



The Wheel



Chris Forsey's
1969 Jensen Interceptor Mk1

Southern Tablelands
Heritage Automotive Restorers Club Inc.

NOVEMBER 2016
ISSUE 170

**Southern Tablelands Heritage
Automotive Restorers Club, Inc.
PO Box 1420, Queanbeyan NSW 2620, AUSTRALIA**

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Club Meetings held at 8pm; 1st Tuesday of each month (except January) at the Girl Guide Hall, Erin St, Queanbeyan. **Contributions** should be submitted **before the 15th of the month** for the following month's issue. Articles covering events, members' experiences, automotive/mechanical items or photographs welcomed. The editor reserves the right to accept, reject or modify any section of any article submitted for publication.

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Minutes of General Meeting - Tuesday October 4

Meeting Commenced: 8.20 pm

Held at: Guide Hall Erin Street Queanbeyan

Attendance: 18 members

Apologies: as per attendance book

Visitors: Shane Moore Electro Plating Technology, prospective new members Greg and Jo Stephenson, Philip Selmes and Dodge, Phillip and Nick Lawrence, Steve Harris and Ben Sweeney

President's Report: Thanks for coming out on a not very pleasant evening. We have a number of members on the sick list and we wish them all the best for a speedy recovery. We have with us Shane Moore from Electroplating Technology and as you have heard already from him we are invited to visit their business outside of business hours for a club information session at a time to be determined.

Minutes of previous meeting

Minutes of the September Meeting are published in the October edition of The Wheel. The president's report omitted from the Minutes of the 2016 Annual General Meeting was also published in the October edition of the Wheel.

The proposal put to the AGM to increase the membership application fee to \$50 was amended to \$25 and passed at the meeting. The minutes of the AGM will need to be amended to correct the error in the minutes.

Moved acceptance: Lawrie Nock Seconded Ray Malam carried

Continued page 4



Our thanks to Homestead Press for their support:

3 Paterson Pde, Queanbeyan NSW 2620 Tel: 026299 4500 Fax: 026299 4200 Email printing@homesteadpress.com.au

Treasurer's Report:

The current balance in the club's accounts is \$12,965 including the amount held on fixed deposit.

We have on hand payments received for membership applications from new members.

Homestead Press account for \$220 has been paid under the standing arrangement.

Insurance was payable by 1 October. Prompt payment was approved by Committee. Approval sought for payment of insurance premium of \$675.

Payment of a penalty to Australia Post for underpaid postage arose on one postal item. suspected cause was failure of the folding and taping down of outgoing item. Recommend approval of payment of penalty. Publications Committee is aware of the problem and has initiated steps to avoid future occurrences.

Current petty cash advance for publications' committee for stamps etc is \$250. There has been a significant increase in postage costs since this advance was approved. It is moved that the advance be increased to \$350 and that reimbursement be approved as a standing approval.

Moved acceptance Brian Thomas Seconded Jane Nock carried

Secretary's Report**Correspondence: In**

- Service One statements, Club insurance cover, membership renewals and applications
- Homestead Press account for \$220 for October edition of the Wheel received and sent to Treasurer for payment under the standing approval.
- inquiries about club membership
- Australia Post penalty** Australia Post alleges that an underpaid postal articles had been handled. Document was one copy of August newsletter. August was a maximum size edition. Possible that tape allowed article to unfold to out of dimension. Agreed that NFA required by club and that payment should be made. Secretary has alerted Publishing Committee to the event.

Magazines received: Bush Telegraph no 67 September-October 2016
CHMC; Old News, September 2016, Baw Baw Old Engine and Auto Club
Inc; The Colonial, September 2016, Canberra Antique and Classic Motor
Club; The Crank Handle, September 2016, Gundagai Antique Motor
Club Inc; CVMCE News, Bike Torque, September 2016, ACTVVC Motor
Cycle Club Inc

•Invitations currently in hand to Cleary Bros Family Museum open day at
Pt Kembla, 9 October 2016 Marques in the Park 30 October 2016; Bigga
Golf Club Car & Bike show Saturday 31 October 2016; Girder Fork Rally,
Cooma Monaro Club 15-16 October 2016; Marques in the Park 30
October 2016; Classic Yass 5 November 2017; Yass Heritage event at
Cooma Cottage 6 November; Canberra Swap Meet, Sunday 6 November
2016; 26 November Charity car show Goulburn \$20 per car entry;
Festival of Braidwood Saturday 26 November 2016 only 80 spaces
available \$5; CHMC AGM Rally at Albury 18-22 May 2017; Terribly
British Day Sunday 4 December 2016 Treasury Car Park.

Correspondence Out: Response to Just publications, communications
with prospective new members, membership renewal reminders and
general event notifications. Letters of appreciation for trophy sponsors

Property Officer's Report: Caps have arrived and other apparel and
club items as usual.

Registrar: 2 new vehicles a Charger and a Cortina GT. Registrar
reminded members of the importance of ensuring that Registrar has a
copy of registration papers for all vehicles registered through the club.
This is a required condition of access to concessional registration.

Editor's Report: Going well. Editor needs contributions from members
for the newsletter.


Public Officer: overseas at present but nothing to report

Website Report: absent

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Battle of Waterloo

Canberra September 4 2016

Wet weather in June delayed holding of the annual Battle of Waterloo – French/ British car display until September 4. Further rain in the lead up to the event also required a last minute venue change from Weston Park to Tidbinbilla.



1969 Jensen Interceptor Mk1

A bright day dawned and about 60+ vehicles put on a great show at the Tidbinbilla Tracking Station near Canberra. In terms of numbers, the British side were slightly ahead in terms of overall numbers and won the battle!



This particular event has a nice intimate feel where the cars are not parked in club groups but instead are intermingled. Good showings from the French Renault, Peugeot and Citroen clubs were matched with representative vehicles predominantly from Mini, MG,

Armstrong Siddeley, Jaguar and Rover. Other marques included Rolls Royce, Lotus, Lagonda and (my) Jensen, to name but a few.

By Chris Forsey





Clarendon Classic Rally

This show gets bigger and better every year. There was something there for every one, steam train rides, double decker bus rides,

model train exhibits, aircraft engines, motor bikes, cars, tractors, trucks and steam engines just to name a few. There were also trade and 2nd hand goods stalls. It took 2 days to appreciate everything that was there, the old 'pegs' (legs) were worn out by lunch time the second day.

This year's theme was *All things European* and the Kenworth truck Classic. With the amount of Kenworth trucks there, I don't think there was too many traveling the highway.

One of the outstanding displays was a Ford V8 (351 Cleveland) engine powered Vender (Italian) bulldozer, it looked feral but it was unstoppable.

The Sydney Machinery Club put on a catered meal for the exhibitors on the Saturday evening and it was a great social get together. I suggest this is one outing to be put on your bucket list.



More pictures can be viewed on our Club website.

Attendees : Geoff Rudd, Ian Rudd, John Thomas and a cast of many new friends whom we had never met before.

By John Thomas

BUNGENDORE LUNCH
ROYAL HOTEL BUNGENDORE
SUNDAY 25 SEPTEMBER

John and Rosemary led the procession from the hall in Queanbeyan, while others made their way separately. Early arrivals had the opportunity to check out the shopping opportunities. Rosemary and Ros were not impressed by the eyes of the sculptures they discovered in their shopping expedition.

By noon our Club had secured a table in the dining area of the Royal Hotel and orders were on their way. It didn't seem to matter what the



order was the quantity and quality was good. Some members but not all were able to find room for a choice from the dessert menu.

After lunch John Thomas came up with a great idea to visit David and Colin Daniels, well known local identities, who have been collecting,

engineering and displaying their handiwork for decades. They are friends of many of the members of STHARC and relatives of at least one.

The Secretary was despatched to try to arrange an impromptu visit to their shed. David was mowing the grass but put that aside to be his usual accommodating and generous self.



Several of the ladies discovered that there is another shop nearby to the destination but which had been out of walking range from the Royal so decided that they would do an alternate shed crawl. Not sure what they bought but it didn't require the opening of boots so it wasn't too dramatic.



Those who opted for the shed crawl were greeted by an array of wonderful things both inside and outside the shed. Among them was the old boiler out of the steam boat which used to ply the route from Collector to Bungendore via Lake George in years gone by.

As the threatened precipitation began to make its way through, Colin in the open top MG was the first to break ranks. The rest followed soon after.

Thank you to the instigators and our after lunch hosts David and Colin Daniels.



Attendees:

Club Cars-

Albert Neuss: Mercury Ute, Garry and Ros Hatch : Ford Prefect
Colin McNally: MGTF, Lawrie and Jane Nock & cousins, John and Sandra Harwood : Packard Clipper "The Red Baron", Rosemary and John Thomas: EH Holden, Graeme Bates: Ford Fairlane, Ray and Barbara Malam: BMW 3.0L, Geoff and Jeanette Rudd: Valiant S.

Modern: Ronda and John Cornwell

By Lawrie Nock

Council Reports:

ACT Council Council is planning to submit request to ACT Govt for 60 day logbook scheme based on NSW trial. Modified scheme is reported by ACMC to have been approved by Minister but no public announcement yet available. ACT Govt has commenced a review of Events Policies and CAACTMC has lodged a submission in respect of motoring events. ACT events listed on Council's website.

Bush Council No further advice on commencement of Modified scheme for NSW (CVS). The AGM in 2017 will be a 5 day event from 18 to 22 May and part of a 50th anniversary celebrations for host club Albury/Wodonga and will include National Motoring Heritage Day. Registration form is available on the Bush Council website. STHARC will host the 2017 CHMC half yearly meeting in October 2017.

Events: The first end of the month ladies morning tea was held last week and was successful for those who attended. Thursday night this week social meal is to be held at the Turkish Restaurant in Woden. Next club outing is the minibus run to Pt Kembla for the open day at Cleary Bros family museum. John Thomas and Geoff Rudd are organizing. Mid week run for October is on 20 October and goes to Gunning and Breadalbane. Hoping to have a garage crawl in November for a club outing.

General Business:

New membership applications: Applications for membership of the club have been received. The Committee has considered the applications and recommends to members the acceptance of the following new members; Tony and Christine Brown have a 1966 V8 Mustang and have recently returned to live in the region at Jerrabomberra. Bruce and Nancy-Lee Legge also have a Mustang - the vehicle is known to Albert – they live at Wamboin. Lawrie and Jane Nock have seconded both applications. Greg Stephenson has a Ford long nose prime mover truck, Phillip and Nick Lawrence have a Holden WB ute and a Statesman. Membership applications were submitted to the club and agreed to by members.

Restrictions on P platers: Bush Telegraph points out that under RMS regulations a P1 or P2 driver appears to be unlicensed to drive a vehicle without seat belts fitted to the driver's seat or to carry passengers in seats not fitted with seat belts. CHMC has recommended that clubs make representations to local members.

Continued page 11

A draft message to the local member has been prepared for consideration by members. Geoff Rudd asked that the message to be sent also deal with driver tests for members owning heavy vehicles which are not fitted with seat belts. Members agreed to Secretary preparing and submitting request to local member's office.

Other business: John Thomas reported on the sale of principally Holdens at Canowindra and the prices obtained for some items. Other prices were too frightening to report.

Birthdays and anniversaries: nil reported

Health and Welfare: Both Ronda and John are unwell. John is in isolation in hospital and Ronda is at home. Family members are providing support. Rhonda is also unwell and has family members supporting her. Pauline is also unwell.

Raffle: Cooler bag Jane, Upper cylinder lubricant – Albert and John Kaczmarek

Meeting closed: 9.20 pm

***This space is waiting
for an article about
your car!
Send one in today.***



CANOWINDRA MOTORS AUCTION

Mr. Charlie McCarron's iconic collection of

Holden cars, signage, spare parts and various items went up for auction on the long weekend of 1st and 2nd of October.



Mr. McCarron started Canowindra Motors with his brother in 1955. He became the GMH dealer principal on August 1959 selling the Holden FC model. His motor museum is considered one of the finest Holden collections in Australia (also one of the best spare parts collections I have seen).

The cars consisted of a near full range of Holdens. Other vehicles consisted Vauxhalls, Armstrong Siddleys, Falcons, Chev Roadster, and various makes that required attention.



We went on the Saturday hoping to



preview the cars but that didn't happen as they were locked away at the show grounds until Sunday. Bidding for the spare parts and signs was fast and competitive. I had a couple of parts to bid on but wasn't in the race, any way I got exercise the arm a couple of times.

We did finish up with a couple of Bedford truck steps (\$20) very collectable !!!!! Can't understand why someone didn't want to purchase them from us !

We bailed out at about 12:30 when they were only up to item 400 and still had another 600 items to go. It was going to be a long day for those who stayed.

A few examples of the winning bids are: Holden Perspex light box \$11,500, Shell 4 piece enamel sign \$14,000, Holden service light box \$25,000, Torana GTR-XU1 \$100,000, Ampol funnel and pourer \$550, Armstrong Siddley car 1950 model (concourse condition) \$20,000, Holden HK Monaro 186s auto \$80,000, Holden EH (149 motor) \$25,000, spare parts and posters were \$5 to \$5000 plus!



SOLD
\$ 25 000



SOLD
\$ 11 500



SOLD
\$4 400

Day/Date	STHARC EVENTS – Nov to Dec 2016	CONTACT	BBQ Trailer
UNLESS OTHERWISE ADVISED: All STHARC runs start from QBN Girl Guides Hall, Erin St QBN/ BYO chairs, tables, picnic ware, drinks & food, sunscreen for all runs/ Mid Week runs will meet at the Guide Hall. 2 nd Wednesday of the month at 1.15pm, leave at 1.30pm or 3 rd Thursday of the month at 10 am, leave at 10.15 am. Contact the Committee if you want to add an event.			
	October 2016		
Fri 28	Ladies Coffee Morning 10.30 a.m. at The Baker, Sutton	Ronda Cornwell	No
Sun 30	Marques in the Park, Weston Park. Meet there	Committee	No
	November 2016		
Thurs 3	Social Get Together over Dinner 6.30 p.m. – Burns Club, 8 Kett St, Kambah www.burnsclub.com.au	Pauline Campbell	No
Sat 5	Classic Yass, Banjo Patterson Park Yass. Cars to arrive prior to 10am. www.classicyass.com	Committee	No
Sun 6	Canberra Swap Meet, Exhibition Park. \$4 admission 7am to 2 pm www.vvcmcc.org	Committee	No
Wed 9	Mid Week Run, Ian Robinson VW Collection	John Kaczmarek	No
	Queanbeyan Swap Meet & Big 3 Show, Queanbeyan Showground \$5 entry per vehicle. Pre-entry not required		

19/20	showground, \$20 entry per vehicle, 1st entry not required, Entry from 8am. www.americancarnationals.com.au		No
Fri 25	Ladies Coffee Morning, 10.30 a.m. at Tilley's Devine Café Gallery, Cnr Wattle & Brigalow St in Lyneham www.tilleys.com.au	Ronda Cornwell	No
Sat 26	Festival of Braidwood Auto Show & Quilt Show, St Bede's Grounds www.braidwoodquiltvent.org.au	Malcolm Roxburgh	No
	December 2016		
2 – 4 Dec	National Cherry Festival, Young www.visithilltopsregion.com.au		Yes
Sun 4	Terribly British Day, Langton Cres., Parkes. Cars for display to arrive before 9am. \$5 donation. www.actmotorclubs.wordpress.com	Committee	No
Sun 11	STHARC Christmas Party at Wamboin	Committee	No
MEMBERS PLEASE CONTACT THE EVENTS COMMITTEE IF YOU WOULD LIKE TO HELP OR ORGANISE A RUN. Check STHARC's or Shannon's Website for details and updates. Members of Other Car Clubs are most welcome to join STHARC on any of our club runs.			

Port Kembla visit to Cleary Brothers Family Museum

October 9



John Thomas and Geoff Rudd decided that the proposed open day at Port Kembla for the Cleary Brothers museum provided a nice opportunity for club members to see some interesting equipment and have a day out in a very pleasant part of the country. They organized a 12 seater minibus and it ended up full for the trip.

The first pick up was at Queanbeyan Spotlight car park. Next stop was Geoff and Jeanette Rudd's Wamboin property at 7.15am, from there we headed up the Hume Highway and turned off at Sally's Corner. Morning tea and a comfort stop in Exeter ensured that we made Port Kembla in good condition.

The bulk of the historic family equipment on display is usually housed in an enclosed showroom on the site with the workshops and storage facilities. There were lots of sheds to envy and a huge sealed concourse. The Big Boys from Sydney had set up a display area for their remote



controlled trucks and earth moving machines. One young participant had set up a road train with six trailers in a combination of As, Bs and dogs. Not an easy vehicle to drive. The last time I saw this attempted was at Sutton Driver

Training where a combination of about 6 A and B trailers saw the prime mover run out of traction on the first rise and resulted in an interesting break up of the combination to get the trailers back to the starting line. Cleary's workshop staff have done a brilliant job on returning the trucks and especially the Caterpillar Tracked Tractors to near as new condition.





The outside display unit which was a Caterpillar 60 (was too good to use but sounded great when started. Also in the outside display was their Mack truck with what appears to be a permanently mounted Cat Thirty tractor.

Clearys had invited many of their friends to come for the party. There as a very nice line up of heavy prime movers and

trucks including some ex military ones, many of them sporting H plates. Club member Mark Culmone from Goulburn was there with one of their trucks and had it looking magnificent for the display. John had Mark



taken behind the wood shed to speak to him about more articles on their vehicles but he was returned to normal life relatively unharmed.

Back in the bus and time for lunch in Berry. The magic of this setting was hard to walk away from at the end of the visit, but the opportunity

to be there was enjoyed for the available moments. Back in the bus and off for home via Nerriga, with a quick stop to pick up some bird seed for Ray. It is believed that the sunflower seeds are quite good to eat, the cockatoos at our place seem to think so. Passengers, despite a plentiful supply seemed willing to settle for the party mix instead. A quick refreshment stop at the Nerriga pub and we were back at Wamboin well before dark.

Thanks John and Geoff for organizing the trip and sharing the driving to get us all there and back safely. A big thank you to Rob Paton and other Cleary staff for making us feel so welcome.

Attendees: John and Rosemary Thomas, Geoff and Jeanette Rudd, Garry and Ros Hatch, Ray and Barbara Malam, Lawrie and Jane Nock, Norm Betts and Albert Neuss.

By Lawrie Nock

WHY NEGATIVE GROUND IS NOW THE NORM.

from Malcolm Roxburgh **with Acknowledgements to Steve Kirby, the author.**

Most of you know that those of us who own an early Jag (or most any other British car up through the late 60's) have vehicles that originally came fitted with Positive Ground electrics, while most of rest of the world, then and now, had Negative Ground equipment. Much has been said and written about how to convert positive ground cars to negative ground, if for no other reason than to allow one to plug their iPhone charger into the lighter socket (don't try this with a positive ground lighter or Mr. Lucas will let all the smoke out of the wires). But little is ever said about WHY these cars were Positive Ground in the first place.

By way of background, positive and negative ground simply refers to the direction that electrons flow through the wiring when something electrical is turned on. In a conventional negative ground car, the "hot wires" are hooked to the "+" side of the battery, from where "juice" flows to the device to be powered, let's say a headlight. The "juice" then returns to the "-" side of the battery, frequently through the metal parts of the vehicle chassis. This enables a device to be powered by a single hot wire without the need to have a separate "return" wire. (Author's note: Ok you electrical engineers out there please don't bother to write to correct this explanation of current flow, I know the electrons actually go the other way, but that's too confusing for this article).

In a positive ground situation, the roles, and the cables, are reversed. The "hot" wires are connected the negative terminal of the battery, and the positive terminal is connected to the chassis. But why so? Who came up with this oddball orientation and why?

Over the years I have asked many smart electrical guys, from auto techs to electronics engineers, and no one has had a rational reason for how positive ground evolved, until I read Rod Shears excellent article entitled "Improving XK Charging" in this month's XK Gazette

It seems that up until the invention of PVC (plastic) insulated wiring in the 60's, all wiring was covered with cloth based insulation, usually varnished to make it more durable. This cloth based insulation was not perfect, especially when it absorbed water as it was wont to do in Jolly (and foggy) Old England. Under these conditions, a small amount of electricity tended to "leak" through the insulation wherever wiring came in close proximity to a ground (like running through the firewall). Today we refer to this phenomenon as (lack of) dielectric strength (the ability of something to contain electricity, i.e. to insulate).

Engineers of the day found that where this "leakage" occurred, corrosion would form. We've all seen the effects of corrosion around electrical terminals, batteries and the like. However, it was noted that when the ground was Positive, the corrosion effect was greatly reduced. Now you know. Faced with imperfect insulation and a wet climate, English auto makers opted for the least corrosive electrical orientation.

Want more? Ok, so after the invention of plastic wire insulation, why did Positive ground go away? Electronics. Sometime around this era the transistor was developed and all kinds of neat things were invented....including electronic ignition and transistor radios which were cool to have in cars. The electronics industry standardized on what is known as the NPN transistor (negative-positive-negative) which only works on Negative ground electrical systems! Hence, positive ground cars became a thing of the past.

***This is what can happen
when you get positive and
negative mixed up!***





Farewell to Aussie made Fords.

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Know Your Club Member

Name - Chris Forsey

Membership - 15 years
(joined not long after the club was formed)

Involvement - I mainly participate by bringing a car to static displays ie Wheels, Battle of Waterloo, Marques in the Park, Terribly British Day, Summernats classic car display, etc.



Occupation - recently retired.

Vehicles owned - I have owned many cars over (almost!) 40 years. I'm firstly a Rover enthusiast and have owned most models. I currently represent Rover Owners Club NSW and ACT (Southern NSW and ACT representative). Registered vehicles include a 1985 Rover SD1, 2001 Rover 75 and a 1969 Jensen Interceptor.

What have I restored? - I tend to 'renovate' rather than restore. I enjoy getting cars running and back on the road - mainly Rovers but other cars as well - and I don't mind if they carry a bit of the battered patina of their past!

Other hobbies - I live rural on a small holding and enjoy working around the property, planting trees and providing a home for old Rovers....

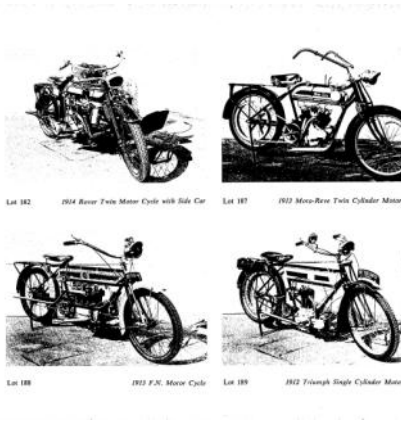
First vehicle - technically my first vehicle at the age of 15 was my grandmothers 1954 Austin A40 Somerset. But at about the same time I acquired the first of many, many Rovers - a 1950 Rover 75 'Cyclops'.

The Endeavour Motor Museum

Book Review by Chris Forsey

A recent 'find' in a bookshop was the 1972 auction catalogue for the collection of cars, motoring miscellanea and music boxes that comprised the Endeavour Motor Museum, 1018 Canterbury Road, Lakemba. This address appears to be currently occupied by a Harvey Norman store.

In 1972, at the close of the museum, it appeared to house a range of mainly veteran and vintage motor cars and motor cycles, as well as a collection of music boxes. Vehicle makes included Ford, Kissell, Rugby, Star, Studebaker, Humber, Overland, Locomobile, Essex, Packard, Panhard, Buick, Nash, Renault, Amilcar, Auburn, Cord, Stellite, Maxwell, Metz, DeDion Bouton, Rambler, Talbot, and Napoleon. Motorcycles included



Rover, Indian, Harley Davidson, Gilera, Waratah, Moto-Reve, F.N., Triumph, and Neracar. Music boxes were made by Edison, HMV, Beale, Rexophone, and Decca. Over 1000 lots were auctioned over two days – 22 and 23 May 1972.

A preliminary web search has found one vehicle – a 1935 Studebaker – that came from the 1972 sale and has since been restored. The history of the restoration of a 1935 Studebaker Commander Eight, boat tailed sports roadster can be found on the link below:

<http://www.vsc.ca.org.au/35-stude-jg-rest.html>

Know Your Club Member

Name: Lawrie and Jane Nock

Membership

length: Since 2006

Involvement in the club (past and present positions held if any): Events Coordinator,
Secretary



Occupation (past/ present): Retired.

Lawrie was a Customs Officer and Jane was in the Diplomatic service.

Historical vehicle/s owned: Bentley S2, a couple of old trucks, various 4 wheel drives, Rolls Royces, Land Rover truck, 1953 Packard Clipper

Other hobbies: Jane-furniture restoration, Lawrie- agricultural pursuits

The first vehicle you ever owned: Lawrie-1956 Volkswagen Beetle . Jane 1970s Toyota Corolla .

Send in your member profile (with a photo if possible) to the editor via email.

Email: editor@stharc.org.au before the 15th of the month.

STHARC Items Available

Items available for sale at our monthly meetings are listed on the website stharc.files.wordpress.com/2016/04/stharc-items-for-sale-rev-3.pdf Please let property officers Ray and Barbara Mallam know at a meeting or ph 6238 3581 if you would like to buy or try on any items.

Know Your Club Member

Editorial Correction

Hi Editor,

The pic you put in this month's *Wheel* is not me.

I sent in a photo of my car which was from Coomafest the guy in the photo is just some dude walking past.

This is me and my partner
Fran

Cheers
Gary



Our thanks go to all who contributed articles and photos to this month's publication and to the production and distribution team.

JOHN RES Mechanical Repairs

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