



Christmas in July Club Run cont.



VERTICAL TRANSPORT - Part 4

Previous articles established that the Lift industry changed very little in a Century, but the last quarter of the 20th Century brought rapid and constant change due to numerous industrial Electronic breakthroughs.

One early improvement was Lift-Door passenger protection, the mechanical safety-edge which had to hit an obstacle to initiate re-opening was replaced by multiple focused infra-red (invisible) light beams; if any beam was broken the doors immediately re-opened.

The old resistor field-current control of the MG Generator was phased out in favour of Electronic control. Resistor control used Contactors to by-pass sections of resistors - speed varied (up or down) by small fixed increments; with maximum resistance in circuit the Lift would creep into floor-level and stop when the Brake was applied. The new Electronic speed-control was seamless and the DC Hoist-Motor (via the MG Generator) could be driven smoothly down to zero speed; in normal operation the Brake was no longer used to stop the Lift, but only to hold it at floor-level after the Lift had stopped.

When high-current Electronic Switching devices became available, the Motor-Generator (MG) became obsolete because Electronic Speed-Control could be applied directly to the Hoist-Motor armature for smooth acceleration and deceleration (down to zero speed without applying the Brake).

Miniature electronic Memory circuits replaced electro-mechanical relays in the Group-Controller, giving greater long-term reliability (no moving parts) and silent operation. The size of steel cabinet required for a four-Lift system reduced from a two-door wardrobe to approximately bar-fridge dimensions.

Around a decade on came a major breakthrough - smooth Electronic speed-control applied to three-phase AC Induction-Motors. An AC Induction-Motor (pictured right) is very simple, rugged, cheap to manufacture and requires very little maintenance when compared to DC Machines.

The speed of an AC Motor is determined by the number of magnetic "Poles" and the frequency of the domestic power supply system (in Australia 50 Hz Sine-Wave). The nominal speed of a 2-Pole motor at 50 Hz is 3000 rpm and a 4-Pole Machine 1500 rpm.



3 Phase AC Electric Motor

Some very clever Electronic wizardry enabled formerly fixed-speed AC motors to be accurately speed-controlled from zero to maximum rpm and back to zero again. I will attempt to give a rough idea how the system works - first the 50 Hz AC power –supply is "Rectified" (changed to DC) then the wizardry begins, the motor speed control creates a virtual AC sine-wave output of variable frequency and amplitude enabling smooth and accurate motor speed control.

The benefit of these developments were massive, AC Hoist-Motors were much cheaper than DC machines with expensive Commutators and Brushes which also required a lot of ongoing maintenance. The demise of the MG Set led to a capital saving in the cost of a new Lift but also a reduction in running costs because now electrical power was only consumed when the Lift was running.

Electronic circuits took over from many of the electro-mechanical relays, improving reliability and further reducing maintenance. Long-life LED indicators replaced filament-globes, there are a lot of indicator lamps in a Lift system - (push-buttons, position indication, etc.).

The net benefit of all these changes resulted in much lower routine maintenance requirements and ongoing savings for the customer - Eg. A typical Hi-Rise building with Eight Lifts using the old DC Machines required a full day of maintenance every week, the same installation using electronic control and AC Machines could get by on half a day a fortnight.

(Cont. on Page 13)

VERTICAL TRANSPORT - Part 4 (Cont.)

(Cont. from Page 12)

Innovation did not end there, at the turn into the 21st Century a new type of Hoist-Motor was developed for mid-rise buildings - it was large diameter and very thin, so it could be mounted on the Guide-Rails in the Lift-Shaft, thus saving the space traditionally allocated for a Lift Machine Room above the Lift-Shaft.

At the heart of this machine was a totally new concept - a multi-pole, DC, Brushless design with very low power consumption and it took the Elevator World by storm. This new “green” motor design concept has been incorporated in larger, high-speed, Hoisting Machines that still require a Machine-Room above the Lift-Shaft in High-Rise applications.

I spent 22 years in the Lift Industry, probably the most innovative twenty odd years in the industry’s long history. Traditionally the Industry trained its own workers titled “Lift Mechanics” which was a pretty good description because there were a lot of Mechanical skills required along with Electrical knowledge. Locally apprentices served an Electrical Apprenticeship plus several “training blocks” in Melbourne which had a Lift Industry training facility to instil the intricacies and safety requirements of the Vertical Transport Industry.

I entered the Lift Industry at the beginning of the Electronic revolution and indeed, because of it. Our Company was at the forefront of innovation and had launched a very successful new Electronic “Group Controller” for Hi-Rise buildings. Sales of this system went through the roof but when the new units came online, the Company realised that few of the existing workforce could comprehend the new technology and had to recruit suitably qualified technicians from outside the Lift Industry.

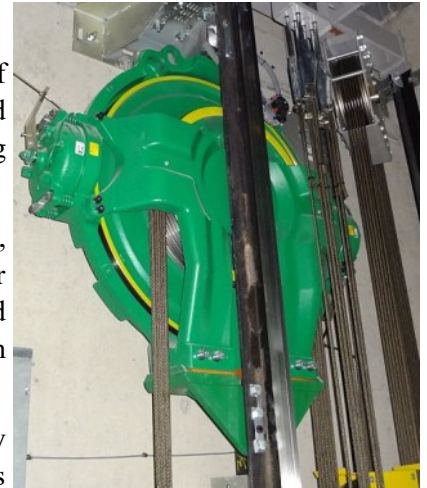
Prior to the introduction of Electronic DC Motor speed control the job of getting a Lift to perform equally in both directions was very complex indeed, this task was left to an elite few known as “Tuners”. When the Lift installation was complete (mechanical and electrical) the “Tuners” moved in to make it all work correctly, it could take them a month or more.

The performance of a DC Motor can be very seriously impacted by load variations and Lift-Motors are exposed to enormous load variations, for instance the load in the Lift-Car can vary from zero (car empty) to a ton or more. By design the Counterweight is around fifty percent heavier than the Lift-Car so in most instances when the Lift is going UP the motor is acting as a brake (regenerative braking). So Lift DC Hoist-Motors have extra “Series” Field windings where a portion of the armature current is used to strengthen or weaken the “Shunt-Field” strength to compensate for load variations. Getting it right was a very long trial and error process, loading test weights into and out of the Lift-Car, setting the correct slowing points to achieve accurate floor levels (different for Up and Down) etc.

No two DC Motors are identical, so even when they got the first Lift right, they would have to go through the entire procedure again with every Lift in the group. I have been through the process myself when a Motor has been re-wound and can confirm that it is a very time consuming and onerous task.

But that is all in the past, with today’s clever Electronics, Lifts “tune” themselves. When the Lift installation is completed, the Lift does a slow initiation run the full length of the shaft, which is known as “Mapping” the shaft. “Mapping” measures the length of the Shaft, distance between floors etc. and registers all of the control sensors in the Lift-Shaft into the Control Computer Memory which then determines the optimum slowing and stopping points for both directions of travel.

Variations in Hoist-Motor performance characteristics are not an issue because the control system constantly monitors the actual speed of the Motor via a tacho-generator and compares it to a reference signal, making instantaneous speed corrections if Lift speed strays minimally from the prescribed level.



(Cont. on Page 14)

VERTICAL TRANSPORT - Part 4 (Cont.)

(Cont. from Page 13)

The early generation of Electronic Lift Controllers were not Computers, they worked very well but consisted of numerous hard-wired circuits operating in "Parallel" Eg. a 20 story building would have 20 car-buttons (per Lift), 20 Up landing-buttons, 20 Down landing-buttons, etc. all hard-wired to individual memory modules in the Lift Controller in the Machine Room - this system required a lot of wires.

Computers are "Serial" devices they check numerous input signals one after another and they need to do it very quickly, our first "Computer" control system was not fast enough and caused the Company severe embarrassment. The full-scan time was around 0.7 seconds which doesn't sound like much, but meant that often the system failed to record a call because it wasn't scanned at the brief time the button was pushed. The design-boffins suggested putting up signs instructing users to depress the buttons for one second, but eventually sanity prevailed and the system-clock sped up so the full scan time was much reduced.

The serial Computer system requires much less wiring than a parallel system, each car-button, landing-button, hall-lantern, position indicator, etc. has its own tiny computer chip which communicates to the main Computer via a single data-pair of wires that loop from one device to the next.

Today Lift control Computers employ "Artificial Intelligence" to remember Lift usage patterns and predict future demand. In the morning most of the traffic is heading Up so all the idle Lifts in the Group position themselves near the bottom floor so they can respond quickly. Similarly at knock-off time most of the Lifts will be positioned near the upper floors ready to go Down. If Miss Jones, located on the 17th Floor, regularly takes her daily coffee breaks at the same time there is a good chance there will be a Lift already there just waiting to open its doors.

I feel fortunate to have participated in a period of unprecedented change in the Lift Industry, there weren't many dull moments, always something new to keep us on our toes.

This is the final instalment of the Vertical Transport series.

Brian Bennett

Paddle Steamer Canally Recommissioning 30th May 2026 by Her Excellency the Honourable Frances Adamson AC, Governor of South Australia

Built in 1907 at Koondrook Victoria as a Barge, she was converted to a Paddle Steamer in 1912. When a Steam Locomotive engine was fitted, for ten years she worked from Echuca up the Murrumbidgee River carrying wool. She then moved to South Australia working between Berri and Morgan with her cargo being mainly dried fruits from the Riverland Settlements.

In the 1920s she was used in the Construction of the Lock/Weir system on the Murray River, by 1925 ownership transferred from private hands to the Ministry of Public Works NSW. By the 1930s she was back in private hands based around the Euston/Robinvale Districts. In the 1940s she was stripped of her machinery and turned back into a barge, carrying firewood for the Victorian Railways.

In the 1950s she was used as a barge behind PS Hero, during 1957 after a fire on the paddle steamer saw the Canally left tied to a landing at Boundary Bend. Through neglect she eventually sank at her mooring.



Launched 1907 at Koondrook

Cont. on page 15

Paddle Steamer Canally Recommissioning

In 1998 the Rivers and River Boat Historical Preservation Society raised the Canally from the depths and started restoration of the Hull at Euston, this included her planks and stem. Sadly after a lot a hard work she sank mainly because of motivation and Funds.



Canally under tow note the Paddle wheel frames and Shafts on the deck

In 2010 ownership transferred to the Mid Murray Council, 2011 she was refloated after having a huge nappy wrapped around her hull then slowly towed to Berri, so her hull could be stabilized. After repairs Canally was towed to her new home in the Port of Morgan Repairs started on the hull, Armfield Slip in Goolwa restored Canally's rudder.



New Stem fitted at Euston

November 2013 another setback when the Canally sank at its moorings for the third time, about a month later she was refloated, not many boats get three chances. A landing/mooring setup just south of the Warf, work started. Canally made several trips to Berri and Mannum for work on her hull, a 1913 steam engine was rebuilt and the super-structure constructed After thousands of hours labour from volunteers and professionals she was finished.

Her Excellency the Honourable Frances Adamson AC, Governor of South Australia heard from volunteer and Mid Murray Councillor Kevin Myers about the years-long restoration effort that has brought the vessel back to life, preserving an important piece of Murray River history for future generations.



Governor with the first crew of PS Canally



Governor makes her speech



PS Canally after recommissioning heading upstream



The Governor at the wheel of PS Canally as it passes the Morgan Pumping Station

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