

Tribute to:

AL MOSS – GoF West Co-Founder

The MG world was saddened to learn that one of its pioneering founders, Al Moss, passed away at his home in Sedona, AZ September 25th. His health had been on a steady decline in recent months. Anyone who has had a British sports car knew Moss Motors, but they may not have had the pleasure of knowing the man behind the name. The following story *as told by Pete The-lander* will serve as an insight to his monumental legacy to the MG community.

Al had begun his successful business in MG parts and service by 1950. In 1963 he took the mail order part of the business to Santa Barbara, CA, leaving the maintenance side to Mike Goodman. When factory parts began to dry up, he started to make contacts with the original sub-contractors and was able to continue supplying these parts for a number of years. Eventually, the production he could support with sales dropped to the point where it was no longer economical for the suppliers. He then did what was necessary and sought out new suppliers who would deal with smaller production numbers. He envisioned the "modern" MGs, *i.e.* MGA, MGB and Midgets, eventually going the way of the T-Types and had the foresight and commitment to these cars as well. He eventually expanded the business to include them, as well as Triumph, Austin-Healy and Jaguar.

I had bought parts for our TF from Moss Motors for more than a decade before the occasion arose where I might actually meet this living legend. It was 1972 after Mike Walsh and I had flown east to the New England MG T Register's Gathering of the Faithful in Columbus, Ohio. On the plane flying home, we talked about how great it would be to have such an event here in California. After hashing the idea around with some other folks here, we drew up our courage and contacted Al. He, of course, had attended a number of the eastern GoFs and thought it was a good idea.

After some co-ordination by phone with Warren Wendt of the Classic MG Club and Jan Verbiesen of the California MG T-Register, we had our first face-to-face meeting with Al at the Pierpont Inn in Ventura. There followed a number of planning meetings which resulted in our establishment of GoF West and the subsequent first GoF on 5 October 1973. At the close of that event, as folks were departing, Skip Kelsey and Ace Sarich approached us and said they would like to do a GoF the following year in Monterey if we would be available to offer guidance and answer questions. Thus, by default, we then became the original Steering Committee. Al remained on the Steering Committee with Warren Wendt, Jan Verbiesen and I to guide subsequent GoF West events.

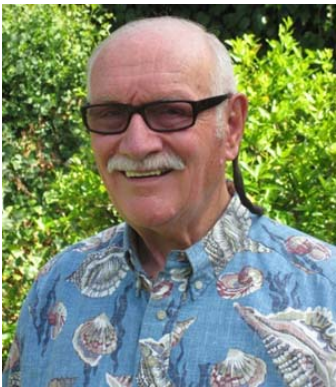


AL MOSS (1927 - 2012)

Two years later Al started a smaller weekend event at what was then the Golden Tee Motel up in Moro Bay. He called it the Hearst Castle Tour. MG T owners from the San Francisco Bay and LA areas met there annually until 1984. After he moved to Sedona he revived the idea, only "HCT" became High Country Tour instead of Hearst Castle Tour.

One adventure my wife, Fran, and I shared with Al was the NEMGTR's week-long Bi-centennial Rally of the Colonial Capitals in 1976. He had arranged to co-drive a TC with an eastern pal, and we were driving our MGA Mk II Coupe. He and his buddy had been asked to dress up as continental soldiers at the various stops and generally play the role. And as usual, he was full of pranks the whole week. One evening while everyone was at dinner, he went upstairs and moved all of the room numbers one room down the hall. Needless to say, there was chaos at bedtime.

While touring home from the GoF West at Lake Tahoe in 1981 with Al, I mentioned that I wanted to drive our TC to the upcoming GoF XXXI in Killington, Vermont.



Chairman's Chatter

George Kershaw

Our GoF West World, and certainly the MG Universe as well, was deeply saddened with the news of the Passing of Al Moss-- one of our Founders and an icon in our hobby. Appropriately, this issue of the Gazette is devoted as a tribute to Al and his legacy.

This is the First Edition of the Gazette for our new Editor, Doug Pelton. Larry Long, our past editor, has been the bedrock of previous editions. Because of his close association with Al Moss, Larry has assisted as a Contributing Editor for this issue. To the editors, a heartfelt Thank You to Larry for his tireless efforts and a Welcome to Doug.

The following GoF West message was placed on Moss Motors Web Site announcing Al's passing.

Al,

On behalf of the GoF West Steering Committee and the thousands of "GoF Westers" who have enjoyed our Events over the past 40 years, we are truly indebted to you as one of our Founding Members.

Your foresight and vision in providing the parts and information that has kept our little cars humming these many, many years has brought countless hours of joy and happiness to so many and is certainly the mark of a life well spent.

Thank you,
George Kershaw

Continued from front page:

Fran was not anxious to do it, and I asked Al if he thought I was nuts to go it alone. He promptly asked if he could go along!! So thus began one of the great adventures of my life. We made the 6000 mile trip in two weeks, driving as much as 600 miles one day.

Al was always a prankster. But when someone managed to put one over on him, he appreciated it as much as anyone. At the first San Diego GoF West, Jim Bigler (with probably a few accomplices) managed to fill Al's Y-type with styrofoam peanuts. He thought that was a great joke. Perhaps the only people annoyed over it were the hotel staff who had to clean them up.



Al was instrumental in getting me into vintage racing after I restored the NE and was a mentor and guide throughout those first few races. He never really raced his three-wheeled Morgan very hard. He just thought it gave him the best seat in the house.

Al did have interests beyond MGs and sports cars in general. He was also an avid horseman, owning several horses over the years. He planned and participated in many horse trail rides with his wife, Nancy. In 1976 he was invited to portray *Juan de Anza* for the Santa Barbara County segment of the re-enactment of his 1776 expedition from Sonora, Mexico to Monterey.

The stories could go on forever, but they will just have to wait for more tire kicking sessions of remembrance. Wherever T-series MG folks gather, Al will be remembered. with great fondness.

Rest in peace Al and.... **Safety Fast!**

Pete Thelander, GoF West Co-Founder

Contact us:

GoF West Chairman
Gazette Editor
To Request Gazette
To Register - GoF West 13:

GWKershaw@gmail.com
Editor@GoFWest.org
Editor@GoFWest.org
Registration@GoFWest.org

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Al Moss

"in his Allard"

Remembering and Honoring Al

By: Larry Long, Contributing Editor

Editor's Note:

As a close lifelong friend of Al Moss, Larry Long was asked to be the principal spokesperson for the Celebration of Al's Life at Santa Ynez, CA. The following reflections detail the events of the day as seen by Larry Long. They are offered as a reminder of Al's legacy for those that could not be in attendance.

On Nov. 3, 2012, a special celebration was held at the Santa Ynez Valley Presbyterian Church in Santa Ynez, CA, not too far from Santa Barbara, to honor Al Moss, one of the founders of our Gathering of the Faithful, West organization. A similar event was held in Sedona, AZ, the week before.

The celebration started by reading from Ecclesiastes, Chapter 3, wherein it is told that, "To everything, there is a season, and a time to every purpose under the heaven: a time to be born, and a time to die;a time to weep, and a time to laugh; a time to mourn, and a time to dance...." We can mourn Al's passing, and weep for his absence from our world, as we should. But that today is a time to speak, to celebrate, to laugh as we share our memories with each other. We all knew that Al certainly did well in his life, lived it to the fullest, and certainly enjoyed all the good of his labor. Al had told many people that he had done everything he ever wanted to do, and more.

This was a time for us to reflect on the life of an incredible man; a man who had an impact on an incredible number of people during his lifetime, and a man with a sense of humor and zest for living that was an inspiration to us all. Al was a very special man, with special talents in many endeavors. He impacted and enriched the lives of many. The gathering provided an opportunity for the many friends to tell their story of Al to include myself.

I can personally attest to the fact that Al never turned down an opportunity to help a fellow MG owner. I found that out that after I had purchased a 1952 MG TD for restoration that I needed a special tool to bore the block for the camshaft bearings. There aren't very many of these tools around, and Al had one. "Come on over, Larry", he said; "We'll do it". That wasn't the only time that Al gave me a lot of help and he offered his expertise over



the years to help me, as well as others, from the Santa Barbara MG Club to keep their cars running well.

Al had a streak of devilish humor as you all may well know. It showed up many times when he was the rally master for the MG Club rallies. His wit and craftiness in the rallies will be missed. Confusion always loomed with questions like:

- "How many yellow arrows are there?" - None; the ARROWS are black; the BACKGROUND is yellow!!
- "How many lights are on on the wall?" - We all thought that was a typographical error; usually there were none turned on! What a devil!!
- "What is the average height of the La Conchitans?" - La Conchita is a small town on the coast just south of Santa Barbara, with an elevation of something like 16 feet and a population of maybe 200 people. Al divided the population by the elevation to get the average height!!
- "What is John Smith?", a question evident as we came to a bridge called the "John Smith Memorial Bridge" - No, "Bridge" is not the correct answer. The correct answer is "Dead!! Otherwise, they would not have named a bridge for him!"



Cartoon by:
Brian Sonner

GoF WEST RALLY

Continued from page 3:

Six of Al's close friends from different phases of his life were invited to speak, and then the microphone was opened for anybody else to share stories. Maxi Decker, a close friend of Al when he first moved to Santa Barbara, entertained us with a few of Al's favorite songs (Good night, Irene; Red River Valley; and others), accompanied by her guitar. Dotti Dickensen and her husband sold Al his first horse, and enjoyed many years with Al and his daughters with the horses. Maxi was with Al on trail rides that Al was instrumental in starting or helping in organizing, and both Dottie and Maxi shared stories showing how Al certainly enjoyed this part of his life.

Mike Goodman was a friend of Al's when Al opened his first shop down in Los Angeles. He helped Al and, as time went on, Al helped him, and Mike eventually opened up his own shop. Mike states that "Al saved my life!" That's the kind of man that Al was.

I'm sure that it comes as no surprise to any of you, but Al was a practical joker, and loved to ply this trade anywhere he could. Neil Graffey, a fellow SBMG Club member, told several stories of the practical jokes that Al played on people. And Al got some in return! At one of the MG meetings, some devilish folks filled Al's Y-type with Styrofoam pellets! Scenes of this and a few others, as well as slides for other parts of Al's life, were shown in a slide presentation before and after the celebration.

Al not only liked playing jokes on other people, but also played them on himself for the benefit of others. At the GoF in Monterey, he arranged for a local police officer to follow him onto the car show field, after which the officer made Al get out of his car and handcuffed him, to the amazement of all of the onlookers!

Don Martine and Stephan Earl were both significant people in Al's life during his racing days and both shared stories about his racing exploits. Al was instrumental in the organization of races in the Los Angeles area in the early days, and participated in races at Pebble Beach and, later, in the Historic Car races at the Laguna Seca track at Monterey. Al raced both his MG TC and his three-wheeled Morgan at Laguna Seca.

Both of these gentlemen could have talked all day about his exploits on the racing circuit. Al really didn't care if he won, he just enjoyed the sport. And, as Stephan explained, he made it fun for everybody, including the track officials. At one race, the engine in the TC developed a problem and had to be removed for replacement of another engine. Unfortunately, there was a problem in getting the second engine to the car, so Al had his team push the car, sans engine, to the starting grid. When the time

came to start the race, all other cars had started onto the track, but Al's car wouldn't start, so he had the team push the car to the track. When it still wouldn't start, Al asked the officials to open the bonnet to see if they could see what the problem was. Imagine their astonishment when they saw no engine!

There is not enough space in this writing to include all of the stories that were told about Al during this celebration. If you haven't already, please get a copy of Al's book "The Other Moss; My Life With Cars and Horses" and you can read his autobiography.

As a continuation, the open mike period allowed people to share their stories about how Al encouraged them, helped them, shared time with them, and otherwise enriched their lives. Sara Welby, his granddaughter, read a couple of Al's favorite poems, and Juli Welby Moss, his daughter, read the parable from his book—a story about why a stoned moss gathers no rolls—(you must buy the book to see what this is about!).



Larry with Al's daughters Cindy & Juli

It was nice to see Al's MG TC at the memorial, as well as the Von Neumann Special, brought down from Monterey by Don Martine. Several other MGs were parked in the same area in front of the sanctuary with these cars.

Following the celebration, we all adjourned to the Family Center where a lunch was served and more stories shared with each other.

This was a fitting memorial to a man who had touched so many lives, who had made us all enjoy whatever part of life he shared with us, whether it was British cars, horses, or racing; we will indeed all miss him. But I know that he would want us all to continue his legacy of stupid and funny rally questions, our zest for having fun with our British cars, our comradeship with the GoF West people—just doing what he did: enjoying life to the fullest and knowing that each of us should enjoy the good of all our labor!

Larry Long

GoF West Renames High Point Award

As you know, Al was one of the founders of GoF West. However, what you may not know is that Al was also the instigator behind the GoF West High Point Award. And he was singularly responsible for developing the scoring scheme for the selection of the winner. In light of this, The GoF West Steering Committee has changed the award title to the "Al Moss Memorial High Point Award", to perpetually honor Al.

During the Santa Ynez celebration, George Kershaw, current Chairman of the Committee, announced the change and offered a debut of the award and an accompanying plaque.



In recognition and appreciation of his many contributions to GoF West as a founding member and having been instrumental in the establishment, scoring criteria, and sponsorship of this trophy, the GoF West Inc. Steering Committee considers it fitting and proper that the award hereby be dedicated to Al and forever be known as the

Al Moss Memorial High Point Award

The calligraphy on the plaque was beautifully done by Mimi Glass.
The plaque was presented to Lynda McEvoy, Al's soul-mate for the past 27 years.

The first presentation for the award will be made at:
GoF West 2013 in Carefree, AZ.

Moss Motors

The Early Days

By: Mike Goodman



From the editor:

Mike Goodman was Al Moss's mechanic and partner during the early startup of Moss Motors. Below Mike offers a rare insight to the early days of working with his close friend Al Moss.

I met Al in the 50's. I was still in high school and answered an ad for a mechanic's helper part time job. Al had a small repair shop, called Moss Motors, in the back of a gas station on Pico Blvd just across from Sears in West LA. Al had lost his helper so he hired me.

Al was in the process of building a new shop on Venice Blvd also in West LA. It was a few months later that we moved into the new location. I stayed with Al for a period of time until I graduated from high school and then it was off to college.

After that, I went to work for North American Aviation where I worked for a year or so. However, I wanted to stay in the automotive industry so went to work at Parkhouse Motors which was a similar business to Moss Motors. After a couple of months I was not happy there so I went back and talked to Al.

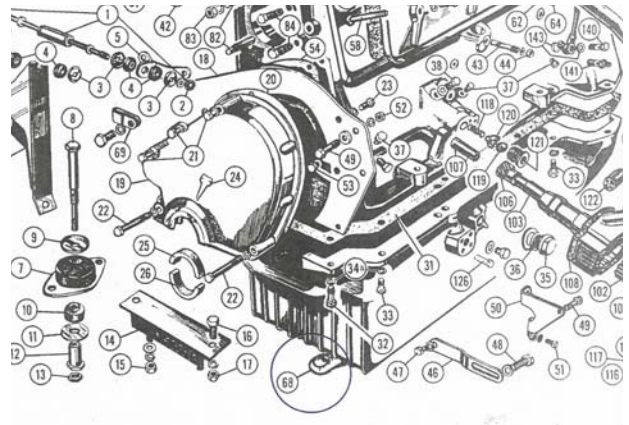
Al rehired me. I had the basic skills but needed a lot more training. And Al was the perfect teacher to guide me along. This was in the late 50's when the sports cars were in their heydays. We worked on all types of British cars as Al would take in anything: Singers, Hillmans, Austins, and MGs. He sent me to Jaguar and BMC service school.

Al also introduced me to a good friend of his, Ken Miles, who worked for Gough of Southern California. (At that time, Gough was the leading importer of MG's.) Ken Miles was a famed early race car driver and engineer. In 1953, he had won 14 straight victories in SCCA racing in an MG-based special of his own design and construction and was later a member of the Shelby/Cobra race team of the early 60's.

This connection to Gough industries was the origination of Al's transition to his expanded parts business. He bought their obsolete inventory. Similarly, he also bought inventory from BMC in San Francisco. They were the Northern California distributors for the British sports cars.

Along with all the parts from Gough, there were 3 TC body tubs in the lots. This gave Al an idea. He had a TC frame that was made up from 2 halves. With this he could build TC number 10,001. The factory only built 10,000. And so we did. Al was very good with a spray gun and he taught me how to paint. We painted the car BRG and Al sold the car to a customer, who I do not remember the name. Can anyone help with who has TC10001?

Along with this sudden expansion of the Moss Motors parts department, there was a need for a catalog, the Moss Catalogue. We divided our efforts. I concentrated on car service and repair and Al went to work on the catalogue. He took over a corner of the shop and began the meticulous process of photographing all of the parts to illustrate a catalog. He spent months selecting, laying out parts, climbing on a step ladder for the photo and then putting all away to repeat the process. In one of the photos he accidentally included a picture of his toe where it remains today and part of the Moss heritage.



Can you find Moss item #459-299, Toe?

Al loved to restore cars. His pride and joy was a jet black 47 Cadillac convertible. I also remember him buying a Ford Comet. He immediately removed all the badges and put wire wheels on it.. He started a Saturday Lunch Club called Moss Motors Lunch and Bench Racing Society. We would go to a local coffee shop on Saturday afternoons until they kicked us out. Al also built a slot car track in the corner of the shop. He would have friends come over after work and race slot cars.

Sometime in the early 60's Al made me a partner in the repair part of the business. His wife Joan taught my wife Sharon how to do the books. Then Al was off to Goleta where he relocated the parts side of the business and I maintained the repair side in LA. After a year or so, we then separated our businesses and I started my own company.

Al was a great teacher and a great friend. I would not be where I am today if it were not for him.

Al was one hell of a guy! Mike Goodman

Did you know?

MOSS MISMASH & POPOURRI

British License Plates



Al's MG TC

The registration for auto license plates in England was done through the local county office and had a 6 digit number. When Mike Goodman asked Al Moss where he got the numbers for his car Al replied, "First 3 letters are my initials, last 3 numbers are what time I got up."Classic Al Moss!

I have a problem!



It was reported that at a GoF meet, Al got to the dining room early. The tables were set. Al glued the silverware to the table. This precipitated the "payback" of filling Al's Y car with styrofoam peanuts. "Now you know the rest of the story."

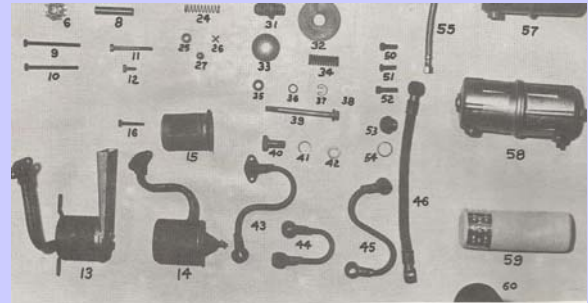
Another story as told by Mike Goodman:

It won't go!



Al had a close friend named Howard Friedman who had bought a new 1954 Corvette. These were all painted white so he had us paint the lower part of the Vette "Perry Winkle" Blue. When Howard came to pick up the car it would not go. Al had jacked up the car and blocked the rear end just so it could not be noticed. I do not remember the outcome.

The ORIGINAL Toe

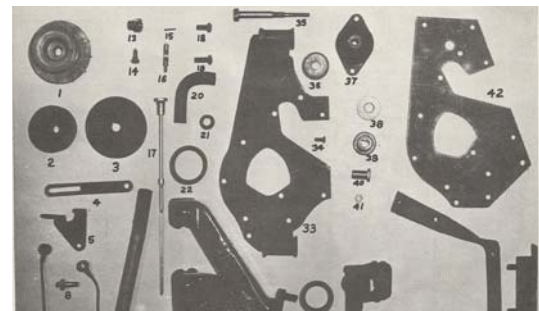


58	435380	Cast-aluminum oil filter. Replaces E21. Simple to install and to replace elements.	1	26.00
59	435390	Element for MM2707 filter	1	3.25.
60	MM65	Oil cooler kit for late TD-TF (with all fittings-easily installed)		44.50

The original photos for the Moss Catalog were taken by Al himself standing on a ladder. Not knowing that he had inadvertently taken a photo of his toe until the film was later developed he chose to make light of his error in the traditional Al Moss fashion. This can be found on page 8 of all of the early catalogs. See #60.

More Moss Catalog Stuff by: Doug Pelton

I once had the pleasure of reviewing an early Moss catalog with Al himself during a car show. He opened the catalog and asked me what was wrong with this picture. (page 7)



I studied it intensely looking at every detail. Finally I gave up! After I told him I did not know, he explained (with a "gotcha grin"), that the photo was printed with the negative reversed (upside down). So if you look at the engine bearer plate and manifold they are opposite from the actual parts. Just another example of his trickery!

GoF West **New** News

New Website:

The GoF West website has been remodeled to offer state of the art features to help us better serve all of the MG owners. Please bookmark the new web address:

www.GoFWest.org

GoF West 2013 Carefree:

- Online Video
- Online registration
- Online Hotel registration
- And MORE!

Regional Club Info:

Find your club or find a club within your area. **Over 50 clubs listed within the western region.**

Future Events:

- GoF West
- Regional Car Shows
- Other GoF's & National MG Events
- MG Special Events

New Gazette:

- The Gazette has taken on a new face to help publicize and promote car clubs within the West.
- It will also offer the latest details for the next GoF West event.
- The Gazette will be a bi-monthly newsletter. Next issue March 1.
- If you have a newsworthy item appropriate for the West, please send it along.
- Our goal is to help MG car owners have fun!

I look forward to hearing from you. *Doug Pelton, editor@GoFWest.org*

GoF West Clubs

In the Spotlight



Paradise MG Club

The North American MGB Register recently announced that the Paradise MG Club was selected as the "2012 NAMGBR Chapter of the Year". Selection was based on the club's "promotion of both the MG Marque and the North American MG Register"

Congratulations to:

The Paradise MG Club, Larry Long - President

Contact: editor@GofWest.org to nominate your club for the "Spotlight"

Next Month:

Watch for helpful information for your club to promote: **The Next Generation**



Tell us what your club is doing to include the kids.
Send us some photos of the "Kids and their Kars"

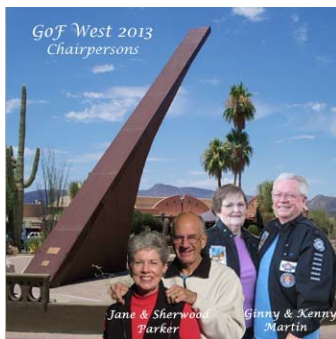
GoF West 2013 - Carefree, Arizona



Greetings to All - From the AZ MG T-Roadrunners

The loss of Al Moss was particularly heartfelt by our club as Al was a fellow Roadrunner. It will be most fitting *and our honor* to be able to present the Al Moss Memorial High Point Award right here in Arizona for the first time by Al's hometown club.

Carefree is shaping up to be an extra special event. We are proud to announce that the North American Triple M Register will be joining us for their annual National Meet. In addition to the pre-war and T-Series we want to also extend a special welcome to those with modern MG's. If you have an MG, we would like to see you here to round out the full spectrum of MG's.



Carefree is expected to be the consummate MG event. October was specifically chosen because it is the perfect time of year to showcase Arizona and all it's beauty. The road rally through the high Sonoran Desert in itself will make the trip worth while to Carefree. We are just 10 months out from opening our doors to you. Do not wait to reserve your rooms as they are limited and we are expecting a full house. Come join us in Carefree and *be carefree with your MG!*

Sherwood, Jane, Kenny & Ginny

North American Triple M Register 2013 National Meet - Carefree, AZ



Midget: M Type

Midgets, Magnas, and Magnettes were MG cars built between 1929 and 1936. Today they are referred to as Triple-M models. Of the 11,500+ MMM cars produced between 1928 and 1936 there is one common thread: the strong, small displacement, single overhead cam engines that were the heart of these four cyl. Midgets, and six cyl. Magnas and Magnettes. The success of the MMM cars propelled MG into the forefront of light car racing in the 30's.



Magna L Type



K3 Magnette

Old Number One

Old Number One was the first MG sports car.



Old Number One

Don't miss seeing these beautiful cars in Carefree!

For more MMM information

www.triple-mregister.org

GoF West 2013 - Carefree, AZ

Here are the directions on how to get there.



Please visit www.GoFWest.org for all the details.

1. **Video** - Watch the video to get a feel for what you can expect when you come to Arizona. This is a Road Runner Production!
2. **Schedule** - Check out the schedule of events for Carefree. Although this is a work-in progress it will give you a good overview of the week's activities. Watch for updates.
3. **Registration** - Please register by using the convenient online registration form. There is also an attached form on next page to mail if you choose.
4. **Hotel Resort** - Reservations for the resort can be made using the online link that connects directly to the hotel. You can see all the options for room configurations, pricing, and amenities.

BILBULOUS GALLIMAUFRY - MMM Register Gala Event

bib·u·lous (bɪˈbʊləs)

adj.

1. Marked by the consumption of alcoholic drink: *a bibulous fellow; a bibulous evening.*

2. Very absorbent, as paper or soil.

gal·li·mau·fry (ɡəˈlɪˈmôʊfri)

n. pl. **gal·li·mau·fries**

A jumble; a hodgepodge.

[French *galimafrée*, from Old French *galimafree*, *sauce, ragout*: probably *galer*, *to make merry*; see **gallant** + *mafrer*, *to gorge oneself* (from Middle Dutch *moffelen*, *to open one's mouth wide*, of imitative origin).]



Watch the MMM schedule for an evening of *Merriment and Drink!*

Carefree Registration:

Visit the website at: www.GoFWest.org (preferred)
By mail: Use registration form below (alternate)



GoF WEST 2013 Registration Form Carefree, Arizona October 28-November 1, 2013

Regist. #

Registration Fee:
Check payable to GoF West 2013
\$50 USD before July 1, 2013
\$60 USD after July 1, 2013
In Spirit \$25
Cancellations after July 1 will revert to In-Spirit
Registration, with the balance refunded.

Names—as you want them on your name tag and in the booklet:

Last Name: _____ First Name: _____

Co-driver: _____ First Name: _____

Children under 12 who will be attending: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Country: _____ Phone: _____

E-mail: _____ First GoF WEST?: yes _____ no _____

Primary Club Affiliation: _____

Car: Year: _____ Model: _____ Color: _____ License Number: _____

Method of Payment: Check _____ VISA _____ Master Card _____

Name on card: _____ Number: _____

Expiration Date: _____ Three Digit Security Number: _____

Hotel Information:

Carefree Resort & Conference Center
37220 Mule Train Road Carefree, AZ 85377

Hotel Phone: (480) 488-5300 - Online Link: <http://booking.ihotelier.com/istay/istay.jsp?groupID=773251&hotelID=13181>

Additional Help: Group Rooms Coordinator. Cory Pettijohn

1-520-579-9293 / E-mail: cpettijohn@carefree-resort.com

Please refer to GoF West 2013 to get these rates.

Resort queen, double queen, king: \$142

Plus applicable taxes and fees. Resort fees waived at checkout.

Includes up to two \$5.00 off Breakfast Buffet coupons per paid resort room.

Send form to:

Ken & Ginny Martin
4846 E. Indianola Ave.
Phoenix, AZ 85018
602-840-3554

AL MOSS

Doing what he enjoyed most.....



*Racing the race of life..... **And he won!***

Safety Fast!