



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		
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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.aaclub.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.



Editor

Hi Members,

Cover photo is the 1st heat of the Ladies final, Heather and Chris showing how close these vehicles are. Big improvers this year were Dennis Fordham and Cooper



Watkins. Sometimes I do get sidetracked when researching for information, trying to workout what the pre-1905 vehicles were I ended up on the Veteran Car Club web site, they have a interesting newsletter worth checking out if you have a spare couple of hours.

Till next month John

Newsletter Deadline is the 3rd June

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

OLDSMOBILE

Why You Should Buy the New Oldsmobile

It is the simplest and most reliable runabout made—25,000 now in use; the only light car that has been driven 3,500 miles across the American continent; the only one in its class that took the highest awards in the English Reliability Runs in 1903.

Seven proven horse-power, 3-inch tires, no gears, weighs 1,200 lbs., splendid hill climber. Increased power, speed and strength over former models.

Send to nearest agent for handsome catalogue showing Oldsmobile light Toncau (car, Touring Runabout and Delivery Car.

Olds Motor Works, Detroit, Michigan, U. S. A.

DUNCAN & FRASER,
SOUTH AUSTRALIAN AGENTS.

Oldsmobile
The Chronicle
04-03-1905

AAA Club General Meeting 15th May 2026

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

Club Run to Greenman Inn

24th May 2026 note its 1 week later than usual

John Sommers is organising this run to The Greenman Inn Ashbourne.

Established in 1865, the Inn was the original Post Office and General Store for the Ashbourne area. After extensive renovations in early 2018, and again in 2024, the Greenman Inn opened for business. More information at the next meeting.

Meet at the AAA Clubrooms at 9.45am for a 10-15am departure.

We will be travelling through Flagstaff Hill, Clarendon, Meadows to Ashbourne.

The run should take approximately 75 minutes and cover approximately 53km.

The Inn has a comprehensive menu at reasonable prices with Vegetarian and Gluten Free Options.

Safe Travels

Photo: Hill & Co., mail coach outside the Post Office which was formerly the Greenman Inn at Ashbourne. Circa 1900.



Run for June is to A1 Mushrooms near Mallala

We meet on Sunday 21st June at the club rooms at 9.30 am for a 10 am start.

Northern members could join us on the North South Motorway at about 10.25 am from the Bolivar Service Centre.

After our visit to the Mushroom farm where there will be a talk and some cakes as well as free samples of mushrooms, I have booked the Mallala Hotel for lunch.

I will be seeking numbers for A1 Mushrooms and the Mallala Hotel at the May and June meetings.

For those who are interested the Mallala Historical Museum is open from 2 pm.

Libby Ottaway ph 0408 672 444



Swiss Brown Perfection

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 May 2026	AAA CLUB MEETING at CCC Rooms starts 8.00pm	
24th May 2026	Club Run to the Greenman Inn at Ashbourne	John Sommers is this runs organiser
19th June 2026	AAA CLUB MEETING at CCC Rooms starts 8.00pm	
21st June 2026	Mushroom farm visit near Mallala	Libby & Ric are planning this run
17th July 2026	AAA CLUB MEETING at CCC Rooms starts 8.00pm	
19th July 2026	CHRISTMAS IN JULY	John & Jenny are planning this run
21st August 2026	AAA CLUB MEETING at CCC Rooms starts 8.00pm	
Tuesday 25th August 2026	Visit to Adelaide Desalination Plant at Lonsdale	Brenton is planning this run
20th September 2026	Arthur Clisby Memorial Picnic Day	Macclesfield Oval

Invitation Events

16th-24th May 2026	FEDERATION MEET THE CLUBS TOUR 2026	Mid North & Lower Flinders area of SA
30th-31st May 2026	MORGAN LIVING RIVER FESTIVAL	Morgan Riverfront
8th_1th October 2026	Fight MND Danihers Drive 2026	
12th-21st October 2026	Federation Motorfest	Information on pages 8 & 9 May Newsletter

Swap Meets

24th May 2026	KAPUNDA Swap Meet	Kapunda Trotting Track Buyers from 7.30am
14th June 2026	Sedan Swap Meet	Sedan Recreation Park Rickey Road Sedan
9th August 2026	Willunga Swap Meet	
20th September 2026	Gawler Swap Meet	
27th September 2026	Morgan Swap Meet	
4th October 2026	Kadina Swap Meet	

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

Meeting opened at 8:00pm; chaired by Brian Davey

Brian welcomed those in attendance and invited members to socialise after the meeting and enjoy Cynthia's cakes and biscuits. Members were also reminded of the evacuation procedure

Present approximately 44 members

Apologies: Renee Jaye, Steve and Lisa Thiselton, Charlie Mifsud, Steve and Anne McNicol, Arthur Doecke

Visitors: Louis Mifsud, looking to join

Minutes of the previous meeting were moved for acceptance by John Farrugia and seconded by John Sommers. Carried unanimously

Membership; 92 and 1 pending.

Correspondence in; email from Ty Monte re Morris truck, Con-Rod newsletter

Correspondence out: Ty Monte's query sent to John for inclusion in newsletter

Treasurer's report: \$3586.75 in the administration account and \$9355.19 in the investment account.

Editor's report: John would appreciate run reports and photos please

Historic Vehicle report; A quiet month, but expected to pick up as the end of financial year approaches. Please bring your membership receipt with logbook and registration certificate

Club Captain.

John Sommers has planned a run to The Green Man at Ashbourne for May 24

Libby is organising the run to the Mallala mushroom farm in June with lunch at the pub

AAA has two runs for The Federation Motorfest; Warrawong (\$40 per head) and Knights Roses in Gawler (\$20 per head)

John reported on the Jujube run.

Brian Collins reported on a run to McLaren Vale that attracted 400 to 500 cars

Brian Davey reported that Old Car Day has moved to the south parklands

Brian has discovered that caravans are eligible for historic registration for \$10 per annum

Certificates of exemption for lefthand drive vehicles must be with vehicle at all times and the exemption number must be noted in the logbook. Engineering certificates for modified vehicles likewise

Bram Fynnaart offered a steering wheel emblem from a Mark 2 Jaguar gratis

Meeting closed at 8:45pm

AAAC Membership renewal 2026-2027

Membership fees are being taken at the April to June meetings.

Fee remains the same at \$50.00 if paid by 30 June 2026. Payments after this date incur a \$10.00 late payment fee. Please advise a committee member at the earliest opportunity if you will not be renewing your membership. There have been many members resign after the 30th June deadline which causes extra follow up and delays in financial reporting. Any member not renewing and still has a current log book are requested to post the log book back to the club.

If you have sold your vehicle, you are still welcome to remain a member and participate in club runs in your modern vehicle.

Payments accepted by cash/cheque at the meetings or via EFT to the Clubs bank account BSB 035045 Acc 403479. If paying at a Westpac/Bank SA branch, please quote your membership number. No separate receipt will be issued if paying via EFT. Include a note with your log book when presenting to the Club Registrar that payment was made via EFT.

For those paying via EFT, we remind you that you should edit the Clubs name on your banks' payments list to ADELAIDE ALLMAKE AUTOMOBILE CLUB INC

For Sale

1963 FB Vauxhall Victor

Cheryl is putting Kevins 1963 FB Vauxhall Victor up for sale due to his passing. The car has had a lot of work done with reconditioned motor, alternator, brake power booster and 4 speed gearbox. Front end has been rebuilt and seats reupholstered. Having said that the car does still need some work and the vendors price expectations take that into account. Please refer to the photos attached. There is also a supply of new and good second hand parts included in the sale.



Please phone Cheryl on 0414 134 879 if you want more information or wish to view the car. Sensible offers are more than welcome. Vehicle is at Strathalbyn.

1954 Holden FJ Sedan \$35,000 ONO

Neil is selling his FJ Holden there are a lot of spares available, too much to list. Recently had a full respray back to original Glamor Red, powdered by a 138 Grey.

For more information phone Neil 0408 315 703





Federation Motorfest 2026

Programme

12th October to 23rd October – Entries close 1st October 2026

Please note: ALL EVENTS ARE OPEN TO ALL MAKES & TYPES OF VEHICLES (including moderns)

Entry into the “Bay to Birdwood” is not a prerequisite for participation in “Federation Motorfest” events.

Day 1 Monday 12th October

TOUR HISTORIC AUCHENDARROCH HOUSE & GARDENS Hosts the Milang Vintage Machinery Club

Travel through the beautiful Adelaide Hills to Mt Barker to Historic Auchendarroch House where coffee can be purchased. Morning tea provided. Come and discover South Australia’s interesting history at Mt Barker’s Historic Mansion and gardens. Built in 1860 as the Oakfield Hotel by Lachlan McFarlan and later purchased by businessman Robert Barr Smith who converted the hotel into a luxurious summer residence renaming it “Auchendarroch” (Gaelic for “Holy Place of the Oaks”). The mansion later served as a convalescent home and an Air Force Hospital and much more. The heritage-listed restored sandstone mansion surrounded by beautiful gardens has many secrets which you will learn on the guided tour. Lunch can be purchased at your cost in the modern Oak & Iron Bistro, an extension of Auchendarroch House. **No Limits**

Day 2 Tuesday 13th October

OUR LOCAL WILDLIFE EXPERIENCE Hosts the Adelaide Allmake Automobile Club

Join us for a scenic leisurely drive through our beautiful Adelaide Hills and historic townships for our visit to Warrawong Wildlife Sanctuary at Mylor (founded in 1969 in South Australia). Included will be Devonshire Morning Tea upon arrival followed by an informative wildlife presentation and your lunch. You can also enjoy a nature walk around the extensive sanctuary or watch from the enclosure. You may see many birds, kangaroos, wallabies, koalas and even the elusive platypus.

Please wear closed in shoes.

Limited to 70 people

Day 3 Wednesday 14th October

CARS TO THE PORT Hosts the Gawler Veteran, Vintage & Classic Vehicle Club

Members of the Gawler, Veteran, Vintage & Classic Car Club invite you to join us on a leisurely drive through the Western Suburbs of Adelaide. Our first stop will be to visit Richmond Motors for morning tea and browse through a collection of Sports, Classic and Muscle Car. If you so desire you may wish to bring your cheque book out of your pockets. We will then proceed to the Historic Port Adelaide Football Club. There we will have lunch (at own cost) and a guided tour with their

Club Historian for approximately 75 mins. **Limited to 30 people**

Day 4 Thursday 15th October

AN EVENING WITH AUTOMOTIVE HISTORY IN KHAKI Hosts Military Vehicle Preservation Society

Starting at the National Military Vehicle Museum in Edinburgh Park at 2.00 pm. The 6-acre site with onsite parking is a group of heritage listed buildings built during World War 2 which now house an extensive collection of historic military vehicles dating back to 1916. There is something of interest for everyone. On arrival there will be a guided tour of the Museum and restoration workshop. During the afternoon, the volunteers will demonstrate the capabilities of the operational vehicles on the Museum testing area and there will be a firing of the 25 Pdr field gun. There is also the opportunity to ride in the historic vehicles. This will be followed by an evening roast meal consisting of 2 courses within the Museum building. **Limited to 50 people**

Federation Motorfest 2026 cont.

Day 5 Friday 16th October

BATTUNGA COUNTRY Hosts the Mercedes Benz Club of SA

Please join us for a drive up the South Eastern Freeway for a look at the area known as Battunga Country. The main towns in this area are Echunga, Macclesfield and Meadows. Gold diggings, a Museum and sculptures are on the list of visits. There will be some walking and unpaved roads to travel on. We will stop for a cuppa along the way (included) and lunch at your own cost.

Limited to 30 people.

Sunday 18th October

THE BAY TO BIRDWOOD

Day 8 Monday 19th October

SMELL THE ROSES Hosts the Adelaide Allmake Automobile Club

The Adelaide Allmake Automobile Club invites you to "Smell the Roses". Enjoy a leisurely drive through the northern suburbs, rural and military areas to Knight's Roses of Gawler to enjoy an informative talk on their 50 years in business. Plus interesting facts and information on Roses. Tour includes Morning Tea. Followed by lunch at a local hotel.

Limited to 40 people

Please wear closed in shoes.

Day 9 Tuesday 20th October

THE GRANGE IN GRANGE – WHO IS CHARLOTTE? Hosts the Motorfest Committee

Leave Glandore to travel through seaside suburbs to Charles Sturt Museum & Cottage in Grange. After intro talk, meander through the museum, enjoy Devonshire tea, then a guided tour of the Cottage & gardens. Leaving Grange we will travel to the Mansfield Park Hotel for a talk & visual by a well known auto historian & author. Lunch at own cost. Questions & chat with speaker.

Limited to 30 people

Day 10 Wednesday 21st October

GIANTS OF STEAM Hosts the Early Ford V-8 Club of SA

A leisurely drive to Port Adelaide and the National Railway Museum for Morning Tea journey into railway history at Australia's largest Railway Museum with over 100 exhibits representing State, Commonwealth and private railway operators on the three major rail gauges used in Australia. Climb into the cabs of giant steam engines, walk through elegant carriages, enjoy the train rides & interactive displays. From here a short distance to a lunch venue which is optional at your cost.

Limited to 50 people

IT IS IMPORTANT THAT ANY DIETARY NEEDS SHOULD BE PLACED ON THE ENTRY FORM

PLEASE NOTE AFTER 1st OCTOBER 2026 THERE WILL BE NO REFUNDS FEDERATION MOTORFEST HEADQUARTERS

Federation Motorfest Headquarters for 2026 will be at the clubrooms of the Combined Car Clubs, part of the Glandore Community Complex. They are located in Clark Avenue, Glandore. There is plenty of paved off street parking, easy access to facilities and the clubrooms will be open each morning to welcome our guests.

Websites: www.fhmcsa.org.au

Enquiries: Phone 0439 898 851 or email secretary@fhmcsa.org.au



Rocker Cover Race Day

19th April 2026

Attendance at this year's event saw probably a record attendance. We normally averaged just over 20 members in recent years, however this year, there were over 40 people participating. We will now need to revise the catering requirements for future events.

The Rocker Cover races have been a regular fixture for 20 years. Even COVID didn't stop it. When restrictions ended, it was just in time to run this event, with precautions. So luckily, we have held this event continuously since 2007. The winners are recorded on the Aurthur Doecke Perpetual Plaque which is hung in the CCC meeting room.

There were a few showers in the morning, but it cleared in time for the BBQ and races.

We had 3 new members having this as their inaugural event. One being Louis Mifsud who also helped Charlie at the BBQ, giving the other Charlie a break after recovering from an illness.

The races were held shortly after lunch, with the juniors first. Four competed for the trophy which was won by Harvey Gray. Others were Cooper Watkins, Lucas Mifsud and Austin Gray.

The ladies race followed. With many racers made available courtesy of Edd Gray, there were many heats and quite a few new members took part. Heats were held with the best of three runs qualifying them through to the finals. The Ladies prize was won by Heather Ings.

Then the open races were held. Some new racers, some modified from last year. One modified racer by Dennis Fordham, with a new set of wheels, saw his racer make the end of the track for the first time, and it was quite competitive!

The open section allows any junior, lady or gent to race. The winner was Austin Gray who takes home the Perpetual Trophy.

The starter was Charlie Mifsud, line judge Ross Brown, score keepers John & Jenny Badcock.

Thanks to all who was involved in organising the event or helping on the day, it was a great event.

Brenton Watkins



Perpetual Trophy Austin Gray



Charlie & Louis (Cooks) thanks guys

Photos Jenny & John Badcock

Rocker Cover Race Day cont.



Harvey holds his 3kg racer Brenton presents his Trophy



Thanks Charlie (starter) Ross (finish judge)



Roger & Kay Keane



Charlie & Maria Costanzo

Photos Jenny & John Badcock

Attendees

- Brenton & Keryn Watkins & Cooper
- Barry Scrimshaw
- John & Jenny Badcock
- Charlie Mifsud & Grandson Lucas
- Dennis Fordham
- Louis Mifsud
- Charlie & Maria Costanzo
- Dolores Smith
- Roger & Kay Keane
- Ian & Wendy Matthews
- Brian & Cynthia Davey
- Michael & Winnie Koh
- Paul Scott
- John Clare & Sandy Nash
- Ross & Liz Brown
- David & Helen Goodall
- Heather & Gordon Ings
- Gemma Mann, Kynau & Corey
- Brian Collins & Bazil Rowe
- June Nguyen & Lorenzo
- Edd & Chris Gray
- Joel Grey & Sons Austin & Harvey



Go Snoopy

Heather Ings wins the Ladies section



Austin Gray Open Section Winner

Thanks Edd Gray Track another good year

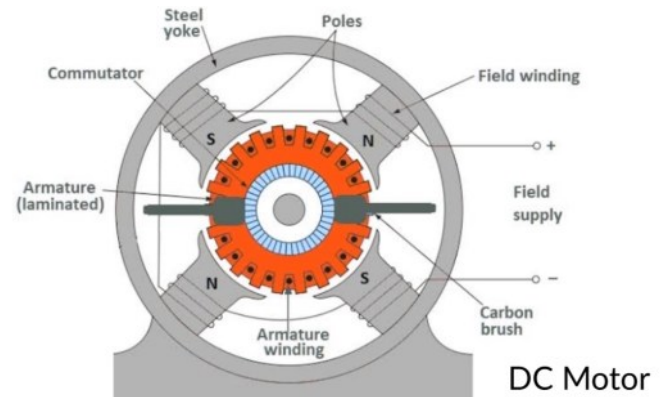


VERTICAL TRANSPORT - Part 2

The earliest electrical machines were Direct Current (DC) and the first city electricity supply systems were also DC - this was very convenient for the fledgling Lift industry because it is easy to vary the speed of a DC Motor over a broad range.

At right is a simple schematic of a DC Motor; in early Lift applications the motor field winding is fed from a fixed DC supply while the Armature current can be regulated by external resistors, thus controlling the speed.

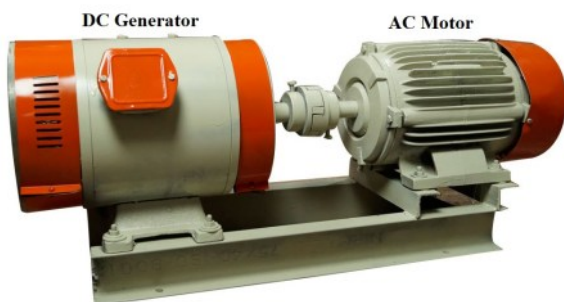
I will liken the earliest Lifts to the Veteran Car era because they required a lot of Driver input - that's right, they required a trained Driver, you couldn't just hop in and press a button for where you wanted to go. Some of you can probably remember department-store Lifts which still had Host/Drivers into the 1950's.



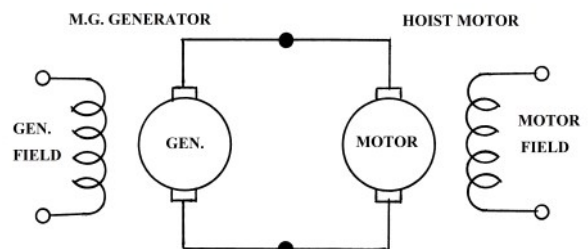
Those early Lifts relied totally on the skill of the Driver to provide a safe and comfortable ride. The Driver manually opened and closed the Lift doors and controlled the acceleration, deceleration and stopping of the Lift; they had a quadrant selector inside the Lift which controlled how much resistance was inserted into the armature circuit along with brake operation. The Lift would start off very slowly (maximum amount of resistance in circuit), the Driver would have to judge the optimum time to move the selector position to cut out some of the resistance and achieve smooth acceleration (just like changing gears in a car). In practice five or six steps of acceleration and deceleration were most common.

To complicate matters the Lift would not reach full-speed on a single or two floor run so the deceleration timing was different for short runs compared to multi-floor runs, however with a good Driver you would not be aware of any of this and they would stop the Lift very close to floor-level so passengers did not stumble into or out of the Lift.

For reasons we won't go into here, Alternating Current (AC) electricity supply systems were universally adopted by the early 1900's, this created a problem for the Lift industry as it entered the Vintage period which lasted over half a century. The speed of AC Motors could not be easily varied so Lift companies had to manufacture their own DC Electricity Supply on site, the solution came in the form of a Motor-Generator Set - an AC Electric Motor driving a DC Generator.



AC/DC Motor-Generator Set (MG)



Schematic Circuit of DC Hoist Motor Drive

The output of the MG DC Generator Armature is connected directly to the DC Hoist-Motor Armature. The Hoist Motor Field winding is energised by a separate DC supply (rectified AC).

The MG Generator Field winding is energised by a variable DC supply controlled by Resistors in the Generator Field circuit, variations in Generator field strength will alter the output of the Generator Armature which is fed directly into the Hoist-Motor Armature which will vary the Hoist-Motor speed. Small variations in Generator Field current can have a significant effect on Hoist-Motor speed.

(Cont. on Page 13)

VERTICAL TRANSPORT - Part 2

(Cont. from Page 12)

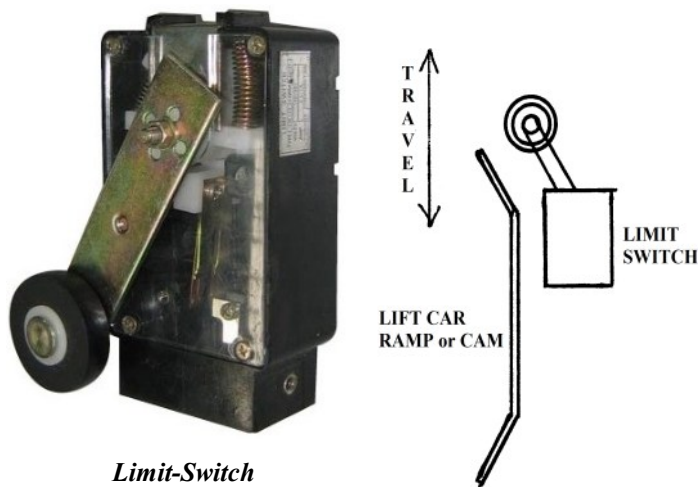
This solution was expensive, a MG set was required for each Lift and the AC - MG driving-motor would consume mains power when the Lift was not running, but the performance of this system was so superior to any other available that it became the usual choice for over fifty years.

The earliest Lift installations operated at quite slow speeds and featured a “Geared” drive. The DC Hoist-Motor was coupled to a “Worm & Wheel” Reduction-Gearbox, the Traction-Sheave being attached to the Gearbox output shaft. The Brake mechanism (Drum, Shoes & operating Solenoid) was interposed between the Motor and Gearbox input shaft.

Even with trained Lift-Drivers there was the possibility that they could make a mistake or suffer a “medical episode” so there had to be safeguards built-in to prevent accidents, the most basic of these is the “Limit-Switch”.



Geared Hoist-Motor



Limit-Switch

In the Lift industry typically a Limit-Switch has an operating-arm fitted with a rubber-tyred roller.

A “Ramp” or “Cam” attached to the Lift-Car comes into contact with the roller as the Lift passes, moving the arm and operating a set of electrical contacts. The Roller is rubber-tyred to ensure silent operation, unexplained noises while the Lift is operating can be very disconcerting for passengers.

Long, tapered Ramps attached to the Lift-Car are used to operate a series of Limit-Switches located at the top and bottom of the Lift-Shaft to force a controlled slow-down as the Lift approaches a terminal-floor (only if the Driver or normal Motor control has not functioned correctly).

The next advancement in Lift technology was semi-automatic control - doing away with the driver. This required some very sophisticated electrical circuitry and development of new electro-mechanical devices. The Lift “Controller” needed to know the actual location of the Lift at all times, several complex systems were developed by different manufacturers to achieve this.

Simple electrical memory circuits operated whenever a Lift or Landing Button was pressed, locking the call into the system and illuminating a lamp to confirm to the user that the call had been registered.

If the Lift was idle and a call placed in the system the controller had to determine if the call was above or below the position of the Lift to decide which direction the Lift should travel, then perform a sequence of checks to confirm that it was safe for the Lift to move. For instance there is a switch on the Hoist-Motor Brake to prove that the Brake is correctly applied at the end of each run, the Lift will not run again if this switch has not operated.

Before a Lift can move all Lift doors must be closed, if a Lift moved with the car door open, a passenger could be seriously injured if they happened to let any part of their body stray outside the confines of the cabin. If the Lift moved away with the landing-door open it would leave a gaping hole for someone to fall into the Lift-Shaft.

(Cont. on Page 14)

VERTICAL TRANSPORT - Part 2 (Cont.)

(Cont. from Page 13)

So ALL Lift doors are fitted with switches to prove that they are all fully closed and mechanically latched, before the controller will initiate a travel sequence. A problem with manually operated doors is that a passenger may not close both sets of doors fully when they alight, resulting in a stopped Lift until someone comes along and closes the doors properly, in the meantime users on other floors are denied service. Then there were the misfits who deliberately left doors slightly open to inconvenience others.

The answer to this problem is the Power Door Operator (PDO) - an electric-motor, gearbox and mechanical linkages drive the doors open and closed. When the Lift arrives at floor-level a sensor initiates the "Door Open" sequence, after the doors have been open for a designated period (typically around 8 seconds) a timer will initiate the "Door Close" sequence, or if a passenger enters the Lift, operating the "Door Close" button can override the timer and begin closing the doors earlier.

All Landing-Doors are mechanically latched closed, there is a coupling mechanism on the Lift-Doors which retracts while the Lift is running but engages with the Landing-Doors when the Lift stops, releasing the Landing-Door latches and allowing the Lift PDO to drive both sets of doors Open or Closed. The Lift Controller will not allow the Lift to move if the coupling mechanism is not retracted.

There were some passenger safety precautions built into the PDO - a spring-loaded clutch to limit the closing torque, the clutch would slip and doors stall if the doors came into contact with an obstacle (human or otherwise). The leading-edges of the Lift-Doors were fitted with "Safety Edges" - light-weight, pivoted devices which would extend as the doors began to close, if the "Safety Edge" came into contact with an obstruction it would retract, operate a limit-switch causing the doors to re-open.

To be continued

Brian Bennett

Pre-1905 Pioneers Run



Pre-1905 Pioneers Run

Ballarat 12-14 September 2025

Based at Ballarat, Rally Headquarters was at the Bell Tower Inn, where 30 of these early Veterans gathered for their annual run.

Friday was a shakedown Run of 11km to view a private collection. Saturdays Run the longest of the weekend saw the Veterans leave Ballarat and drive or ride to Smythesdale for lunch, a return distance of 50km. Sunday the Veterans cruised to Lake Wendouree for lunch at the Tram Museum, a return distance of 31km.

A well organized Weekend tailored to suit pre-1905 vehicles. The next pre-1905 gathering will be at Wentworth NSW in September.



1903
Humber
Humberette

AAAC
member

Larry Clarke



25th MORRIS REGISTERS NATIONAL RALLY April 2026

It was Queensland's turn to host the biannual Morris Registers National Rally this year and it was based in Toowoomba. Morris Register members attended from Victoria, New South Wales, South Australia and of course Queensland but with fuel prices (and uncertainty) there were less interstate members attending than normal. In fact half of the 90 or so entrants were from Queensland and a lot of them were from the regional Morris Minor clubs.



Morris Six MS Series 1949



We had originally planned to go north to Maryborough after the rally and then west to Longreach and Winton but when fuel looked like becoming an issue we decided to cut out the Longreach/Winton extension and then closer to the rally date cut out the Maryborough extension. We decided to go modern this time and took five days to get to Toowoomba so that we could stop at places we normally drove past on previous trips. I think we have all done it "we must stop there next time", well this time we did - at least with a few places. It was an enjoyable trip but sad to see northern NSW and southern Queensland is drought. The countryside was brown and quite a contrast the unusually green plains around Balranald.



1929 Morris Minor



Morris Marshal



25th MORRIS REGISTERS NATIONAL RALLY cont.

The rally itself lasted for four days with check in from lunchtime on the Thursday afternoon but there was an extension on the Monday for those staying the extra night. Rally HQ was at the clubrooms of the local car club and were really well set up with a large meeting room, kitchen and workshops. The latter was made good use of with quite a few cars using the hoist to fix some minor problems encountered getting to and during the rally.



There were the usual runs into the countryside with a few locations where the cars could be lined up for a display. The main display day was on the Sunday where vehicles were lined up around the oval adjacent to the Cobb & Co museum and cafe complex. The extra run on the Monday was to the Highfields Pioneer Village, which proved to be well worth a visit. There are over 70 historic buildings packed with exhibits and spread over 20 acres of land.

While at the rally I did manage to take some time off to indulge in my other passion because the South Downs Steam Railway operated a special train from Warwick to Toowoomba and return using steam locomotive C17.971. It arrived Friday afternoon and departed on its journey back to Warwick at 8.05am on the Saturday.

Steve & Anne McNicol



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BITS AND PIECES

FEDERATION WEBSITE

www.fhmcsa.org.au

Post your thoughts on the Federation or Conditional Registration, let people know of events of interest, seek technical help or buy, sell or swap.



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The following articles are available to buy

Car Club Logo Windscreen Decals



\$1.00

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Historic registration Log Book

See Membership Secretary to obtain, payment to Treasurer.

Correct money would be appreciated

ORDERING CLUB NAME BADGES

In addition to the member name tags the club provides each member to wear Professional badges can also be purchased.

They are ideal when attending multi car club events.

Individual Name Badges can be ordered through the Treasurer.

Cost is \$10.00 for a badge with a pin or with a magnet.

Correct money for the Treasurer would be appreciated



General meetings: 8 pm, 3rd Friday (excl. December)
Combined Car Clubs Room, Clark Ave., Glandore.

Membership Fees: Joining Fee \$10. Annual \$50 (half fee for new applicants after 1st January).
Subscription renewal: Due 1st July, if unpaid, lapses 31st July.
Vehicle Eligibility: All cars, commercials and motorcycles of historic interest or other vehicles as approved by the committee.
Advertising: For Sale and Wanted adverts appear free for a maximum of 3 months.

If Undeliverable, return to
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