

# THE CLASSICS 2012



AT BRANTWYN

A BENEFIT FOR THE KENNETT SYMPHONY  
SUNDAY OCTOBER 7, 2012

**A benefit for  
The Kennett  
Symphony of  
Chester County**

**2012 VOLUME 1  
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**THE CLASSICS COMMITTEE**

- Paul J. Merluzzi, Chair**
- Barb Bullock**
- John & Lynda Hodgson**
- Stark & Sandy Thompson**
- Bill and Mary Simeral**
- James C. McComb Sinclair II**
- Martha Diffey**
- Sandy Yeatman**
- Irena Merluzzi**

**Mark your calendars:**

- "The Classics at Brantwyn" 2012 is scheduled for October 7 at 11:00am.
- Classics Tickets are \$95 each. Call 610-444-6363 or buy online at [www.kennettsymphony.org](http://www.kennettsymphony.org)

# The Classics at Brantwyn

**A Vintage and Supercar Tour and Show**



## Nothing "Dampens" Our Spirits ... *"Brunch, Blues and Hot Cars"*

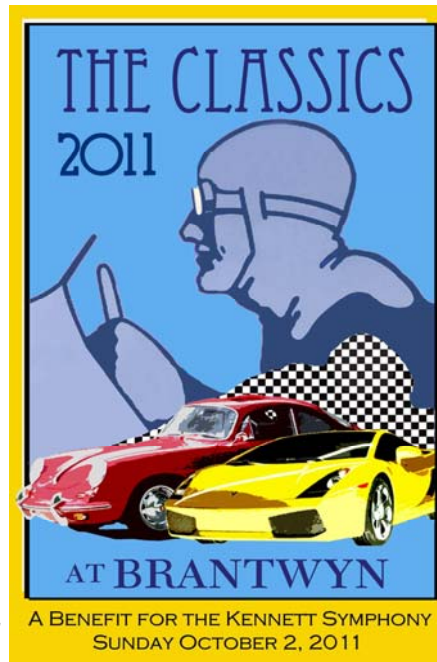
It was bound to happen one of these years. "The Classics at Brantwyn" has dodged the weather bullet for three years, but 2011 turned out to be damp and rainy despite earlier predictions of sunshine. The crowds and show cars came anyway and the show went on, though we could not park the show cars on the lush lawn in the rear garden. Once again the show-car lineup had something for everyone including a nearly 100 year-old car (1915 Biddle) and a 100 year old car owner. Fred Mack, who turned 100 on March 20, 2011, brought his one-owner 1953 Jaguar XK-120 OTS. Several other beautiful examples from the 1920's, 1930's, and 1940's, muscle cars from the 1950's and 1960's, world-famous race cars, and modern super-cars completed the lineup.

While the 2011 event was an artistic, gastronomic, social, and financial success, we are not sitting on our laurels. "The Classics at Brantwyn" committee is hard at work planning another spectacular event for **October 7, 2012**. The event will again feature thirty exotic cars, some historic race cars, and "Ruby", a beautiful Porsche 356B Coupe owned by our own John and Lynda Hodgson (see the feature story on page

4). As usual, we will also include a surprise or two.

After a tour of Chester County, the cars will parade before the crowd assembled in front of the Brantwyn Mansion where Lamborghini Bellinis will be served, musicians will entertain, and each car/driver will be introduced. After the cars are in their designated spaces on the lush back lawn, a scrumptious Champagne Brunch will be served and the cars will be available to be viewed (and drooled over). Mark muddyharp Hodgson and his wife Karen will keep things lively with their rendition of the "Blues" on guitar, harmonica, vocals. Presentation of the "Peoples' Choice" trophy for the Best of Show will end the festivities in mid-afternoon.

Please save the date, **October 7, 2012** and help us to preserve the mission of the Kennett Symphony of Chester County (KSCC) to present great music and maintain community outreach programs — something KSCC has been doing for over 70 years. Your participation in "The Classics at Brantwyn" makes a very large impact on the lives of many people. We assure you that your support is in the hands of a professional organization with a track record of fiscal and artistic excellence.



## 2012 Event Scheduled for October 7

## The Venue ...

A former du Pont family residence, Brantwyn Estate is a marvel of Georgian elegance in the wooded countryside of the Brandywine Valley. Located on the grounds of the DuPont Country Club in Wilmington, the magnificence of Brantwyn is accentuated by exquisitely manicured gardens offering a breathtaking backdrop in every season. Brantwyn's eleven rooms on two floors are richly appointed with tasteful furnishings that lend them a refined yet relaxed ambiance ideal for special events such as The Classics.

The estate's 60-acre garden setting offers a breathtaking backdrop for the exotic vehicles that you have enjoyed for the past two years. The Classics and the Brantwyn Estate offer diverse venues and creates the perfect social atmosphere for you to relax and enjoy.



*The front of the Brantwyn Mansion with the crowd of 300 guests eagerly awaiting the parade of exotic vehicles.*

*Rich Burlingame Photo*

## Mark muddyharp Hodgson and the Blues ...

Mark muddyharp Hodgson was born in Detroit and grew up in Daytona Beach FL. The British Invasion, specifically John Mayall and the Rolling Stones, turned the 12 year old on to the wonderful world of the 12-bar blues. One day at a friend's house in Daytona Beach, while his buddies were surfing, the youngster picked up a harmonica lying on the kitchen counter, blew into it, and from then on he was hooked. The friend gave the "harp" to him. This simple introduction proved to be a turning point in the lad's life. He devoured everything he could find on the subject of the Blues including LP's by Muddy Waters, Howlin' Wolf, Sonny Boy Williamson, Little Walter, and Sonny Terry.

As the days grew into months and the months became years, Mark muddyharp Hodgson, became a band leader. The



*Mark muddyharp Hodgson*  
*Rich Burlingame Photo*

first recording released under Hodgson's name was a vinyl LP titled "Survival in a Tourist Town" by Mark Hodgson and The Rootie Tootie Band - a live recording that put the group on the map. Soon the boys would travel to Nashville, but the music was ahead of

its time - incorporating rock and reggae with the blues. In 1981 that was a bit much for the Nashville crowd. Hodgson was asked to stay on in Nashville to become a solo artist, but declined out of loyalty to his friends in the band.

In 1985, Hodgson once again tried the Nashville game when Tony Joe White signed Hodgson to a publishing contract. During this period Hodgson became involved with the Memphis Blues Foundation and placed 1st runner up in the National Blues Talent Search. He teamed up with Noble Watts - a partnership that lasted until Noble passed away in 2004.

Mark muddyharp Hodgson, now resides and records in New Smyrna Beach, Florida and has been a regular performer at "The Classics at Brantwyn" since its inception in 2008.

## A Very Special Car - Ferrari Mondial 500 ...

This amazing Ferrari 500 Mondial Series II Scaglietti Spyder was painted French Racing Blue for its original owner, Francois Picard, who took delivery in May 1955. These four cylinder Ferrari cars were designed to compete in a class where British 4 cylinder engines dominated. Using their knowledge in valve train technology and their experience in building strong V-12 race engines, Ferrari created a 4 cylinder engine that could beat the competition. In November 1955 the car took a class win at the 1st Grand Prix of Venezuela with Harry Schell and Eugenio Castellotti driving. It

went on to class wins in two races at Nassau, Bahamas with Porfirio Rubirosa and Ebby Lunken driving; a class win at the 12 Hours of Sebring in 1956 with Porfirio Rubirosa and Jim Pauley driving before being retired with a seized transaxle suffered at the Road America 500 at Elkhart Lake, WI with Robert Ready Davis driving. Other well-known sports-car drivers of the day who drove the car included Charles Hassan, Jack Hergenroether, Paul Maret, Jack (Windy) Morton, Gino Munaron, and of course the original owner Francois Picard. The stories are end-

less. (Continued on page 6)



*Rear Admiral & Mrs. Robert Phillip's 1955 Ferrari 500 Mondial Scaglietti Spyder*

*Carla Luca Photo*

# In search of Ruby ...

**Going from good to great: how to spend two years and a boatload of money, and love every minute of it.**

by John Hodgson

Reprinted by permission from the Porsche 356 Registry, 34-5, T-2 / 2011

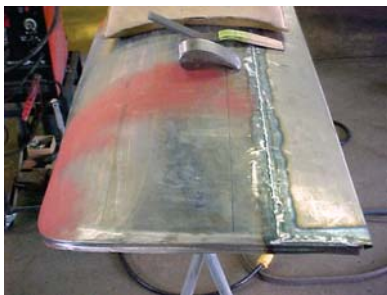
Although I didn't know it at the time, the search for Ruby actually started at Daytona International Speedway in the fall of 1960 as I watched the little Porsche Spyders with their 1500cc engines and their unbelievably seductive sound fly around much bigger cars. I was hooked.

Fast forward to 1995, a British car show in North Carolina was the catalyst. We went looking for a trailer for our '60 Bugeye Sprite. Surprisingly, there was a dark red Porsche 356 in the parking lot with a for sale sign. My wife Lynda said, "That is beautiful, I would really love to have that." Silently wishing I was wrong, I said, "We can't afford it."

But every once in awhile the car gods intervene - in this case, with a chance encounter as we were leaving town. We decided to stop for a burger before the trip home, and there, across the street from the Burger King parking lot was the same little red car. Our interest piqued, we ventured across the street and asked if it was for sale and for how much. The owner said, "Yes, it is for sale, would you like to drive it?"

I drove it and, wow! Solid as a rock, better than I ever expected. A deal was struck right then in the Burger King parking lot with a hand written contract on a yellow legal pad. It even came with an extra engine case and the original Kardex.

*After the car was acquired in 1995, ten years of motoring fun went by before some simple repairs to the headliner (below) and sunroof (right) led to a disassembly and stripping of the paint, which led to a new nose, new door bottoms, new upholstery and more (bottom).*



apparent crack in the engine case that had been repaired at some point in the past. The 20+ year old lacquer paint had some crazing, but, not to worry, the car ran well and looked good. Ignorance was bliss and little did we know about what was to come.

While on the phone one day in 2004 buying parts from Brad Ripley of NLA, I asked an inno-

cent question. "Do you know anybody who works on 356s near Philadelphia?" "Yup," was the answer. "Bruce Baker. Give him a call." After some internet homework, I made the call and asked another simple question. "Do

you do small jobs like fixing the sunroof which is slow to close? Installing a new headliner and new carpets?" "Sure." And as they say, the rest is history. Soon afterwards I broke the clutch cable so Bruce had to pick up the car

and trailer it to the shop. The journey had begun.



During a phone conversation a few weeks later to see how our project was coming along, Bruce said he had secured the last two NOS sunroof cables available for a good price and that he had taken out the windows and sunroof to make it easier to install the headliner. "You have the windows out?" A few weeks later he called. "You know you're not going to be satisfied with your seats after you have new carpeting and a headliner," he said. "You're right," I agreed, and a we called Jimmy at Classic German Interiors. He needed to know did we want vinyl or leather? Asking about the cost difference, my reply was, "Ouch! Let's go with vinyl." A few days later over dinner with my wife the question was asked, "Do you think we'll be satisfied with vinyl?" We both had our doubts. Another call to Jimmy. "Leather, please."

The next topic we discussed was painting the car. When asked if he could paint it and how big the job would be, Bruce said, "No problem." He cautioned he would not know how extensive the work would be until we removed the paint. "Think it through," he said. "Once it's stripped, there's no turning back." We did and called him back. "OK, let's go but no



PPG paint." Bruce asked, "Is Spies-Hecker OK? They supply Porsche." I replied, "Sure, we bought them." (I worked for DuPont for 40 years).

On to the body shop and sand blasting, then a memorable email: "Your car is a work of art," Bruce wrote. "It's a sculpture. There must an inch of bondo in some areas." "Fix it right," was my answer. Lynda smiled and went along. My rationale: I love this car and gulp, in for an inch, in for a mile. On to Trevor's famous Hammerworks

for a new nose followed quickly by cutting out and replacing both rear quarter panels, both doors completely disassembled and rebuilt, both rocker panels and door jams replaced, the rear bumper reconstructed from 2/3

our original and 1/3 from a donor car. There were lots of other little rust gremlins cut out and all of it leaded, straightened, etc.

Now the mystery of the car's history began to unfold following removal of the pan undercoating. "I think your car was hit very hard," Bruce explained. "I think it bounced down a hill, and that's why the case was repaired and the pan is a mess. It looks like someone has been pounding on it with a sledge hammer. It's not worth trying to fix."

We're now at total bare metal on a rotisserie and finishing the pan and the body, with new metal everywhere, several blocks of lead, a torch and filing, then filing some more.

I then had the good fortune of reading Duane Spencer's book Porsche 356 Performance Guide on what you can do to upgrade performance. Learning new words like Carrillo, SCAT, Shasta pistons, sodium filled valves, Solex 40 PII-4s, Euro heat exchangers, a big oil cooler, full flow oil filter and a custom made sport muffler. While tearing down the engine we discovered there was a reason for the extra case: my engine contained "racer reject" parts. The seller likely raced a 356, building a racing engine from the best parts. I also discovered the Porsche dealer in Raleigh had replaced my leaky original Euro heat exchangers and exhaust system with Americanspec repro parts, throwing the originals away. I wish I knew then what I know now.

As we went along, other discussions took place. We decided to rebuild the

transaxle; the wheels were the real thing - dated 5/63, but the chrome needed help; the radio was original but it just quit working. Should we go with

discs in front? How about a dual circuit master cylinder upgrade and a 12 volt system? Inside, maybe 3-point belts, a hand-made, really beautiful copy of a wooden Carrera 2 steering wheel, a really neat 904 combo

gauge, new tach, new clock and an electric fuel pump booster to fill the carbs after the car has been sitting. Not to forget the exterior, there were NOS Euro quartz headlight lenses, new rubber, new chrome, new glass and new tires.



**Top: The abused floor pan presented a challenge: repair or replace? Replacement seemed the best course. Right: Finally in primer and ready for color, the car nears completion. Above: John and Lynda take delivery of Ruby B in March of 2006. Bottom: The finished product.**

By this time, there was no point in scrimping. "I want the real paint, single stage, no clear coat, the original color, Ruby Red 6202." I was sure DuPont could match the color, but the search for Ruby Red at Marshall Lab produced a first batch with orange clumps! Resolving that, it was on to the painter and the home stretch. Finally, with the car completed we reached

the sorting-out process: a squeaky bearing, air in the brakes, spitting

carbs, and the fog light switch seemed in the wrong place - or was it? In March of 2006 the 356 returned home as she had left, on Bruce's trailer. This time, however, it was no longer simply a little red 356. "Ruby B" is born. Wow, what a car! A 2008 East Coast Holiday Class Winner, Ruby is beautiful. Reflections in the paint are mirror-like, showing unbroken lines through perfect gaps due to the quality of the body work and depth and quality of the paint. She sounds great, handles like a dream, light and nimble with great 2nd and 3rd gears. In 4th, it just

keeps pulling and, did I mention the sound? During Rennsport Reunion III in 1997 we closed the circle from those high school days watching the Spyderys at Daytona in 1960. Lynda and I were able to drive two complete

laps in Ruby B at the Speedway on the same 3.56 mile sports car course the Spyderys ran 50 years ago. By the second lap we were flying (a relative term) and we got it all on video tape.

Lynda and I would do the restoration again. In fact, we just finished a one-owner 1966 early production run 912. Both were a labor of love and a real education watching and collaborating with Bruce and his team, trying to do everything the right way and as result, turn good cars into great cars again.

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**John and Lynda Hodgson reside in Kennett Square PA and were instrumental in organizing the first "Classics at Brantwyn" in 2008.**



## Ferrari 500 (continued from page 3) ...

**Luckily for young naval officer Robert Phillips, spent racers with provenance were not worth much back then.**

Luckily for young naval officer Robert Phillips, spent racers with provenance were not worth much back then. He found the badly abused car at a Rambler dealership in California and purchased it for \$2000 (two-thirds of a year's salary for him at the time).

Using the Auto Hobby Shop on the base to do the repairs, he diagnosed the failure cause, paid a machinist in town to fabricate the solution, and did the re-assembly. Further, he cut out the damaged bodywork, formed the aluminum replacements, learned how to gas weld and welded the pieces back in place, learned how to spray paint and put the 7 coats of red lacquer on the car. In nine months he had the car in running condition. He raced the car on the west coast a few times in the sixties, including a first in class at the Sierra Hill Climb, before being

transferred east. He then drove the car from Oakland CA to Staten Island NY where it was parked in storage in 1968.

Just prior to restoration to original condition began in 2000, the now Rear Admiral Robert Phillips displayed the car at the 2000 Ferrari Concours d'Elegance in Reading PA where Sergio Scaglietti, the designer of the car, was guest of honor. Mr. Scaglietti inscribed his signature on the panel over the spare tire, so it truly is a signed original. Restoration was completed in 2008.



*The Ferrari 500 Mondial Spyder at the 2000 Reading Concours—prior to restoration.  
Bryan Phillips Photo.*

Admiral Phillips first presented his 500 Mondial to the public after 40 years of dormancy at the 2008 Pebble Beach Concours. Just an invitation to show a car at the biggest event in the country was an honor, but the best was yet to come.

Among many other honors, the car took the Best in Class award and the Enzo Ferrari Trophy as the best Ferrari at the 2008 Pebble Beach show. The latter award was notable because Piero Ferrari (son of Enzo Ferrari) and Jean Todt (former Ferrari CEO and current FIA President) were members of the judging panel. Forty eight plus years of ownership, endless stories, and now a fairy tale finish for this first time visitor to the Pebble Beach Concours d'Elegance.

Since the 2008 Pebble Beach debut, the car has won numerous awards including Best in Show at its return engagement at Reading in 2009 and of course Best in Show at our favorite event, the The Classics at Brantwyn 2011.

Fifty-two years after the lucky 'garage-find', Admiral Phillips still has the car, now worth far more than his initial \$2000 investment. He is considered the foremost authority on this Ferrari 4-cylinder series and one of the nicest persons you will ever meet.

## A Happy Attendee Reports ...

**“A great event professionally presented”**

**Mike Tate is a long-time Jaguar owner who writes a column for the monthly Delaware Valley Jaguar Club (DVJC) newsletter, “The Purr”. The following is extracted, with permission, from his October 2011 column.**

A vintage and Supercar Tour and Show with Brunch, Blues and Hot Cars in aid of the Kennett Symphony of Chester County was held on October 2nd. One of my very favorite events held in the grounds of The Brantwyn Estate, one of the former Du Pont homes, it is offered with an unusual elegance and interesting format. This is the 4th annual event and usually about 30 cars are invited. If you are not invited you can attend by purchasing entry and if you have an interesting car you can park near the action in “The Cool Car Coral.”

The day starts with entries registration, coffee & Danish and then a Tour of Chester County. The countryside is beautiful at this time of year. The Tour finished, the

cars assemble on the long drive leading to the “circle” in front of the house. All spectators gather in front of the house and are served “Lamborghini Bellinis” in a tall glass by elegant servers. (If you don't know what these are then attend next year on October 7, 2012). Now this is what I really like

and to my thinking really makes this event special. The audience is welcomed and in turn each car and driver arrives in front of the spectators and the house and is introduced with a full history of the car. Have you ever heard of a 1915 Biddle, or a 1927 Amilcar or better still a 1929 Riley Brooklands ‘Ardent Alligator’. How about a 1953 XK 120 Jaguar with its 100 year old owner in it. Of course you have heard of our own Fred Mack! Kurt Rappold kindly volunteered to drive. There were Ferraris,

Rolls Royce, Bentley, etc. and Mario Andretti's 1994 Lola T9300 Indy Car. All these cars were then parked with a description beside each one. Normally the cars are parked in the beautiful garden at the back of the house but this year, because of the rain, which was on and off all

day, the cars were parked side by side on the long driveway. It is much better to see them nicely spaced and enhanced by the trees, shrubs and flowers in the garden. Lunch, usually in the garden, had to be inside but it tasted just as good. While we ate we were entertained by Mark muddyharp Hodgson and his wife Karen. They are part of the show every year and one never tires of their music.

A great event professionally presented and, despite the rain, extremely successful.

*“One of my very favorite events held in the grounds of The Brantwyn Estate, one of the former Du Pont homes, it is offered with an unusual elegance and interesting format.”*



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## The Kennett Symphony of Chester County

206 East State Street / PO Box 72

Kennett Square, Pennsylvania 19348

610-444-6363

Since its founding in 1940 as an all-volunteer orchestra, the Kennett Symphony of Chester County has evolved into an association of professional musicians and is celebrating its 70<sup>th</sup> season. The KSCC is Chester County Pennsylvania's only fully professional symphony orchestra. While paid professional staff and musicians have been essential to the success and longevity of the KSCC, without the dedicated efforts of countless volunteers and contributors, it would not be the outstanding organization it is today. Thank you for your support.

## The Magnificent Cars of The Classics 2011...

"The Classics at Brantwyn" 2011 featured a century of cars ranging from a 1915 Biddle to a 2011 Ferrari 599GTO - refer to the list at the right.

The Biddle Motor Car Company manufactured luxury automobiles in Philadelphia, Pennsylvania from 1915 to 1922. The company produced six models during its brief life-span, the most expensive selling for \$3475. The company first presented finished automobiles at the Philadelphia Auto Show in January 1916. The first bodies were believed to be manufactured by the Fleetwood body company in Fleetwood, Pennsylvania.

In producing the 599 GTO, Ferrari engineers focused on four key areas: increasing power, decreasing weight, reducing understeer, and improving downforce. Tall orders, yes, but the result is 661 HP at 8250 rpm and 458 lb-ft of torque at 6500 rpm, which make the 599 GTO the fastest road-going Ferrari ever.

In addition to the vintage and modern sports cars, "The Classics at Brantwyn" 2011 featured significant race cars - including Mario Andretti's 1994 Lola T9300 Indy Car and Don Meluzio's 1959 Fiat Abarth Record Monza sports-racer. The Indy Car was given to Mr. Andretti by his team after the last race of his final Indy Car season. Mr. Andretti drove for Newman/Haas Racing for 12 seasons, scoring 18 victories, 26 pole positions and winning the 1984 Indy Car championship. The primary sponsors were Kmart and Texaco. The car has a Lola T9300 chassis and a Ford-Cosworth 161 cubic inch Indy V8 engine rated at 750 HP and a boasts a top speed of over 240 mph. The Fiat Abarth was a team Roosevelt Race Car in 1959 and has had four owners since. It appeared at Pebble Beach in 2006, won Best Race Car at the Cranbrook Concours in 2005, Best Race Car at the Bethlehem Concours in 2006, Best Italian Motor Car at the Radnor Hunt Concours in 2008.

The 1955 Ferrari 500 Mondial Scaglietti Spyder owned by Rear Admiral and Mrs. Robert Phillips was the 2011 Peoples' Choice Award winner (see story on page 3).



The 1915 Biddle owned by John Rendemonti. The Biddle Motor Car Company manufactured luxury automobiles in Philadelphia, from 1915 to 1922.  
Carla Luca Photo

	VEHICLE	OWNER
1.	1915 Biddle	John Rendemonti
2.	1927 Amilcar	David George
3.	1929 Riley Brooklands "Ardent Alligator"	Peter McManus
4.	1930 Cord L-29	AACA Museum
5.	1930 Buick Model 44	Brett Jones
6.	1932 Delage Cabriolet by Chapron	JWR Museum
7.	1940 LaSalle 5019	Bud Coleman
8.	1942 Cadillac Convertible	Rob Robison
9.	1948 MG TC Roadster	Don Scholl
10.	1949 DIVCO Milk Truck	Dino Volpi
11.	1953 Jaguar XK-120 OTS	Fred Mack
12.	1953 Buick Super - Woody Wagon	Steve Maconi
13.	1954 Bentley Sports Saloon	Robert/Trish Scott
14.	1956 Porsche Speedster	Sandy Sadtler
15.	1955 Ferrari 500 Mondial Scaglietti Spyder	Adm. Robert Phillips
16.	1957 Chevrolet Bel Air	Tom Smith
17.	1957 Rolls Royce Silver Cloud I	David Cohen
18.	1959 Fiat Abarth Record Monza	Don Meluzio
19.	1961 Chrysler 300G Convertible	Steve Maconi
20.	1961 Corvette "Fuelie"	Jim Jordan
21.	1962 Bentley S2 Drophead	Gene Epstein
22.	1962 Lancia Flaminia Sport 3C Zagato	Michael Kersnick / Donna Mozzone
23.	1963 AC Cobra , Mark I #20	Bill Jacobson
24.	1965 Alpine A110 Berlinetta	Walter Koopman
25.	1967 Lancia Fulvia Zagato	Mike Tillson
26.	1967 Ferrari 330 GT 2+2	A. J. Obara, Jr.
27.	1967 Pontiac GTO	Joseph Carp
28.	1968 Citroen 2CV	Kurt Wolter
29.	1974 Ferrari Dino GTS	Mike & Tami Frantz
30.	1984 Ferrari 512 BBi	Doug Patterson
31.	1994 Lola T9300 Indy Car	Mario Andretti
32.	2011 Ferrari 599 GTO	Ed & Lisa Hodgen

# THE CLASSICS

AT BRANTWYN

Benefits the Kennett Symphony of Chester County

## 2012 Classics Schedule

The Brantwyn Estate at the DuPont Country Club  
600 Rockland Road Wilmington, Delaware

Date/Time/Place	Event
October 7 9:00am to 9:30am DuPont CC Lower Parking Lot	Tour Vehicle Registration Continental Breakfast
October 7 9:30 am to 10:30 am	Tour of Chester County
October 7 10:15am to 10:45am DuPont CC Lower Parking Lot	Show Car Registration
October 7 10:30 am Brantwyn Mansion	Guests Arrive “Lamborghini Bellinis” Served Musical Entertainment
October 7 11:00 am Front of Brantwyn Mansion	“Grand Parade” & Car/Driver Introductions
October 7 noon Brantwyn Mansion & Rear Garden	Brunch/Open Bar Casual Viewing of Vehicles Musical Entertainment - <i>“Blues”</i> by <b>Mark muddyharp Hodgson and Karen Clancy Hodgson</b>
October 7 2:00 pm	Voting Closed – “Best of Show”
October 7 2:30 pm Brantwyn Rear Garden	Presentation of – “Best of Show”
October 7 2:45 pm	Guests Depart