



All Classics Qld

29 Weir Close, Berrinbar, Qld, 4117

INC IA39147

www.allclassicsqld.org



Tony Sullivan's 1960 Chevrolet Biscayne

June / July 2015

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FROM THE PRESIDENT'S CHAIR

A big welcome to our newest members, Paul and Janis Ferguson, they have a Red and black 1946 Chev pickup. Paul is Mal's brother and they have been on a few runs with us in the past.

It's that time of the year again when memberships need to be renewed. I have attached a membership renewal form with this newsletter. Fees have remained the same and are \$50 per member or \$70 for a joint membership and are due at the end of June and must be paid by the 31st of July. The AGM will be on the 26th July at Karen and Scott's place. Lunch will be provided and we are having a Christmas in July theme. Details are in the club events section.

This is your club and the AGM is your opportunity to vote for the committee that you want and to be able to put your ideas forward and have a say in how you want your club to be run. Our committee has worked hard to organise interesting outings and raise funds for club activities, and generally make the club a successful and fun organisation and I am happy to say that we have a fabulous group of people who enjoy getting together and sharing the passion we have for our beautiful classic cars. I feel very honoured to have been your President for the last 3 years but I think it is now time for me to step down and give somebody else the opportunity to take over and perhaps contribute some new ideas, so I will not be standing for re-election as President this year.

Kerrin and Mark Straney have both been doing it a bit tough lately. Mark has Ross River virus and Kerrin has pneumonia. We all hope they are both feeling much better soon and look forward to catching up with them on our cruises.

We have some good runs planned, so make sure you all come along to at least 4 club outings throughout the year. We have a free raffle draw with fun prizes to win on our monthly runs, as well as the occasional random members' reward night where a Saturday night dinner run is chosen at random, and members are given a bonus towards their meal costs. Reward nights are not advertised as such and are potluck. So get those classics out and let's go cruising'.

Thanks to Leon our website is looking great, check it out at www.allclassicsqld.org. We still have some cars missing from the members' classics so get the camera out and take a good picture and send it to Leon at leon.bray@hotmail.com.

Thanks to members who have contributed items to the newsletter. I am always looking for interesting items and members are encouraged to send in any articles or pictures of their cars and should email them to me. This issue we have Tony Sullivan's beautifully restored Chevy Biscayne as our cover classic. Your cars would also look good on the front cover, so get the camera out, write a brief description and get it to me. Please be aware that any articles for the next edition need to be submitted by the 20th July, and if we already have enough content they will be put in a later edition. Also, if you know of any interesting and fun places we should include in our monthly runs please let our run co-ordinators know. Happy cruising.



Anne-Marie

Digging In The Backyard

We all grow up digging around in sand boxes hoping to strike it rich and find some hidden ancient treasures. What we typically find is an old Matchbox car or a present left behind by a cat. Either way it's very rare to find something desirable. Well, that's not quite the case with a young group of boys in California. They were digging in their yard when they found something that would make anyone's jaw drop and their mouth start drooling. In 1978, these kids were digging in their yard when they came across something big, something metal, and something very valuable. **A buried Ferrari!**



The boys actually discovered a 1974 Ferrari Dino 246 GTS buried just a few feet under the dirt in their yard. The family had just moved into the house and immediately called authorities who came and roped off the area. A team of investigators arrived and unearthed the rare car. After exhuming the Italian sports car, it was obvious that someone had planned on returning to retrieve the vehicle. It was very crudely mummified with towels in the vents and tape on many of the seams however the windows weren't fully closed causing a lot of interior damage.

Farmers Insurance was contacted and because of the VIN number they traced the last owner. After the investigation, it turns out that the owner of the car had actually hired thieves to steal the car and dump it in the ocean so he could claim insurance on it. The thieves buried the car with the intention of returning to pick it up.

The buried Ferrari was then auctioned off after being on display with the incredible story being reported across the nation. It was purchased by a young mechanic who owned his own shop in California. The going price was estimated to be between \$5,000 and \$9,000.



He fully restored the buried Ferrari and often enters the car into car shows. Here are the pictures of the car after the complete restoration. Everything on the car has been restored to the exact factory condition. However, this car comes with some incredible history and an awesome story.

The car even has a number plate which reads "DUG UP". How perfect is that?

SATURDAY NIGHT DINNER RUNS

We were meant to go to the Gem Hotel at Yatala, which we did, only to find that the bull ride was a full on rodeo with what I think was thousands of people, which meant hundreds of vehicles in the car park. We decided it was not the place to leave our classics, so continued on down Jacobs Well Road to a little café where we all enjoyed some lovely, reasonably priced meals. Afterwards we headed on to the BP truck stop at Yatala for coffees and maccas and even some crispy cremes, Mmmmmm.



Standing L-R Anne-Marie, Allison, Scott, Stephen, Dianne, Mick and Jared Seated L-R Tracey, Karen, Craig, Frank, Olivia and Ross.

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Have you ever been guilty of looking at others your own age and thinking, surely I can't look that old? Well.....you'll love this one!

I was sitting in the waiting room for my first appointment with a new dentist. I noticed his dental diploma, which bore his full name. Suddenly, I remembered a tall, handsome, dark haired boy with the same name had been in my secondary school class some 30-odd years ago.

Could he be the same guy that I had a secret crush on, way back then?

Upon seeing him, however, I quickly discarded any such thought. This balding, grey haired man with the deeply lined face was far too old to have been my classmate. After he examined my teeth, I asked him if he had attended Morgan Park secondary school. "Yes, yes I did," he beamed with pride.

"When did you leave to go to college?" I asked. He answered, "In 1965, why do you ask?" "You were in my class!" I exclaimed. He looked at me closely. Then the ugly, old, bald, wrinkled, fat arsed, grey haired, decrepit, bastard asked.... "What did you teach?"



FORT LYTTON

We had a great turn out for our Fort Lytton run with a dozen cars at the meeting spot. We had a leisurely cruise to Cannon Hill shopping centre where we met up with a dozen or so cars from the Thunderbird club for the rest of the cruise to Fort Lytton.

We all did a tour of the Fort (what a fascinating place, to think most of us didn't even know this place was here) we found it very informative and after the tours we all sat around in the shade of some trees and had a leisurely lunch.

What a picture perfect day to have a look around something so spectacular right on our door step, one of Brisbane's hidden gems.

Great Place, Great day, Great cars, Great people.



On a grassy outpost in the industrial reaches of Lytton lies Fort Lytton, the heritage listed remains of Australia's only surviving moated 19th century fortress, the so-called birthplace of Queensland's military history and one of several forts that were built in the 19th century to protect the country's coastline.

Up until the 1930's this concealed seaside fort was not only Queensland's front line of defence but the site of the regular military training camps and ceremonies that were highlights of the state's political and social calendar in the lead up to 'The Great War'. After World War II it was abandoned, and is now a national park.

Although many of the original wooden buildings and bridge were destroyed by fire in the ensuing years, what remains is still a fascinating labyrinth of rooms, passageways, tunnels and gun posts that children enjoy exploring. Roughly once a month there are scheduled cannon firings and also on site is a museum that contains a collection of military memorabilia.



LEFT - 80 pounder Armstrong gun – To protect this site from land-based enemy attack, the fort's earthen embankments were constructed from soil excavated from the surrounding ditch. Both embankments and this 35 feet wide (10.6m) and 8 feet deep (2.4m) ditch were constructed manually by prison labour.

RIGHT - No 1 disappearing gun - This gun was loaded in the pit where the gun crew was safe from enemy fire. Once ready for firing, the gun was elevated using a hydro-pneumatic ram. Exposed for just twenty seconds, the force of the recoil would return the gun to its original position, making it "disappear". The gun remained in service for fifty years and was last fired in 1938. During the 1990s the Fort Lytton Guides reinstalled the original gun barrel onto this replica mount.



Classic Car Shows, Events & Swap Meets

June 1-8 - **Cooly Rocks On** – Coolangatta

June 5-8 - **Downunder Beachfest** - Caloundra

Sat-Sun June 6-7 - **Winternationals** – Willowbank Raceway

Sat June 20th - **Caboolture Regional Car Club Swap Meet & Show n Shine** – Caboolture showgrounds, Beerburrum road Caboolture. Swap from 5am \$10/site, Show n shine must be registered by 9am. \$10 entry fee includes car & driver, Entry via Gate 10 Old Gympie Road. Presentations 1pm.

Sat-Sun June 20-21 - **Historic Racing** – Queensland Raceway Willowbank

Sat-Sun June 27-28 - **Lockyer Powerfest** – Lake Dyer Laidley. Boats,Rods,classics,bikes. Col Chapman 0437081805

Sun July 5th - **All American Day** – Lakeside Raceway

Sun July 5th - **Muscle on the Mountain** – Maleny showgrounds Stanley River Rd Maleny

Sat July 11th - **Rockin Jimmy's Car show** – St James Anglican Church Jimboomba 45-47 East St Jimboomba. Setup from 6.00am, RocknRoll church service at 2pm.

Sun July 12th - **RACQ Motorfest** – Eagle Farm Racecourse

Sun July 19th - **All Ford Day** – Willowbank Raceway Champions Way Willowbank. Entrant & swap setup from 6.00am, open to public from 8am. Car entry & driver \$10, passengers \$5, Public \$5, under 12 free. Swap site \$10, Drag Strip run \$20. **We do this as a club and we have to reserve spaces so please let us know if you will be attending.**

Sun July 19th - **Riverlink Autospectacular** – Ipswich Riverlink Shopping Centre (below cinemas). \$20 entry fee supporting Goodna Special School

Sun July 19th - **New Oakey Street Sprints** www.oakeysprints.com

Sun July 19th - **All American Car Show** – Rocklea showgrounds. Swap from 6am

Sat July 25th - **Lakeside Classic** - \$30 entry fee includes Shannons Show and Shine

Sun July 26th - **Prenzlau Pride Car Show** – Prenzlau state school

Sun July 26th - **Centenary Rocks Carfest** – The Rocks Riverside Park, Counihan Rd Seventeen Mile Rocks. \$10 entry. 10am-4pm, arrival from 8am. Trophies, welcome pack, gifts, raffle prizes. Lots of fun for the kids with amusement rides, displays and stalls. RSVP Ashleigh.glendinning@hotmail.com or 0423917127

Sun July 26th - **Gold Coast Muscle Car Expo** – Delta Cove Drive Worongary

31 July-2 Aug - **Greazefest** - Rocklea showgrounds. Entry \$25 in advance or \$30 at the door.

Sun Aug 9th - **Nostalgia Drags** – Willowbank Raceway

Sun Aug 16th - **Just Rock Ipswich Back to 63 Classic car show n shine** – Nth Ipswich Park The Terrace Nth Ipswich, Entry \$10, raffles, stalls.

Sun Aug 16th - **CruzeTime Marburg 2015** – Cruise from Munchies Acacia Ridge 8-9am to Marburg showgrounds. Entry from 10am, judged \$20, display \$10, spectators \$5.

Aug 22-23 - **Gold Coast Car show** – Mudgeeraba showgrounds

Sun Aug 30th - **Jimboomba Auto Extravaganza** – Tully Park Greenbank Rd MacLean Bridge. 6am-1pm Entry \$5, judging extra \$5. Onsite 9am to remain until 12.30pm

Sun Oct 18th - **Harrigans Rod & Custom Show** – Harrigans Drift Inn Calypso Bay. \$9000 prize money and trophies, raffle prizes, giveaways, entertainment. \$15 entry for car & 2 people + \$5 for judging. Cutoff time for judging is 9am.

All Classics Monthly Club Run

Sun June 14th - Morning tea at Beaudesert and cruise to Colleges Crossing for a picnic lunch – Meeting at BP on Mt Lindsay Hwy Regents Park at 9am for 9.15 am departure. BYO picnic lunch and chairs.

Sun July 26th - **AGM** – Christmas in July theme to be held at 11am at Scott and Karen's place at 80 Kana Crescent Slacks Creek . Lunch will be provided.

Saturday night cruise & meal runs

20 th June	GJ's café at Waterford West Meet Hungry Jacks Wembley Rd Woodridge	5.30pm departs 6pm
18 th July	Luv My Fish – Westpoint Browns Plains Meet Hungry Jacks Wembley Rd Woodridge	5.30pm departs 6pm

Friday Night Meal Run

All Classics Qld members meet every Friday night at The Munch Inn at Acacia Ridge, cnr Beaudesert Rd and Elizabeth St in the shopping centre car park at 6pm for a casual meal and chat with friends and members of other car clubs.

Alternative Runs for Fridays and Saturdays

Westpoint shopping centre – Browns Plains opposite Grand Plaza – Friday & Saturday nights (was Kosmos)

Harry's Diner – 1st and 3rd Friday of the month till 9pm and 1st Sunday 7:30 am – 12 noon for brunch


Northlakes – 1st Saturday night of the month

The Emporium Rock n Roll Milk Bar - Old Petrie Town complex - every Friday night & 1st Saturday of the month
ph:38890719 or 0419663148

Village Rock Diner – Yamanto – 1st Friday of the month from 6pm to 9pm. 32887886

Eagle Rock Café - Laidley

All Wheels Ago – Hungry Jacks, Cannon Hill shopping centre, Wynnum Rd Cannon Hill – Saturday 0412302669 Russell

 <p>TOWING</p>	<p>Phone Tony</p> <p>0407 626 783</p> <p>Tilt Trailer Suits Any Size Car</p>
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The jerry can!

During World War II the United States exported more tons of petroleum products than of all other war material combined. The mainstay of the enormous oil-and gasoline transportation network that fed the war was the oceangoing tanker, supplemented on land by pipelines, railroad tank cars, and trucks. But for combat vehicles on the move, another link was crucial—smaller containers that could be carried and poured by hand and moved around a battle zone by trucks.

Hitler knew this. He perceived early on that the weakest link in his plans for blitzkrieg using his panzer divisions was fuel supply. He ordered his staff to design a fuel container that would minimize gasoline losses under combat conditions. As a result the German army had thousands of jerry cans, as they came to be called, stored and ready when hostilities began in 1939.

The jerry can had been developed under the strictest secrecy, and its unique features were many. It was flat-sided and rectangular in shape, consisting of two halves welded together as in a typical automobile gasoline tank. It had three handles, enabling one man to carry two cans and pass one to another man in bucket-brigade fashion. Its capacity was approximately five U.S. gallons; its weight filled, forty-five pounds. Thanks to an air chamber at the top, it would float on water if dropped overboard or from a plane. Its short spout was secured with a snap closure that could be propped open for pouring, making unnecessary any funnel or opener. A gasket made the mouth leak proof. An air-breathing tube from the spout to the air space kept the pouring smooth. And most important, the can's inside was lined with an impervious plastic material developed for the insides of steel beer barrels. This enabled the jerry can to be used alternately for gasoline and water.

Early in the summer of 1939, this secret weapon began a roundabout odyssey into American hands. An American engineer named Paul Pleiss, finishing up a manufacturing job in Berlin, persuaded a German colleague to join him on a vacation trip overland to India. The two bought an automobile chassis and built a body for it. As they prepared to leave on their journey, they realized that they had no provision for emergency water. The German engineer knew of and had access to thousands of jerry cans stored at Tempelhof Airport. He simply took three and mounted them on the underside of the car.

The two drove across eleven national borders without incident and were halfway across India when Field Marshal Goering sent a plane to take the German engineer back home. Before departing, the engineer compounded his treason by giving Pleiss complete specifications for the jerry can's manufacture. Pleiss continued on alone to Calcutta. Then he put the car in storage and returned to Philadelphia.

Back in the United States, Pleiss told military officials about the container, but without a sample can he could stir no interest, even though the war was now well under way. The risk involved in having the cans removed from the car and shipped from Calcutta seemed too great, so he eventually had the complete vehicle sent to him, via Turkey and the Cape of Good Hope. It arrived in New York in the summer of 1940 with the three jerry cans intact. Pleiss immediately sent one of the cans to Washington. The War Department looked at it but unwisely decided that an updated version of their World War I container would be good enough. That was a cylindrical ten-gallon can with two screw closures. It required a wrench and a funnel for pouring.

That one jerry can in the Army's possession was later sent to Camp Holabird, in Maryland. There it was poorly redesigned; the only features retained were the size, shape, and handles. The welded circumferential joint was replaced with rolled seams around the bottom and one side. Both a wrench and a funnel were required for its use. And it now had no lining. As any petroleum engineer knows, it is unsafe to store gasoline in a container with rolled seams. This ersatz can did not win wide acceptance.

The British first encountered the jerry can during the German invasion of Norway, in 1940, and gave it its English name (the Germans were, of course, the "Jerries"). Later that year Pleiss was in London and was asked by British officers if he knew anything about the can's design and manufacture. He ordered the second of his three jerry cans flown to London. Steps were taken to manufacture exact duplicates of it.

Two years later the United States was still oblivious of the can. Then, in September 1942, two quality-control officers posted to American refineries in the Mideast ran smack into the problems being created by ignoring the jerry can. I was one of those two. Passing through Cairo two weeks before the start of the Battle of El Alamein, we learned that the British wanted no part of a planned U.S. Navy can; as far as they were concerned, the only container worth having was the Jerrycan, even though their only supply was those captured in battle. The British were bitter; two years after

the invasion of Norway there was still no evidence that their government had done anything about the jerry can. My colleague and I learned quickly about the jerry can's advantages and the Allied can's costly disadvantages, and we sent a cable to naval officials in Washington stating that 40 percent of all the gasoline sent to Egypt was being lost through spillage and evaporation. We added that a detailed report would follow. The 40 percent figure was actually a guess intended to provoke alarm, but it worked. A cable came back immediately requesting confirmation. We then arranged a visit to several fuel-handling depots at the rear of Montgomery's army and found there that conditions were indeed appalling. Fuel arrived by rail from the sea in fifty-five-gallon steel drums with rolled seams and friction-sealed metallic mouths. The drums were handled violently by local labourers. Many leaked. The next link in the chain was the infamous five-gallon "petrol tin." This was a square can of tin plate that had been used for decades to supply lamp kerosene. It was hardly useful for gasoline. In the hot desert sun, it tended to swell up, burst at the seams, and leak. Since a funnel was needed for pouring, spillage was also a problem. Allied soldiers in Africa knew that the only gasoline container worth having was German. Similar tins were carried on Liberator bombers in flight. They leaked out perhaps a third of the fuel they carried. Because of this, General Wavell's defeat of the Italians in North Africa in 1940 had come to naught. His planes and combat vehicles had literally run out of gas. Likewise in 1941, General Auchinleck's victory over Rommel had withered away. In 1942 General Montgomery saw to it that he had enough supplies, including gasoline, to whip Rommel in spite of terrific wastage. And he was helped by captured jerry cans.

The British historian Desmond Young later confirmed the great importance of oil cans in the early African part of the war. "No one who did not serve in the desert," he wrote, "can realize to what extent the difference between complete and partial success rested on the simplest item of our equipment—and the worst. Whoever sent our troops into desert warfare with the [five-gallon] petrol tin has much to answer for. General Auchinleck estimates that this 'flimsy and ill-constructed container' led to the loss of thirty per cent of petrol between base and consumer. ... The overall loss was almost incalculable. To calculate the tanks destroyed, the number of men who were killed or went into captivity because of shortage of petrol at some crucial moment, the ships and merchant seamen lost in carrying it, would be quite impossible. After my colleague and I made our report, a new five-gallon container under consideration in Washington was cancelled.

Meanwhile the British were finally gearing up for mass production. Two million British jerry cans were sent to North Africa in early 1943, and by early 1944 they were being manufactured in the Middle East. Since the British had such a head start, the Allies agreed to let them produce all the cans needed for the invasion of Europe. Millions were ready by D-day. By V - E Day some twenty-one million Allied jerry cans had been scattered all over Europe. President Roosevelt observed in November 1944, "Without these cans it would have been impossible for our armies to cut their way across France at a lightning pace which exceeded the German Blitz of 1940."

In Washington little about the jerry can appears in the official record. A military report says simply, "A sample of the jerry can was brought to the office of the Quartermaster General in the summer of 1940."



SATURDAY NIGHT DINNER RUNS

Fish and chips on the foreshore at Wynnum was the go for our May dinner run. We had planned to go to the Pelican's nest but ended up at a small venue just a few metres down the road. We moved in, rearranged the furniture and basically took over the joint.



After our yummy fish and chips we headed on to Maccas for coffees and desserts



An elderly couple had dinner at another couple's house, and after eating, the wives left the table and went into the kitchen.

The two gentlemen were talking, and one said, 'Last night we went out to a new restaurant and it was really great. I would recommend it very highly.'

The other man said, 'What is the name of the restaurant?'

The first man thought and thought and finally said, 'what is the name of that flower you give to someone you love? You know... The one that's red and has thorns.'

'Do you mean a rose?'

'Yes, that's the one,' replied the man. He then turned towards the kitchen and yelled.

'Rose, what's the name of that restaurant we went to last night?'



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HAMPTON AUTO MUSEUM

We had a good rollup for our run to Hampton to check out the auto museum. It was going to be a long drive so we stopped at Esk and visited the local bakery for some morning tea in the park before heading off again towards Hampton. I think we were all impressed with the museum, it not only had a heap of cars but so much stuff from days gone by. It was great to look through everything and recall items from the past.



Dianne and Peggy checked out the accommodation while Janis admires the back then photographic technology.



So many old cars to look at.



Angela & Ollie taking time out for a rest.

We were given a guided tour through the huge shed and workshop. By the time we had seen everything we were all more than ready for lunch. We enjoyed our lunches and then drew our free raffle prizes, lucky Dianne, she won the BODY LOTION!!!!



Peggy, Angela and Dianne taking a break



Snow White & The Seven Dwarfs.



The seven dwarfs always left to go work in the mine early each morning. As always, Snow White stayed home doing her Domestic chores.



As lunchtime approached, she would prepare their lunch and carry it to the mine.



One day as she arrived at the mine with the lunch, she saw that there had been a terrible Cave-in. Tearfully, and fearing the worst, Snow White Began calling out, hoping against hope that the dwarfs had somehow survived. Hello...Hello!' she shouted. 'Can anyone hear me? Hello!' For a long while, there was no answer. Losing Hope, Snow White again shouted, 'Hello! Is Anyone down there?'

Just as she was about to give up all hope, she heard a faint voice from deep within the mine, Singing;

"NSW will win the State of Origin"

Snow White fell to her knees and prayed, 'Oh, Thank you, God! At least Dopey is still alive.

