



BODA E-Newsletter

31st December 2022

Issue No 34

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Welcome

A quiet time for Bristolings but the weather held for Boxing Day so off we went for the annual gathering at the Lakeland motor museum. Lots and lots of cars mostly 60/70s with the usual super cars.

In the car park a row of Haflingers quite an unusual sight, a chain drive Frazer Nash. One owner with new 67 MGB rag top dwarfed by a 3/4.5 Bentley and a couple of McLarens.

Coffee and bacon butties rounded off the morning. It was a great morning until I got back to the 403 to be confronted by a joker who wanted to know if the body was fibre glass. To my credit and probably because both daughters were in attendance I meekly said it is actually hand fashioned Aluminium.

The comment that only I could hear was somewhat less informative but far more satisfying.

P.S. The weather broke on the way home and the weight of hail stones loosened the wiper on the drive shaft. The family humoured me by seizing soft cloths and each cleaned a corner of the car.

The meeting can be seen on [YouTube](#) and more info on the museum can be seen [here](#).

Andy

***Andy Gibbs, Paul Smith and Richard Sanderson
December 2022***



Words from Wiltshire

As promised, this month's e-newsletter contains a provisional club events list for 2023. Whilst already a very healthy-looking schedule, we expect to add to it further in the coming weeks. As noted within the body of the supporting text, at least two of these undertakings will be dependent upon the availability of sufficient volunteers. Please therefore consider whether you might be able to support our participation at Silverstone in August and Birmingham in November, in particular.

Earlier in the season, we shall be supporting FBHVC's "Drive It Day" in late April and have an interesting opportunity to hook up with the Jensen Owners' Club at their meeting in Kent on Sunday 23rd, as well as meeting up with our friends in the BOC the previous day, in Gloucestershire. Looking ahead to May, many thanks are due to Warwick Banks for his kind offer of places at the BRDC Clubhouse lunch on the 27th. Well before any of the above, however, there is an opportunity to gather at Caffeine and Machine, near Stratford, in February. It would be great to see all of these early season events receiving good support from BODA members and their cars if at all possible.

On the membership front there are tentative signs of renewed growth in BODA's ranks, notwithstanding what some economists have described as the "great cancellation." With hindsight, it's interesting to see how our overseas membership, in particular, took off during the pandemic but subsided once the worst of the crisis ended. Of our most recently lapsed members, nearly 40% were from outside the UK and three quarters of these joined during the pandemic. We continue to aspire to be a club which has broad appeal, but our core membership base will inevitably be UK-based and it's very encouraging to see that element growing in numbers once again.

Apart from cards, Santa's mail sacks to North Wiltshire have so far mainly served to deliver multiple bills associated with keeping an excessive number of Bristol motor cars on the road. Unusually, this year the 412 has constituted the largest hole into which I have been obliged to shovel cash. Being a somewhat obsessive record-keeper, I have access to a home accounting package which serves to remind me, with appalling clarity, the true cost of my Bristol obsession (rather more than half of the average salary of a full-time British worker, by my reckoning, in 2022).



Words from Wiltshire (contd.)

In that sense, perhaps I should be congratulating myself on having helped to alleviate the cost of living crisis - for others, if not for myself. I hope that Christmas has proved kinder to the rest of BODA's members and wish all of our readers a very happy New Year.

James Calladine, Interim Chair & Treasurer

Membership Matters

Welcome to New Members

| | | | | | |
|-----|---------|----------|--|---|-----------------|
| 553 | Tom | Spashett | spashettredhouse@aol.com | 01947897242 | North Yorkshire |
| 554 | William | Rouse | william@therouse.co.uk | 07714235949 | Wiltshire |

Note: If you have difficulties logging on to the BODA website don't hesitate to contact our membership secretary Jane Smith at memsec@bristoloda.org

Jane Smith, Membership Secretary

East of England News

Just a quick note to let you know that since I volunteered to act as area co-ordinator for the Eastern Region for BODA, I have been able to take on the same role for the BOC. With such a large area and with members spread relatively thinly I hope it will be beneficial to have a combined approach.

Feedback received tells me that we all enjoy attending different types of event - for some the very local events hold the most appeal, whereas others enjoy travelling further afield. One helpful suggestion is that we compile a list of the local and regional events (organised by others) that may be of interest to our members, and if we can indicate whether any of us will be at the event that would be better still. To do this effectively we need a responsive way to communicate without needing to fill up all our email inboxes. I can send an occasional update note of course, but ideally it would be really helpful if members could also do this direct to keep it really up to date. One way to achieve this may be via the Forum, and in many ways this would be ideal. Please let me know whether you would support this approach, or have an alternative idea.



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East of England News (contd.)

Next year I hope we will be able to arrange some of our own get togethers to test the waters in different parts of our area, with members close to our boundaries also being included.

Volunteers who could organise a meeting would be very welcome, and hopefully some more of your ideas about how we can get together will emerge.

Suggestion: North Norfolk - Sheringham to Holkham hall - 23rd April. St Georges Day Run organised by NNCVC in aid of East Anglian Air Ambulance - entry minimum £10 - entry form can be found via <http://www.nncvc.org.uk> - I hope to be going with the 403 .. Chris

Finally, I wish all Eastern area BODA members a prosperous New Year, and many miles of happy Bristol motoring.

Chris Dady, East of England Regional Coordinator, cmdady@btinternet.com

Advertise local events on the BODA Forum

At the suggestion of Chris Dady our East of England Coordinator there is now a section on the Forum where you can advertise local events in your area. It will keep the list of notifications up to date, and will avoid the need to clog up email inboxes. It would be helpful for notifications to include the location, how to enter (if an entry is required) and whether you may be going yourself.

Use of the forum is simple. You just have to log-on to the BODA website to use it



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FBHVC News

The FBHVC News always has items of interest and you can download this from their website by clicking on the picture below.





2023 BODA Events Schedule

As mentioned in the last e-newsletter, we are planning to ramp up our events schedule in the coming year and expect to add further to the provisional listing that appears in the following.

1. Retromobile – Wednesday 1st to Sunday 5th February



Magneto magazine says of [Retromobile](#):

“Everyone’s favourite indoor car show at the Paris Expo, France. Always eclectic and fun, with associated sales from Artcurial, RM Sotheby’s and Bonhams”

Although we won’t have a BODA stand this year, as we did in 2016, several of us expect to be in Paris for this season-starter. If you hope to make it, please feel free to get in touch and we might arrange to rendezvous or perhaps arrange a meal.

Please contact [Michael Barton](#) via email or 07801 538170.



BODA stand at Retromobile, February 2016



2. Caffeine & Machine gatherings – Tuesday 21st February, and thereafter on 18th April, 20th June and 26th September

[Caffeine & Machine](#) is an eatery just south of Stratford which is described as the Ace Cafe of the Midlands. It has a great reputation as a place to go with your car. Whilst the venue is immensely popular, and getting in at the weekend requires a pre-booked ticket, these Tuesday gatherings will not require advance reservations. Arrangements are informal, with vehicles normally arriving in the early afternoon so that owners can meet up for lunch.

It will be helpful if those planning to attend can let [Mike Hallissey](#) know in advance.

3. FBHVC “Drive It Day” Weekend – Saturday 22nd & Sunday 23rd April



[National Drive It Day](#) was created by the Federation of British Historic Vehicle Clubs in 2005. It is the occasion when historic vehicle enthusiasts and the public at large have the opportunity to celebrate the “One Thousand Mile Trial” organised in 1900 to prove the viability of the new invention, the motor vehicle. It’s also a chance to raise awareness and support amongst the public for the historic vehicle movement and keeping transport heritage on UK roads. BODA is hoping to arrange a number of regional events on Drive It Day in 2023, including the following:



3.1 Saturday 22nd April - joint gathering with Bristol Owners Club Wessex section at The Classic Motor Hub, Bibury, Gloucestershire GL7 5FF



Based at the historic site of RAF Bibury in the heart of the Cotswolds and founded by Martin Chisholm, [The Classic Motor Hub](#) is a 5-acre site dedicated to classic motoring. Home of No 87 Squadron (Hurricanes) and No 92 Squadron (Spitfires) during WWII, much of the original hardstanding of the airfield remains in use, together with a “blister” aircraft hangar.

The village of Bibury itself was ranked the fifth prettiest in England in a 2021 competition (Castle Combe, which also features in our 2023 events list, ranked first.) Further details of timings will follow, but will most likely feature a start time of 10-11am. A coffee shop is available on site.

Please can those with an interest in attending this event make contact with James Calladine (treasurer@bristoloda.org / 07549 919926) so that we can advise The Classic Motor Hub of probable numbers.



3.2 Sunday 23rd April - joint meeting with Jensen Owners' Club at Hever Castle, Edenbridge, Kent TN8 7NG



The [Jensen Owners' Club](#) has kindly invited BODA, together with a group of Midgets and Sprites, to join it for its Drive It Day event at [Hever Castle](#) in Kent; an historic country house with 13th century origins which was the seat of the Boleyn family from 1462 to 1539. Vehicles need to be parked up by 10.15am, so arrival between 9.45am and 10am is recommended. Hever Castle has yet to publish its admission fees for 2023 but is likely to be in the range of £20 per adult. **Pre-registration is essential for this event** as there will be a cap on total numbers. Please contact [James Calladine](#) at e-mail or 07549 919926.

Please note that vehicles participating in Drive It Day are encouraged to carry event plates, the sale of which raises money for Childline. Plates are available to suit a range of budgets, starting at just £10, and can be bought at www.driveitday.co.uk/shop



4. BRDC Silverstone lunch - Saturday 27th May



Warwick Banks will very kindly be hosting a private lunch for BODA members and other Bristol car owners at the BRDC Clubhouse, Silverstone, on Saturday 27th May.

This follows the similar lunch three years ago, just before the Covid lockdowns, commemorating 100 years since the birth of Tony Crook and again, earlier this year celebrating the UK launch of "Aero-Dynamic", by Simon Charlesworth, charting the rise of the Bristol 450 to successful endurance racing at Reims and Le Mans.

The Historic Sports Car Club (HSCC) are holding their International Trophy Meeting over the same weekend so there should be plenty of track action going on. Although this will be a bank holiday weekend, we hope that a Saturday event allows everyone to enjoy the rest of the break.

It is 70 years since the 403 and 404 were launched and we are hoping that the HSCC will allow us to do some parade laps and then suitable cars will be parked together in front of the Clubhouse with separate parking nearby for anyone else arriving in a Bristol or Bristol engined car.

We are also hopeful that the former staff of Bristol Cars and Bristol Cars Services will use the event to hold another staff reunion.

The weather was spectacular on both previous occasions but for very different reasons, so we make no promises in that department.



4. BRDC Silverstone lunch - Saturday 27th May (contd.)

Contact [Michael Barton](#) by e-mail or 07801 538170 who has kindly agreed to make the arrangements with the BRDC on Warwick's behalf so if you'd like to register your interest in advance of the notice of the event you may do so; otherwise just save the date. A notice and further details of the day will be released early next year.

The event is open to all Bristol owners so if you know someone who might like to come along but isn't (yet) a BODA member just let Michael know and he will arrange an invitation.

Costs for attendees have yet to be finalised but will include passes, a welcome drink, 2 course lunch with ½ bottle of wine per head followed by tea and coffee.

It is a real privilege to be able to use the BRDC Clubhouse and we are hoping that we can have an outstanding turnout, even more than the 90 plus people who attended in May 2022.



BRDC Silverstone, May 2022



5. Heritage Trust at Aerospace Bristol – Sunday 18th June (Father’s Day)



The Bristol Owners Heritage Trust will be inviting all Bristol owners to attend a gathering at the fascinating [Aerospace Bristol](#), the highlight of which is ~~Concorde~~ a cutaway Bristol 403. Further details to follow but, if previous events are anything to go by, exhibitors can be expected to receive complimentary entry to the museum (normal price c. £20.)

6. "Festival of the Dead" at Burghley House - Sunday 2nd July



Whilst it can be hoped that Bristol motor cars will not remain out of production for much longer, BODA intends to participate in this celebration of “late” British car marques at Burghley House, Stamford, Lincolnshire PE9 3JY. Further details to follow.



7. Silverstone Festival - Friday 25th to Sunday 27th August



BODA has made enquiries about having a club stand at this increasingly popular event (previously known as the Silverstone Classic) for the first time. Our participation will certainly depend upon the availability of sufficient volunteers. Further details to follow.

8. Southport Classic & Speed – Saturday 16th & Sunday 17th September



2023 sees the third running of this event, organised by the Aintree Circuit Club.

Southport, alongside Brighton, Bexhill and Blackpool, is one of Britain's original motor sports venues. The Aintree Circuit Club is working to commemorate that and of course continue to make history.

At this stage BODA is seeking interest from members. The expected format for 2023 is as follows:

Saturday 16th September:

Timed sprints along closed roads on the front. To take part you'll need a Motorsport UK Competition Licence and hopefully a competitive car. It would be interesting to see if we can assemble a small group of cars. In the evening there will be a black tie dinner and that event is centred round a local hotel with secure underground car parking. We are investigating the practicality of convening BODA's AGM at the same venue, prior to the dinner.



8. Southport Classic & Speed – Saturday 16th & Sunday 17th September (contd.)

Sunday 17th September:

A concours type event at Victoria Park, Southport. Having attended the last two we think a display of Bristol cars would be well received. The event finishes with a parade of all cars around Southport town centre.

If you are interested in attending and participating in some or all of this event please could you let [Michael Barton](mailto:Michael.Barton@boda.org) know by e-mail or 07801 538170.

9. Castle Combe “Autumn Classic” - Saturday 23rd September



The Bristol Owners Heritage Trust is once again planning to invite BODA members to participate in this famous event at Castle Combe Circuit near Chippenham, Wiltshire. Castle Combe itself is a picturesque village within the Cotswolds Area of Outstanding Natural Beauty. A filming location for Steven Spielberg’s film version of “War Horse” it was also, more bizarrely, portrayed as a sea port in 20th Century Fox’s “Dr Doolittle.” Further details of this event to follow.



10. NEC Classic Car Show - Friday 10th to Sunday 12th November



BODA expect once again to be represented at the NEC in 2023. Volunteers will most certainly be sought to help resource the stand over the three days and anyone wishing to display their car (we shall need three in total) is most welcome to submit their details at this early stage to James Calladine (treasurer@bristoloda.org / tel 07549 919926.)

NOTE: All images in this article can be assumed to be subject to copyright

Report from Bristol car pre-Christmas London meet 11 Dec. 2022

Despite the atrocious weather (-2C°, salt, and snow forecast for 1900 which was - unusually - fulfilled), 6 Bristol cars and 13 intrepid enthusiasts attended the punch and pies event, and took a curated walking tour of the area.

The Brentford waterfront (junction of Grand Union Canal/River Brent) is bursting with history but sadly much of the area has already fallen to the developer's wrecking ball, as Hounslow councillors seem determined to raze local riverside sites with the same zeal with which they gave consent for the Brentford "community" football ground; the planning approval process certainly moves in mysterious ways, most particularly as in this case contested compulsory purchase orders were used in order to secure the stadium site.



Bristol car pre-Christmas London meet 11 Dec. 2022 (contd.)



Thanks to boss Merlin McCormack and his colleague Luke (who looked after us) Duke of London kindly provided a heated space where 4 ½ litres of hot punch brewed by the organisers (M & S Parr) were consumed: quite un-PC and a lot for an event from which participants are expected to drive home in the gloaming. The event was FOC but participants were invited to consider supporting Merlin's chosen local charity Cocoon, which supports carers and their work in Hounslow.

A further event is envisaged for the summer which will be able to take better advantage of onsite pub, pizzeria and cafe, in much warmer weather. In the meantime developers will not be able to take away the riverside walk.

Michael Parr





2 Litre Rear Axle Attachment (Article repeated from last month with the addition of a photo of the seals)

A number of members are undertaking a rear axle rebuild, as part of a restoration and in one case to prevent an oil leak. The rear axle of the two litre cars is attached to the torsion bars by a swivelling ball joint, this allows the axle a little lateral movement, but its main function is to allow the axle to move vertically against the torsion bar and or the vertical (conventional telescopic shock absorbers).

These units screw into the housing on the axle body and are supported by thick-walled bronze bushes which are equipped with an oil seal. The rear axle position is governed by the position of how far it is screwed into the housing. It is a good idea to measure the position before screwing it out.

The oil seal prevents the differential oil which has a path to the unit leaking and ending up around the axle and leaking onto the garage floor. A spot of dirty oil on the garage floor beneath the axle is a good indication of a problem. To remedy this issue, a new oil seal needs to be fitted into the brass bush (see photos). To get to this bush the swivel unit has to be removed.





2 Litre Rear Axle Attachment (contd.)

Removal entails unscrewing the arm from the housing, unfortunately this is not possible until the aluminium cover is removed. Manipulating the housing allows the spindle to be removed.

There should be an amount of evil smelling oil in the housing which is a good sign. The bush needs to be examined for wear in the outer face of the bush where it retains the seal. It should not be possible to damage this bush. However a hefty bump in the road may turn the bush until the arm itself contacts the bush. I have seen this damage on bushes and corresponding wear on the spindle.

Judgement is needed as it is possible to simply fit a new seal in situ. Extracting the bush can be fun as it may well have been in place for 60 years. If the bush is beyond use i.e., it will not retain the seal it needs to be replaced. Heat and a Stilton adjustable wrench (with a brass strip wrapped around the bush) did the job for me. Now the good news BODA can provide the shaft seal and the overall dust seal. The bronze bush will be added to our spares stock very soon.



Some time ago a member carried out this work, he updated the seal with a modern twin lip seal. An article can be found in BODAcious, May 2011, pages 22-26. This can be [downloaded](#) from the website.

Andy Gibbs



The 1953 Bristol 401 bodied by Ghia-Aigle



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1953 Bristol 401 Ghia Aigle



©Automobil Revue / zwischengas.com

1953 Bristol 401 Ghia Aigle



The 1953 Bristol 401 bodied by Ghia-Aigle (contd.)

A right-hand drive Bristol 401 chassis number 891 (with engine number 85C/2255) was consigned by the factory on 19th Jun 1952 to Titan Autoservices AG of Zurich together with various other parts. Although there is no direct confirmation, it is believed that from Zurich it made its way to the works of Ghia-Aigle, based in Aigle, Switzerland. Aigle is a small historic town in the French speaking canton of Vaud.

Carrosserie Ghia SA was established in April 1948 as a subsidiary of the better known Carrozzeria Ghia SpA which in turn had been set up in Turin in 1916. Carrozzeria Ghia SpA continues to this day as an Italian automobile design and coachbuilding firm originally founded by Giacinto Ghia and his business partner, Giovanni Gariglio.

After Ghia's death in 1944, the company was sold to Mario Boano and Giorgio Alberti. There were then several changes of ownership until the Ford Motor Company bought the entire operation in 1970.

Over the last 106 years Ghia (Turin) designed and manufactured bodies for several automobile manufacturers such as Alfa Romeo, Chrysler, Ferrari, Fiat, Ford, Jaguar and Volkswagen.

Research into the founding of Ghia's Aigle offshoot indicates that minimising import duties was probably the original reason for setting up a Swiss subsidiary but the funding most likely came from local motor enthusiast (Paul Genet) and a wealthy businessman (Pierre-Paul Filippi).

Ghia Aigle became independent under the same management and source of money in 1953 and temporarily located in Lugano between 1954 and 1958 before moving back to Aigle.

Designers and designs were mainly from Ghia in Turin, including Mario Boano (active 1948–1953), Giovanni Michelotti (1948–1957), and Pietro Frua (1957–1960).

Besides the 1953 Bristol 401, Ghia Aigle produced designs and low volumes of cars for a range of other manufacturers including a Panhard Dyna Z coupe, a VW coupe, an Austin-Healey 100 spider, a Fiat 500 spider, a Lotus Eleven spider and coupe, a Chevrolet Corvette coupe, a Renault Dauphine spider, a MG spider, a Porsche 356B coupe, a Jaguar XK150 coupe and an Alfa Romeo 1900 SS coupe and spider amongst others.

The Ghia-Aigle concern ceased design and construction of coachbuilt cars in 1960 and concentrated then on repair work and commercial conversions (ambulances, removal vans) until the operations ceased in 1988. The original buildings were still extant in 2005.



The 1953 Bristol 401 bodied by Ghia-Aigle (contd.)



©Automobil Revue / zwischengas.com

1953 Bristol 401 Ghia Aigle front



©Automobil Revue / zwischengas.com

1953 Bristol 401 Ghia Aigle interior



The 1953 Bristol 401 bodied by Ghia-Aigle (contd.)

Virtually nothing is known about chassis 891. It did appear at the 1953 Geneva Motor Show (5th to 15th March 1953) and, based on photographs showing different wheels at another motor show as well. Some tiny colour photographs, which cannot be reproduced for copyright reasons, show it was painted off-white with a red roof. It is not known who might have bought when new but it survived at least until 1965 when it was registered ZH91420 and owned by a resident of Winterthur, Switzerland



1953 Bristol 401 Ghia Aigle rear

The styling was controversial at the time. Some criticised the bulbous front wings. However, if seen from the perspective of French styling features fashionable at the end of the 1940's, this design does to my eyes actually looks quite restrained. By comparison with their other designs around the same time, I'd say Michelotti rather than Boano. That is just a personal conclusion, pending further investigations.



The 1953 Bristol 401 bodied by Ghia-Aigle (contd.)

In Bristol circles it is the Italian coachbuilders whose work is best known. Bertone, Farina, Touring, Viotti and of course Zagato spring to mind. The British coachbuilders are next. Abbott, Bradburn & Wedge, Creed, Hyde and University Motors. The Swiss contributions are little known. Beutler, Ghia Aigle and Langenthal. Although the coachbuilding business where a wealthy customer would commission a bespoke body on a separate chassis was dying a slow death after the war as monocoque construction became almost universal the art and craft continued in other countries as well. Vanden Plas Bristol or Facel Bristol anyone?



Jaguar XK150 Ghia Aigle outside works

Michael W Barton, 16th December 2022

Authors note: Michael Palmer's 2015 book 'Bristol Cars, Model by Model' has a chapter called 'The Carrozzeria, Carrosserie and special-bodied cars' which although it has only a short paragraph on Ghia Aigle is a useful starting point. Christopher Balfour's 2009 book 'Bristol Cars, a very British story' has an appendix 'Bristol chassis with non-Filton bodies' and is also worth study being the source I think of Palmer's writings. Research and investigations into the French and Belgian coachbuilder possibilities continue.

Thanks and acknowledgements: Geoff Dowdle has helped with chassis identification and car survival details. Stefan Dierkes has helped with the history of Ghia Aigle.



For Sale: Brstol 406



Bristol 406 1960 2200 cc Weber carbs, two tone grey body with original sun roof for sale.

Selling due to age and health problems preventing driving and maintenance of the car.

Not used since 2020 and will need a gentle recommissioning including new battery and replacement tyres.

Last MOT'd 2020. Looking for offers around £30,000.

Located in South London.

For further information please contact [Edward Anderson](#)





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East England Chris Dady

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