Wairarapa Zenith

OCTOBER 2026



Dapper Drive
WAIRARAPA

2026 Distinguished Gentlemans Drive

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Club Night 5th October

Car is the Star

Jaguar & Daimler

Club Night 7th September

Car is the Star

T B C

Editors Note

Last month's cover photo, captured in brilliant sunshine, was kindly provided by Karen Miller. This month, our cover photo comes courtesy of Mark Chivers, with special thanks also to Paul, Robert, and our dedicated team of photographers who braved the less-than-ideal weather. I still don't know how they managed to keep their gear dry!

I thoroughly enjoyed Hugh's article on the Half Cab Bedford, and I'm sure you will too. I hope you enjoy it, along with the rest of October's newsletter.

Looking ahead, we have the Tin Can Rally this Saturday, club night on Monday, and, of course, the rescheduled Daffodil Day Motor Show on the 18th.

Dennis



Pointon Motors open for WOF's and repairs

Francis is open for WOF's and limited vintage repairs at reduced working hours. Contact Francis at (06) 378 6710

Report from the Chair

Kevin Sullivan

It was nice to see a reasonable turnout for the Spring Rally. Entrants were treated to a nice run through the backroads to Mangatainoka for lunch at the brewery and then a visit to Gleeson's truck museum. Who would have guessed that such an impressive collection of trucks, bulldozers and tractors plus a few motorbikes was tucked away in the back streets on Mangatainoka. Most of the vehicles were restored to a high standard and provided a good picture of the post WW2 transport industry in the Wairarapa. Thanks to the organisers for a good day.

We have a busy month ahead of us and with the weather warming up I hope to see many of you at the events we have this month.

First up is the Tin Can rally on Saturday 3rd October. We have decided to make the Rex Porter Rally a biennial event and so this year Simon O'Hara has proposed the Tin Can Rally in its place. The idea is to jump in our motorised tin cans for a drive around the northern Wairarapa and to bring a can of food to be donated to a local food bank. I think this is a worthy addition to our calendar and Simon is to be congratulated for coming up with the concept.

On Monday 5th we have our club night with the Car is the Star being Jaguars and Daimlers so any one with either of these marques is encouraged to bring it along and brag about it. We will also be voting on the proposal from the VCC head office to increase the annual subscription. You should all have received details of the proposal and hopefully you have all read the documents and have given the matter some thought. The October club night is your opportunity to vote on the matter.

Finally on Sunday October 18th we will hold the rescheduled Daffodil Day Car Show at the Masterton Motorplex. We expect this to be bigger and better than last year with over 200 advance entries. It is a good opportunity to show off our vehicles to the public whilst supporting a most worthy cause. I hope to see you all there.

Saturday the 3rd October 2026

TIN CAN RALLY



DRIVE YOUR TIN CAN



BRING A TIN CAN

On Saturday October 3rd the TIN CAN RALLY will be held to support the Food Bank. Jump in your tin can (Car), and bring along a can (or cans) of food which will be donated to the food bank after the rally.

The rally will start at the **Masterton Railway Station**, Perry Street, Masterton.

Be there by **9:30am**, briefing at **9:45am**, then cars away.

This is an all-day rally, please **bring your lunch** and thermos to enjoy at a country hall.

Note that the rally consists of several gravel roads with no alternate routes available.



Events Calendar

October 2026			
Saturday 3rd	Tin Can Rally	SOH	
2nd – 5th	Vintage Austin National rally		Rathkeale
Monday 5th	Club Night		Car is the Star - Jaguar & Daimler
Tuesday 13th	Committee Meeting		
Sunday 18th	Daffodil Day Car Show	KS/GH	Rescheduled from Aug 23rd - Masterton Motorplex again with the same format as last year only better.
Sat 31st Oct. – Su. 1st Nov.	Wairarapa A & P Show Clareville		Confirmed
November			
Monday 2nd	Club Night		Car is the Star
Tuesday 10th	Committee Meeting		
Sunday 15th	Wai Wheels		To be confirmed
Saturday 21st	Gold Medal Motorcycle Trail	KS	Confirmed
Sunday 22nd	Veteran Run	FP	To be confirmed
Sunday 29th	Mangatainoka Vintage Car Day		To be confirmed
December			
Monday 7th	Club Night		
Tuesday 8th	Committee meeting if required		
Saturday 12th	Christmas Lunch	MD	Mother Goose – (Old Tin Hut Hotel) $45.00 per head
Upcoming Events			
27 Feb 2027	Stretched Gymkhana 2027	SOH	Solway Showgrounds
6th/7th March 27	Citroen Club		The Citroen Club Rally being held in Wairarapa

Half Cab Bedford

David Hunter

It was in 1978 when as a young registered electrician I was very fortunate to be employed by the Wairarapa Electric Power Board in Masterton where after working in the Transformer Section for two years I was given a trial in the Workshop.

Although primarily an engineering shop there seemed to be an unspoken edict that as much work as possible should be undertaken 'in house', so the small team under Keith Knowles (supervisor) and Henry Shields (foreman) were expected to be 'jacks-of-all-trades'. There was no formal training, we either knew how to do stuff or somehow taught ourselves to do it. Keith and Henry were both electricians and also very competent multi-skilled tradesmen who had no tolerance for poor workmanship so we had to produce good results.

My very first job was to build a service truck for the Masterton Lines Depot, starting with a new Mitsubishi Canter cab and chassis and a badly bent tray that had been salvaged from a Canter that had been barrel rolled on the sweeping bend at Clareville. After being shown how to light and operate the gas cutting torch I got stuck in with lots of enthusiasm and almost unlimited ignorance, and took the job through to completion without input from anyone else. The finished product met with approval from Keith and Henry and I was 'kept on' as the saying goes.

The following year (1981) the Board purchased a new 7 tonne TK Bedford. Supplied by Wagg and Harcombe (Masterton), the cab and chassis was delivered to R E Fullers (coach builders) in Greytown who cut the cab in half and built an extension on the driver's side wide enough to take the passenger's bench seat. A door was fabricated and fitted behind the driver's door. It was then driven to our workshop in Masterton where I was given the honour of building it into a crane truck.



As was the case with the Canter, there were no drawings or written instructions. Keith simply told me to copy the two half-cab TKs we already had. So, off to our lines depot in Ngaumutawa Rd I went with paper and tape measure, crawled over and under the trucks based there, made notes and sketches, then returned ready to start.

I believe our Power Board was the only one in New Zealand to use half-cab trucks. We had a Distribution Engineer, an Englishman who had seen such things in the 'Old Country' and thought them a good idea. When a gang was going out to a rural location to replace poles they could take them on the truck rather than tow a pole jinker.

After cutting up lots of channel steel, flat steel, RHS and arc welding it together (another self-taught skill) I was getting ready to put the deck timber on. This involved an experiment. In the past hardwood was used but this had become too expensive. Radiata pine was then tried but very quickly found to be too soft. So now we were trying Macrocapa. A special order of 150 X 38 shiplap lengths had been supplied by Carters at Solway and these proved to be very successful. After screwing it down to prevent warping, it slowly hardened and unlike the pine didn't object to transformers coming down a bit hard on it.

It was about now we thought we had a problem. Our existing crane trucks were fitted with either a Hiab crane (Swedish) or a HMF crane (Danish) and one of those was ordered in good time for this truck. Expecting delivery any day now we were informed that the crane had been unloaded onto a wharf in Auckland when a "Man from the Ministry' had turned up and ordered it put back on the ship. Its import licence had been cancelled.

This was back in the time of very strict import licensing, when if a product was being produced in New Zealand the same product couldn't be imported. An engineering business in the Waikato was now importing Palfinger componetry from Austria and building cranes with that name here. We had to buy one of those. So, an order was placed and, surprisingly, a crane arrived soon after.

At this point, because I still had a lot of work ahead of me, another man was put on the job. We had in the workshop a nice young bloke who having completed an electrical apprenticeship with the Board was now working as part of our team. From now on I'll refer to him as NYB (nice young bloke).

He was given the task of fitting the crane (again, he's an electrician). Keith gave some instruction regarding the hydraulic hose work and left him to it. After doing that he turned his attention to fitting a large winch on the front along with a hefty bumper. While he did that I built and fitted a hefty tow bar. Then the two of us worked together doing what seemed a hundred and one tasks to finish the job.

Keith drove it up to the old Testing Station at Kuripuni where Bill Green and his colleague gave it a good going over and pronounced it fit for the road. After that the various transfer decals were carefully put on including its fleet number (234), there was an impromptu photo session in the yard (thanks to Gordon Dell, one of our workshop team) then sent off to the Martinborough Lines Depot where it had a long productive life and, happily for the NYB and me, never fell apart.

It seems almost incredible now that two young electricians could be entrusted to not only do what we achieved but also to make a competent job of it. This was of course back in a time when the Kiwi bloke was expected to be multi-skilled, to be able to fix things with a bit of No 8 wire and thought pretty useless if he couldn't.

Working in the Power Board workshop was enjoyable with a wide variety of work involving a number of different trade skills but, as we know, nothing good lasts forever. Amongst the economic reforms of the 1980s we were told that Power Boards were bad and if electricity supply was privatised, cheaper power would be the result. This is why we are so happy with our power bills now.

The end came in 1992 and the 4 workshop staff were amongst the first group of redundancies (42 of us) with the door of the now unwanted workshop firmly shut behind us. It was time to follow other pursuits. And what, I can hear you ask, became of the NYB. Well, he had left us not long after finishing the half-cab Bedford, going out into the World to follow a career in the electrical trade.

Many years later he bought a 1927 Dodge Fast Four to restore, joined his local branch of the VCC and became a very involved organiser and participant. Some of you even know him. His name is Simon O'Hara and even after all this time he hasn't changed all that much. He's still a NYB (nice young bloke).



Spring Rally

Dave Eade

Twenty cars rolled into the Farriers on Sunday the 13th, their drivers ready for the Spring Rally and a leisurely run to the Tui Brewery at Mangatainoka. The route would take us through Alfredton and along a selection of back roads before lunch at one of the region's best-known destinations.

There was a route to suit every taste. Thirteen intrepid drivers chose the gravel option, while the rest of us (including me) favoured the less challenging tarmac run. To bring both groups into Mangatainoka at roughly the same time, the gravel contingent set off 20 minutes ahead.

Not everyone made a perfectly punctual departure. Owing to unforeseen coffee issues, Stephanie, Shaun and I were the last to leave the car park. It was a small delay, but no rally should begin without the essentials.

Both groups completed the drive without incident and arrived ready for a well-earned meal. The brewery served up a fine lunch, providing an enjoyable finish to a relaxed day of motoring and good company.



A special mention goes to Keith Bramley, who drove his 1970 MGB GT over from Wellington to join us—an impressive effort and a welcome addition to the line-up.







For Sale by Jeff Percy

For sale two Austin A40 Devons.

1948 A40 Devon in excellent condition inside and out rego on hold it has a personal number 48A40 this is driveable.

1951 a40 devon no rego it also is driveable body is excellent condition but needs inside doing up.

Open to reasonable offers as they must go due to Jeffs ill health so he is unable to finish these projects and is sadly offering to put them up for sale.

Please phone 063774622.jeff.

Also Jeff has a 1967 vauxhall cresta in great condition has rego and wof 3.3 engine and 4 on the floor has had seats done and new carpets body and mechanically in sound condition good rubber.

phone 063774622 jeff.

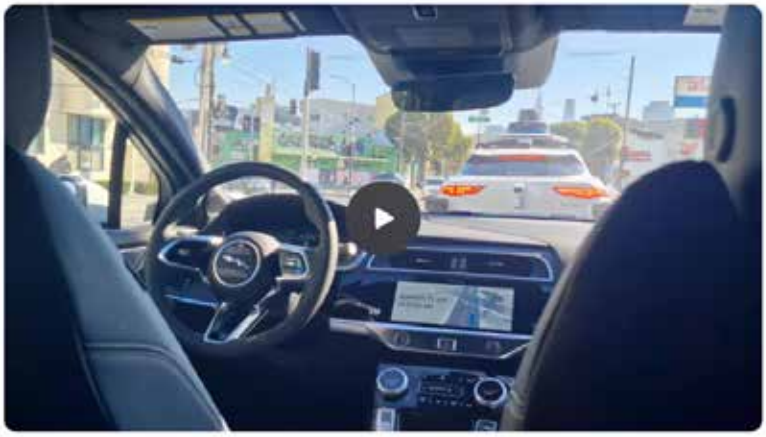
Have you thought about it - Driverless cars will be classics in 30 years



London's first self-driving taxis for hire hit the streets

Wayve robotaxis added to Uber app and will have human in front ready to take over if needed - but only 15 cars licensed

Wayve's self-driving technology is based on an AI learning model rather than the mapping used by some rivals. Photograph: Wayve/Uber



WHAT

London's first commercial self-driving taxi trial has begun. With all of 15 cars! They can be ordered through the Uber app (with an option to decline an autonomous car, if offered one). The cars are *Ford Mustang Mach-Es* and involve a partnership between Wayve (a British AI firm) and Uber. They have been given the first UK Transport for London private hire licence. TfL's approval comes with a condition: every trip must carry a trained, licensed human safety driver in the seat, ready to take over. ***Full driverless operation is not permitted until the UK's Automated Vehicles Act takes effect, expected in late 2027.***

What a day, Wairarapa!

To the intrepid and adventurous people who turned up for The Distinguished Gentleman's Drive Sunday: you were magnificent.



The weather could barely have been worse. We had horizontal wind, windblown debris, rain and more rain, followed by a cold southerly. Even the Moon Man had his first big forecasting fail for one of our events! On the first leg, we passed the Carterton Fire Brigade attending to a lifted roof, and saw fallen trees and plenty of water.



Yet through it all, there was such a buzz. People spoke about the positive energy and how welcoming and inclusive the Drive felt. That means a great deal to us. And a special salute to Dennis Burns, who tackled that cold southerly in what was the most ventilated vehicle on the Drive!







Our volunteers were fabulous, from the cheerful welcome at registration to their outstanding efforts parking cars in the rain. It might have been the most orderly parking we've ever seen. Our dedicated photographers went above and beyond, too. We can't wait to see their pictures—and we're still thinking about the photographer lying in long, wet grass, looking rather like a sniper, to get the shot.

The gathering back at The White Swan was a wonderful finish. As we said at prize-giving, this really felt like a community effort. Thank you to every driver, passenger, volunteer, photographer, donor and supporter - and a shout out to our Tail End Charlie, Willie James. Thank you to our generous sponsors: Brendan Foot Supersite, Lamb Peters Print, The White Swan, Designer Clothing Gallery, Blackwell and Sons, and Mrs Blackwell's Bookshop. And thank you to Movember for sharing Alex with us and for the merch.

At last check, we had raised NZ$15,844 through 286 donations for men's health. There's still time to donate and help that total climb. Find the donation link here:

https://linktr.ee/DGD_Wairarapa

What a day. What a community. Thank you all





Don’t wait - Check your prostate

Importance of men having regular prostate checks with their GP

If you are a man in your 40s, 50s or 60s, you should have regular prostate checks with your doctor. An annual prostate health check, including a PSA blood test, could mean the difference between a life led free of prostate cancer or ongoing cancer treatments and potentially a premature death.

Prostate cancer is one of the most commonly diagnosed cancers in New Zealand. One in eight men will develop prostate cancer in their lifetime, with around 4,500 diagnosed every year. It is the second highest cause of cancer death in men after lung cancer, and the third highest for men and women (behind lung and bowel cancers). Around 740 men die on average every year from prostate cancer. More men die from prostate cancer annually than women die from breast cancer. Most prostate cancer deaths arise because the cancer is detected only when the cancer is already relatively advanced.

Prostate cancer can develop quietly. It might not cause any symptoms as it develops, only making itself apparent once it has already progressed to a serious stage. If detected early, it can be cured. However, if prostate cancer is discovered once advanced, and has already spread outside the prostate, then it can become a serious threat to a man’s length and quality of life. Once prostate cancer has spread to distant parts of the body, then treatment options are significantly reduced and it can become terminal.

The check for signs of prostate cancer is a simple blood test, sometimes accompanied by a physical examination. The blood test identifies the level of prostate-specific antigen (PSA) produced by the prostate. An elevated PSA need not necessarily indicate prostate cancer, but provides an alert for further investigation.

It is therefore essential that men in their 40s, 50s and 60s are *proactive* in seeing their doctor for an annual visit, including a check for possible signs of prostate cancer. We take our cars in for an annual WOF to keep us safe and our vehicle running well. If you are a man in your 40s, 50s or 60s, and particularly if you have a family history of prostate cancer, you should take the same approach to yourself: be *proactive* and have an annual prostate health check with your doctor.

Visit https://prostate.org.nz/ or call 0800 66 0800 for more information.

This article was prepared by the Prostate Cancer Foundation NZ and the Calvin Chua Philanthropic Trust.

Prostate Cancer Foundation NZ
Te Kāhui Mate Pukupuku Repe Tātea o Aotearoa Manatōpū

Calvin Chua Philanthropic Trust

Saturday the 3rd October 2026

TIN CAN RALLY



DRIVE YOUR TIN CAN



BRING A TIN CAN

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The rally will start at the **Masterton Railway Station**, Perry Street, Masterton.

Be there by **9:30am**, briefing at **9:45am**, then cars away.

This is an all-day rally, please **bring your lunch** and thermos to enjoy at a country hall.

Note that the rally consists of several gravel roads with no alternate routes available.

Wairarapa VINTAGE CAR CLUB of NZ VCC

MANAWATU BRANCH - MOTORCYCLE RALLY

SATURDAY 10th OCTOBER 2026
ENTRY FORM

FORMAT -

9.00 am Meet at the Club Rooms, 684 Kelvin Grove Rd, PN for tea/coffee
9.30 am Rally Briefing
10.00 am First bike away

- Run length is approximately 140 miles
- Fuel is available at Dannevirke
- Lunch at a Country Pub at your own cost - off the Bar menu
- Rally Entry Fee includes a Plaque
- Run will conclude at the Manawatu Club Rooms for Prize Giving

ENTRANT NAME _____

VCC MEMBERSHIP NO.: _____ **EXPIRY DATE:** _____

NAVIGATOR: NAME_____

PASSENGER: NAME_____

TELEPHONE (___) _____ **EMAIL** _____

ADDRESS _____

BIKE/MAKE/MODEL/YEAR _____**VEHICLE REGO. NO.**_____

RALLY ENTRY	@ $20 / PER BIKE	=
	TOTAL	=

PAYMENT DETAILS: Please make payment via Internet Banking. ALL Prices include GST.
Manawatu Branch VCC - GST NO 097-216-193
Account Name: THE VINTAGE CAR CLUB OF NEW ZEALAND MANAWATU BRANCH INCORPORATED Account Details: 03 0718 0027253 001 Ref: Name, Reg No.

Please send completed Entry Form to Organisers: Glyn and Cath Clements, PO Box 232, Feilding 4740 Or email to cathyclements5@gmail.com Glyn: 021 0833 4081
If you haven't received an email confirmation of entry by the closing date, please contact the Organiser. ****ENTRIES CLOSE WEDNESDAY 30TH SEPTEMBER 2026****

KING COUNTRY VINTAGE CAR CLUB

SCENIC TOUR OF THE KING COUNTRY



Saturday 10th October 2026, Taumarunui

Come and join us on a journey through the King Country- this year we are heading south of Taumarunui to enjoy beautiful mountain scenery and roads.

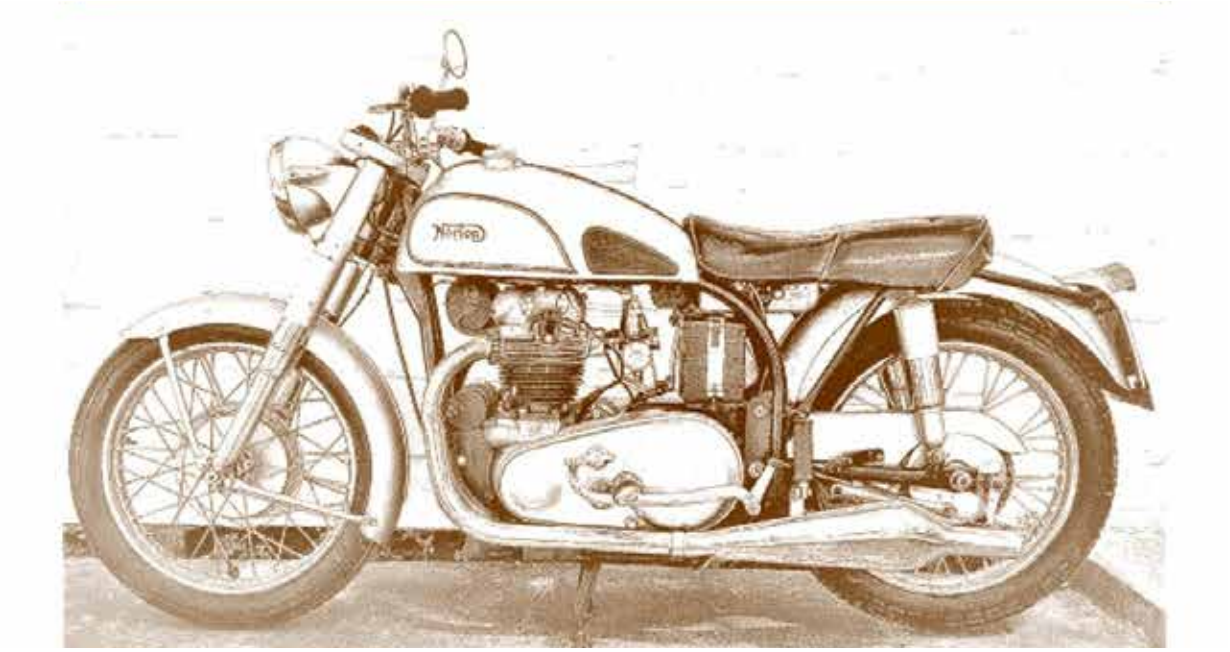


Please email for an entry form
Email - kingcountry@vcc.org.nz
Rally Secretary - Jacki Sinclair, 0277791166

The Vintage Car Club of NZ
Wairarapa Branch Incorporated

43rd Gold Medal Trial

Saturday 21st November, 2026



Welcome to this, our 43rd Annual Gold Medal Trial.
The Trial will be based at the Branch clubrooms in Chester Road Clareville.
This year the event covers all classes of machine and will be run over roads in northern Wairarapa.
The timed morning route is approximately 75 miles (121 kms) and includes approximately 3 miles (5kms) of gravel road.
Entrants are free to choose the speed range they wish to ride.
Target average speeds will be set by the organisers and will be non negotiable.
The afternoon route will be a touring run of approximately 64 miles.
Route instructions are basic with no fish hooks, no straight line navigation other than 'straight ahead rule applies' i.e. no crossing the centre line unless your instructions request you to do so.
There are no closed road sections so riders must be aware of on coming traffic at all times, especially on narrow country roads.
Allow for wandering stock and high winds and as usual ignore all farm tracks and No Exit roads.

Sunbeam Car Club
Wellington Branch presents...

46th annual

Lake FERRY Excursion



12 Dec

MEET AT THE
FELL MUSEUM
IN FEATHERSTON
at 11:00am

DRIVER'S BRIEFING 11:30am

all welcome

Not just car club members)



VINTAGE CAR CLUB OF NEW ZEALAND

30th NATIONAL MOTOR CYCLE RALLY

Mark this in your calendar for 2027 and start looking at bookings for the ferry and accommodation.

VENUE: Timaru – Headquarters at Phar Lap Raceway
DATES: 12,13,14 February 2027 with a 4 day Hub rally to follow
ACCOMMODATION: Wide range in the Timaru area. Book early please
Designated camping area (for self contained vehicles only), for the duration including the hub rally. Booking on your entry form - book early.
Entry forms will be distributed in May 2026 and be available online.

Enquiries to: 2027natmcrally@gmail.com
Phone Alistair on 0272025007

The Vintage Car Club of New Zealand (Inc.)
The Historic Vehicle Authority of New Zealand

North Island Easter Rally
26-28 March 2027

Proudly Hosted by Manawatu Branch VCC

ENTRIES CLOSE 28th JANUARY 2027
N.B. NO LATE ENTRIES WILL BE ACCEPTED AFTER THIS DATE

Please return all pages of the Registration Form with payment to:

Email: ni.easter2027@gmail.com

Or Post to:
CATHY CLEMENTS
Rally Secretary, Manawatu VCC
PO Box 232, Feilding 4740

If you wish to keep a record of your Registration, please take a copy before mailing

2027 SOUTH ISLAND NATIONAL



26th - 29th March 2027

Edgar Centre in Portsmouth Drive, Dunedin

FRIDAY

Registration with Noggin and Natter, at the Edgar Centre

SATURDAY MORNING (ALL DAY)

Rally - non-competitive.

SUNDAY MORNING (ALL DAY)

Timed rally followed by field tests.

Prize giving at the Edgar Centre.

MONDAY MORNING

Morning tea at the Clubrooms before departing home

Parts shed will be open.

vero

For details contact Nicola

otago@vcc.org.nz

VINTAGE CAR CLUB OF NZ VCC

The Southern Backroad Adventures
Optional after tour for pre 1932 vehicles

For information and entry forms / contact Nevin at easttaieri@yahoo.com.

The 2027 Southern Backroad Adventure.

Monday 29th and Tuesday 30th March,

(immediately following the National Easter Rally)



This overnight rally for pre-1932 vehicles, showcases Otago's amazing back road scenery. Leaving Mosgiel's 'Black Sheep Restaurant' at 9.00 am, we will make our way to Clyde, stopping for lunch at Roxburgh.

Dinner will be at the Post Office Cafe and Bar at 4 Blyth Street Clyde, however entrants are free to dine elsewhere if they prefer. Please book your own Clyde accommodation as early as possible. Alexandra is only 8 kms away and is a great alternative if Clyde accommodation is tight.

Tuesday's lunch stop will be at Ranfurly.

For an entry form or more info, email easttaieri@yahoo.com or contact Nevin Gough 0211150312 afternoons or evenings.

Our Information



Clubrooms:

A&P Showgrounds, Chester Road,Clareville

Postal Address:

PO Box 7, Masterton 5840 Branch

Website:

https://waivcc.nz/

Club Night:

First Monday of the month (except January) and June (second Monday) at 7pm.

Committee meet:

Second Tuesday of each month at 7.30pm

Parts Department:

A&P Showgrounds, Chester Road, Clareville

Join Frank, Graham and Jeff for yarn and a cuppa when the Parts Department is open.

In this treasure trove, you might also happen to find any bits and pieces you've been looking for.

Located at the clubrooms, the Parts Department is open:

- First Tuesday morning of the Month.
- The 3rd Saturday of the Month from 9:30am - 12noon.

You can also contact Frank for an appointment outside standard opening hours by phoning (06) 379 7167

Wanted RACA BADGE

Contacts

Chairperson	Kevin Sullivan	022 377 8443	kevsully52@gmail.com
Secretary	Shaun Leahy		wairarapa@vcc.org.nz
Treasurer	Graham Hodder	027 226 3738	g_jhodder@xtra.co.nz
Club Captain	Hugh Hunter	027 665 9911	j.h.hunter@xtra.co.nz

Committee

Pat Dutton	027 711 2735	betyjo29@gmail.com
Simon O'Hara	021 141 2332	simonsandieohara@gmail.com
Frank Lipinski	06 379 7167	
David Eade	021 227 7338	
Bob Cumming		

Social Convener		Position vacant	
Custodian		Position vacant	
Zenith Editor	Dennis Burns	021 428 547	editorwaivcc@gmail.com
Website Administrator	AJ Hunter		
Beaded Wheels Scribe	David Eade	021 227 7338	davethehandyman11@gmail.com
Librarian	Pat Dutton		betyjo29@gmail.com
Motorcycle Liaison	Kevin Sullivan	022 377 8443	kevsully52@gmail.com

Spares

Frank Lipinski	06 379 7167	
Graham Reidy	06 372 7855	g-a.reidy@xtra.co.nz
Jeff Percy	06 377 4622	j.percy@xtra.co.nz
Dave Walker	06 379 5008	

Vehicle Inspectors

Francis Pointon	06 378 6710	pointonmotors@xtra.co.nz
Hugh Hunter	06 306 9847	j.h.hunter@xtra.co.nz
Kevin Sullivan	022 377 8443	kevsully52@gmail.com
Dave Patten	027 247 7956	dave.patten28@gmail.com

Wairarapa Zenith

OCTOBER 2026



THIS MONTH