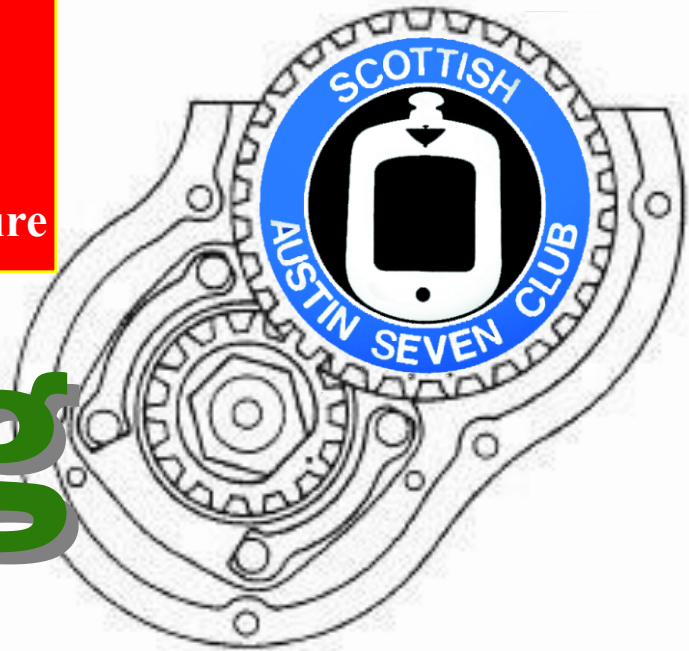


December 2017

Editor this month *Clare Young*

Mighty Motoring in Miniature



Meshing Point

The Magazine of the Scottish Austin Seven Club

...and the Real
Winner is....



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USEFUL CONTACT INFORMATION

Breakdown Cover

When insured with Richard Hoskin Breakdown Cover is automatically provided. Emergency call-out numbers are: -

UK Breakdown 01277 720 763

European Breakdown 00-31-26-355-3344

Spares and Service

The Red Cross Directory is now online at www.oldcarservices.co.uk

ScA7C Website:

www.scottishaustinsevenclub.co.uk

The ScA7C is a member of and affiliated to, the Austin Seven Clubs Association and the Federation of British Historic Vehicles Clubs.

Data Protection Act 1998. The information contained in the Membership application form will be recorded electronically for the purposes of mailing the Club newsletter.

In order to keep the Chassis register of surviving cars produced by the Austin Seven Clubs Association up to date, details of your car(s) will be forwarded to them from time to time. Names and addresses will not be included.

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Cover Photo: Ali Sutherland at Home

Contributors to this edition: Gavin Boswell, John Rooney, Charlie Carpenter, Andrew Goodfellow, David Lodge, Irene Kendrick, Clare Young, the Editors. Steve Young, Simon and Aileen Rooney and Andrew Goodfellow pictures.

Chairlady's Chatatorial

Well, that was a good weekend.. A well attended AGM at which a number of issues were discussed in the meeting but, as usual, the really vital business was conducted around the fire.



The weekend marked Charlie Carpenter's departure from the office of Treasurer and the election of Marion Morrison to take on this role. We are delighted to welcome Marion on board and hope she will keep us right and honest for the foreseeable future.

Charlie and Myra have recently become grandparents so after much practise on the GrandDog they now have a grandson to lure into the ways of the Austin Seven. I hope and expect that Charlie has already taken steps to ensure the baby has a pension plan to enable him to afford the care and running costs of the family cars! Thank you to Charlie, and Myra (behind every....) for all the responsibilities they have shouldered for the Club.



The Committee for 2017/2018 now looks like this (plus Neil Williams)!



One notable change that is not immediately obvious is the amalgamation of the Trophy Coordinators roles into one body, henceforth known in any official capacity as "Johnneke." As you can see they are all happy in their work!



The AGM was rounded off by Ruairidh Dunford who delivered a condensed, and very interesting, presentation about the A7CA

Archive and the process of digitising this so that it forms an open, on line resource.

It only remains for me to wish you all a happy and peaceful Christmas and New Year. You should turn immediately to the back



page for dates and locations of next year's Events.

ClareLady

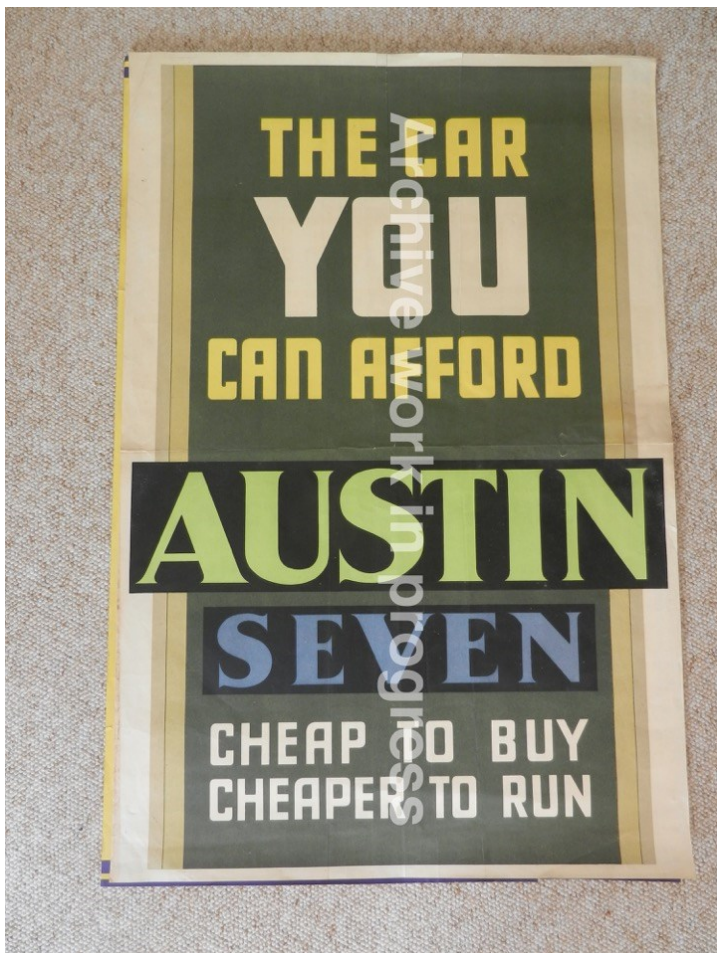
Membership Matters

It was with sadness we learnt of John McKay's passing on 21st September. John was a long standing member and former Committee member. He passed away peacefully in the Castle Douglas cottage hospital, and his family, Annette and Stuart were with him. John's funeral was on Friday 29th September, at Roucan Loch Crematorium. Our thoughts are with his family. Stuart McNeil, John's grandson has kept his grand dad's lovely black Ruby and has joined the Club, so welcome to Stuart and so glad to know John's car lives on in your membership.

In the course of the month, I received two resignations, both members having sold their cars. We are sad to say good-bye to Dan and Louise Thompson and to Adrian Hope.

The Club membership is now 187 members.

Gavin Boswell Membership Secretary



You might be forgiven for thinking the poster on the left gives the same message as Gavin to prospective purchasers and Club Members: even if this is the case it is not the reason for showing it here. The poster is one of a number of rare pre war posters which became available and were purchased by the A7CA Archive. It is possible that these could be reproduced as posters marketed on a commercial basis. Chris Garner is seeking comments and suggestions from member clubs about this, so please get in touch if you have an opinion to offer. More of the posters are reproduced throughout this mag.

ClareLady

The AGM and Winter Weekend 17th-19th November 2017 Atholl Arms Hotel, Blair Atholl, Perthshire

As you will have gathered from the front cover the AGM did happen, the Committee showed up (with one apology), and the Grand Awards and Raffle Dinner went ahead, reliably informed, moderate drinking was quite in style. Some of the weekend is exposed for your gaze below...



Ali Sutherland was unable to collect his own award on the night, but Andrew Goodfellow accepted the J&M Blakely Shield on his behalf. Ali was given the award in acknowledgement of the amount of time he willing spends helping the owners of other Austin Sevens throughout the year.

Andrew was able to pass on the shield to Ali and I think that the resulting picture, of Ali in his real environment, is most appropriate and a fine record of Ali in the wild! The front cover also shows Andrew in the wild collecting the Award: he declined to be interviewed at breakfast on Sunday.....

Peter Naulls received the Giselle Flockhart Hip Flask Trophy for his adventure driving his brother around the European Tour in his Chummy, whilst he filmed the expedition. President Harry presented the trophy just as soon as he had finished his coffee and tablet.



Throughout the weekend some of Austin's Top Models were in action showing how the regalia could be worn in the Scots Baronial Style...



The Millenium Trophy was awarded to Jen Dunford for having willingly suffered 50 years in an Austin Seven, joining various hair raising adventures with Ian. Jen assures us that this has all been entirely merry and had Ian not had his passion for the Seven she would have sought some other consort with whom to spend the last 50 years...

Fraser Rooney was awarded the Millenium Junior Cup for spending so much time with his Mum and Dad in the Seven, and for looking after and advising his Dad when Mum was not able to come along.

Willow Dunford accepted the President's Cup on behalf of Mitch and Jetta Sorbie. Mitch and Jetta were unable to attend the AGM. The award is given to members who



regularly use their car but do not usually win prizes at the Rally. Mitch and Jetta also give a great deal of time and energy to setting up and clearing up at Guildtown each year.

The Spirit of the Club Award was given to new members Dick and Ann Warren whose car, Widget, appeared on the cover of October MP, along with the story of how they pitched head first into really driving a Seven, covering



many miles in the first few months of ownership. Dick and Ann have clearly landed right at the heart of the club's ethos by using rather than polishing their car. They are hardy folk in other ways too as they inform me that they enjoyed the AGM Weekend..

Next year Jenn is going to make it compulsory for Harry to wear official regalia when presenting prizes; we may even make him change between awards.



The Raffle, as usual, proved to be very popular and, despite some speed, took some time to get through. Andrew Goodfellow made a further donation of a pair of running boards to be crafted by him and additional tickets were sold for this special item.



To mark the Clubs position of prosperity in which Charlie departs as treasurer and the Children in Need weekend it was decided that the proceeds of the AGM raffle should be donated to Children in Need and SAMH, Andrew Goodfellow's chosen charity. This was supported by those present and Marion is organising the payments.



The View from the Passenger Seat - dressing for the occasion.

At the AGM we were all very pleased to see the increase in club funds, due in part to the increased sales of Club Regalia. Jenn put on display a range of clothing for adults and children - hats, hoodies, overalls etc. How to widen the scope?



I have enjoyed/endured being a passenger for 19 years in the Austin Swallow and 7 in the Big Seven and find myself contemplating what kind of apparel is appropriate for a woman passenger. The first thought was how women dressed in the early days of motoring. The photo shows a woman dressed warmly in a coat but the hat ... not possible in the A7s! Having a white sheepskin rug over the knees is practical but troublesome when getting in and out.

Something more streamlined is needed for the narrow passenger space, especially in the Swallow. The Brookland racing drivers emulated the men with overalls and helmet - a good sporty look but maybe inappropriate for

an older lady passenger.

So, what am I looking for? First I want something draught-proof. Peter likes the window down, ("just a chink") even on the coldest day and there are draughts coming from all sorts of directions. Second, it must be waterproof to protect the knees from drips from the window - it opens outwards and doesn't quite close. Rivulets form to run along the dashboard to drop onto my knee. Then it must not be bulky as there is not much space and I don't want to get in the way of the driver. Finally, it should afford some protection for the eyes when the sun is low and there is not a sun-visor on the passenger side.



I think the answer is a slimline, waterproof, mid-calf-length burqa with a detachable fleece lining and a baseball cap type peak on the front... but maybe I'll just stick to my walking gear, waterproof trousers and coat. Sorry, Jenn, no practical ideas for a new line unless Claire comes up with the prototype.

Irene Kendrick

Cumbrian Capers

Our trip across the borders to Cumberland started bright and sunny as predicted by our leader Simon. Not quite the 18° promised but pretty close. Herding Hill Camp site is set in a beautiful area near Haltwhistle close to Hadrian's wall, a lovely well appointed site boasting a new centrally heated Toilet/Shower block



and a sauna if required. Simon

certainly did his homework on the run over the two days. Fabulous 20% climbs to test our clutches going up and our brakes on the way down. Over hill and dale there wasn't a flat or straight piece of road to be found. To



add to the excitement a series of fords, something not seen very often these days, had to be negotiated. We all enjoyed having a splash and made the crossings safely. Great fun.

As usual there were a number of



breakdowns—well it wouldn't be a club run with out them. Luckily all were eventually sorted and the now regular feature of parts of our convoy getting hopelessly lost. (always wait at the corner for the next car behind to appear) was enjoyed by all.

The site featured a wonderful modern 'round house' with a large duct-



ed barbecue in the centre with seating around at the edge for all of us. Saturday evening saw us gathering there to eat and to sing happy birthday to Fraser on his 5th birthday. He dutifully went around and gave everyone a piece of his birthday cake before

saying good night and going to bed

leaving us to chat and have a few beers. Lovely weather, lovely site, good company and an excellent event. Count me in again next year.

John Rooney



Scottish Austin 7 Club Easter 2018
Hetfield Hotel Dumfries
Friday 30th March to Monday 2nd April 2018



Set in 18 acres of private parkland, Hetland Hall Hotel serves local produce on its Scottish menu. Overlooking the Solway Firth, this hotel also has an outdoor children's playground and a mini golf course.

With a log fire and views of the grounds, guests can enjoy bar meals, snacks and drinks in the Georgian lounge bar. Full Scottish breakfasts, lunch and dinner are served in the Copper Beech Restaurant.

Free Wi-Fi access, a flat-screen TV, tea and coffee making facilities, a hairdryer and a private bathroom are included in each room. Some rooms at Hetland Hall have views across the gardens towards the Solway Firth.

Free private parking is available and Dumfries can be reached after a 5-minute car journey.

I have negotiated a 3 night deal for dinner bed and breakfast at £435 per couple.

Please let me know if you want to join us by 20th December 2017 as they have reserved 12 rooms until that date.

Charlie Carpenter

Monte Carlo or Bust

Part III

The Start of the French Stages ~ Calais to Monte Carlo

Stage 1 Calais to Langres... 540km

Friday 27th January Calais... warm rested and full of a fantastic French coffee and breakfast we headed out to the car. It's a cold crisp morning with ice formed on windscreens, but the sun is on our side. After a few checks just the normal fuel oil water we cranked her over and she fired up into life as if she knew what was to lie ahead of us.... But did she..



With plenty of time, we left the hotel and headed to the start point at the Opal Garage Europe where the rest of the UK starters were starting stage 1 of the French leg (The French section is split into 4 parts). After arriving we were told that one of the entries had retired after blowing there engine near Cambridge. The Rover of Ranald White was undergoing repairs to their front brakes while others were checking tyres, oil, routes etc. We however were working out where the fuel stations were... and checking in with our rally control (Ruairidh, Judy and Heather)



Shortly after we arrived we were met by a couple of French friends who had taken time out from work to meet up with us. Armed with a marker pen Fred & Sylvie wrote a note on our bonnet.. "A very small car for a really great man!!!....." while enjoying a catch up with croissants and more coffee.

The start was nearly upon us as the time approached 12.45pm, I checked

in and got back to the car while Derek had already had the car running. We were off..

The first section of driving is down to Langres (which is south of Paris and approx. 250kms south of Reims famous for its motor racing circuit) Following the route cards provided the first section took us onto the Autoroute toward Reims. We were happily cruising at 100 - 105kph while our friend in the



A35 caught us and passed(not surprising) as did other UK starters. Thumbs up and a cheery wave to say all's good. We passed by Lens at 1420hrs and our first stop was to pick up fuel about 150km into the trip. Having no fuel gauge we kept a note of the mileage every 100km and also when we stopped. The windscreen is now covered in scribbles as this was the best place to write on. After filling up Derek

went to start the car but unfortunately the starting handle spring jammed in the housing. So a quick strip down of the front of the engine to unjam the spring. The whole stop put us back an hour, but plenty of time to catch up.

Back on the Road knowing we were behind schedule we upped our cruising speed to 115kph the next stop was again for more fuel and to fix the loose headlight. By this time we were north of Reims at 1605hrs. Taking in an average of 97kph. A text message was received from a friend "Excellent pace, only another 1200kms to go.." Thanks we thought..

Passing through Vitry-le-Francois, Bar-sur-Aube, Chaumont we were heading toward Langres which completed the first stage. By this time it was dark and the air temperature was starting to drop. We stopped for fuel just outside Langres



and were met by a 1962 Mini Cooper who had started from Bad Homburg along with another couple of cars.

Off again for only 15km and we arrived in to the Langres at 2017hrs to what I can only describe as a mass of cheering whistling clapping crowd. My message back to our rally control was "This is seriously wicked. Amazing wow. We received a massive cheers as we came in". People were lining the road into the first parc ferme. As we parked the car up crowds surrounded the car... lots of questions



and praise and good luck... you felt like stars, it was an amazing experience to encounter. Now it was time for a bit of a rest, food and coffee which was available for the entrants.

Stage 2 Langres to Bourgoin Jallieu... 300kms

Knowing that we had to try and keep ahead of time we left early on stage 2 which finishes in Bourgoin Jallieu. We headed towards Dole on the D67, D475. Night time driving lights full on and mile after mile the wheels turned as we kept pushing on and changing drivers every 100kms approx. Passing through towns and villages of Gray, Pesmes, Moissesey and on to Dole arriving at 2242hrs all be it 1 1/2hrs early. No time to stop for long as we needed to get to the next check point which was 52km to Lons Le Saunier. We arrived there at 2347hrs. After a fuel stop and a rest along with food and yet more coffee. We were making good time and the car was running superbly. As we were getting closer to the alps the temperature was dropping by this time it was -6c. Fecking cold in an open top car with the roof down. The heated seats were a life saver keeping your core temperature warm, the coldest bits were your toes and fingers. Driving was hard enough in the dark but when you're steering through twisty roads at the same time trying to keep your fingers and toes moving that made driving even more interesting.

We left Lons-Le-Saunier heading for the D117 towards Bourgoin Jallieu which was 140kms away. The road by now were starting to get twistier and more hiller and the temperatures were still dropping around -8c. Passing through, which I'm sure are some lovely French villages to name a few Gigny, Montfleur, Saint-Jean-le-Vieux. We even got a few pictures taken as there were a few flashes from behind. If you're unsure as to where we are we're passing close to Geneva(ish). This section of the drive was one of the hardest. Arriving at the finish of stage 2

Bourgoin Jallieu at 0320hrs. Tired and hungry we were given some local sausages, chips and fruit and yet more coffee. On looking around I spotted our friends in the A35 Sleeping... so I promptly woke them up...

We were also met by some of the UK starters with a look of astonishment and amazement that we were still there, I really don't know why....

At some point during the next stage my phone stopped working and our UK rally support lost our tracking position.



Stage 3 Bourgoin Jallieu to Digne Les Bains. 299km.

Time to go.. My temptation was to head to Chambéry which was only about 50kms away and on up to the ski slopes of the French alps for some Vin chaud sleep and skiing. How nice it would be to wake up in a nice warm chalet. I came



to my senses as Derek fired up the engine and I was told to get in. this next stage was cold.... Night time driving is fine with light that are just as bright as to-days Audi's etc, but are we headed south we started to climb over mountain passes. The roads became evermore twisty having passed the snow line it was becoming apparent that Snow could be covering the roads the higher we climb. On we went, up and down the gears through tight hairpins, Derek does love to slide the car round some of these hair pins. Since the car was having a lovely hard time we stopped $\frac{3}{4}$'s the way up the pass to check on the water level. All seemed ok and although the engine temp was slightly cool we didn't need to use the front flaps of the radiator muff. We carried on and reached the top which was just over

1100m with about $\frac{1}{2}$ a meter of snow at the sides of the road. Downhill from here then. And on towards Digne Les Bains.

As signs of daylight appear we saw the sunrise over the French alps. An amazing sight to watch as the sun appeared over the tops and into the valleys. I'm sure we could actually feel the heat from the sun. It was time to stop for fuel, coffee, croissants and the loo (not in that order). We left with the sun streaming

down the mountain valley. I had managed to get my phone to work again so reported in at 8.10am saying 20km to go to Digne Les Bains. With the morning traffic and the extra 100 cars coming in to the town it was busy and we arrived just before 9am for an extended stop and a look around at some of the fine automobiles ranging from Minis, TR's, Jags, Porsches, Alpine Renault and a Fiat 127.

Stage 4 Digne Les Bains to Monaco Just a mere 175kms to go..

We left just after 11.30am. And headed down the mountain pass to be told that the road had been closed due to an accident. We carried on thinking it might be open once we got there. Some of the historiques were heading the opposite way flashing their lights at us. Luck again was on our side and the road indeed was open. On we went following the N85, N202, D4202. At this point unknown to us, Social media was going berserk of our travels, and our Fundraising donations for SAMH (Scottish association for mental health) had almost doubled our initial target. We were now only about an hour away although I took a wrong turning off a roundabout and added another 50kms. We have received a message that our friend in there A35 have finished, we'll be joining you soon. By now our UK rallye support were updating progress every 10mins. Ruairidh (Alba Austins) had to stop building the engine he was working on to keep progress report coming in.

"Whats the ETA", "where are they", "Go Andy go", "10kms to go".

What suddenly occurred to us with the help of the service car was we didn't have enough fuel in the tank to make it. So a quick stop to refuel at the side of the auto-route from the spare cans and we were flying again.



Meanwhile at parc ferme Judy and Heather were waiting in the rain... "two miles to go", a quick message from Heather that read "Everyone here are amateurs. They all have roofs!".

It wasn't the drive down into Monte Carlo that was quite amazing, the views were quite spectacular overlooking the

Mediterranean. It truly was the fact that I had left Dundee only a few days earlier in a very small uncomfortable roofless car in the cold driven over 1500 miles and we were in sight of the finish. We slowed down and joined a queue of 6 rally cars awaiting to cross the line into Parc ferme .

The time was 1437hrs and we had finished. I spotted Judy and Heather with big



smiles and cheers all round. At that a gentleman walked up to the car and congratulated us on completing the rally and we chatted for a minute he then walked passed all the queuing cars and spoke to the time keepers on the ramp. With that and to my astonishment he signed to me to drive to the front of the ramp and I was allowed to cross the line before the other queuing cars. We had just been welcomed by Maitre Michel Boeri President of the Automobile Club de Monaco.

So there we are Parked in Monte Carlo along with 369 other cars. In the oldest, smallest, roofless car. Can't quite believe what we had achieved.

A well-earned rest in the Fairmont hotel with a buffet large enough to feed 750 competitors. But first a large dram of whisky which we had brought with us from home.

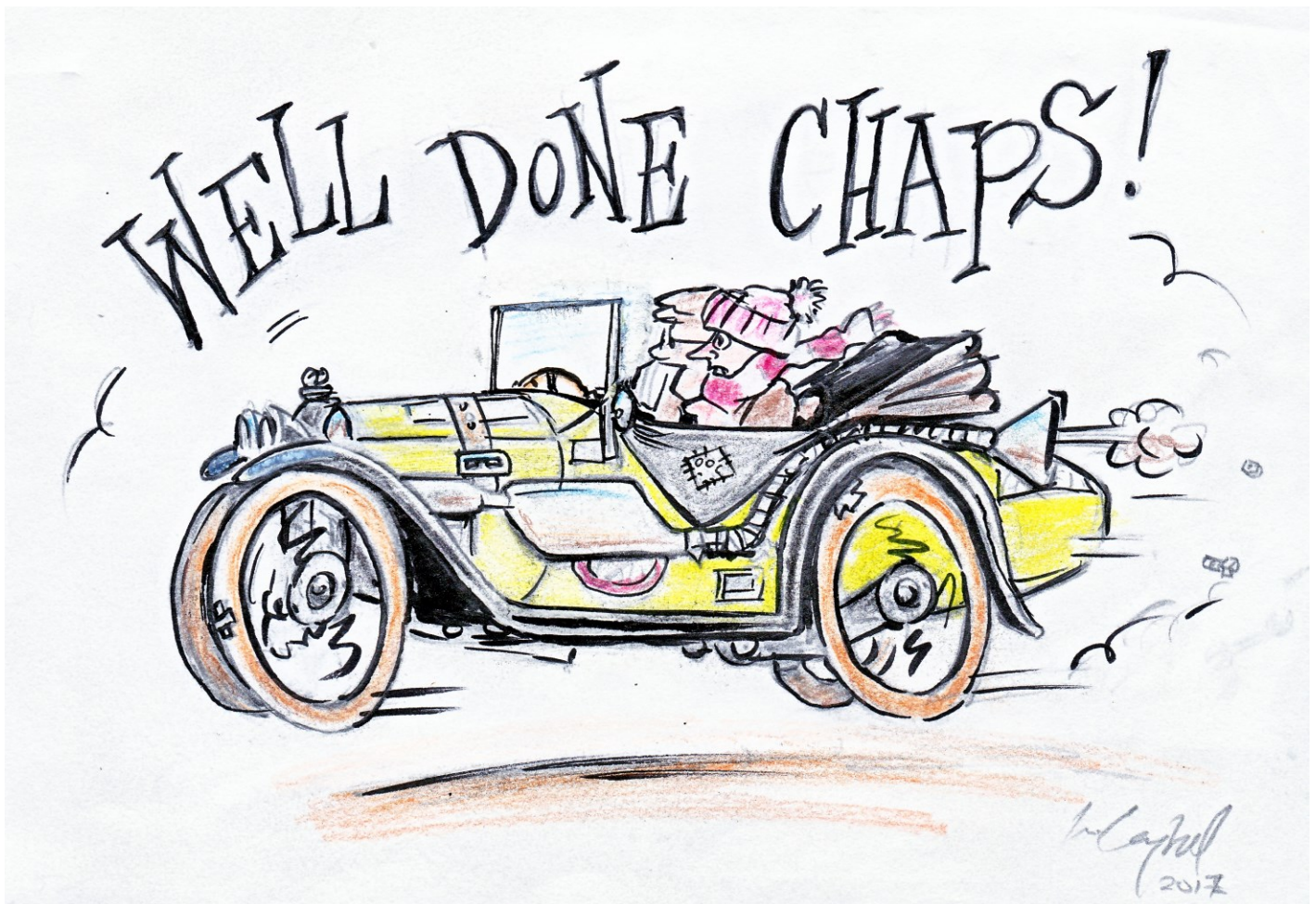
Now I know the trip is now only half finished but I feel it only fitting to thank so many that have helped in this wee project. Unfortunately i can't mention them all.



But special thanks go to My dear wife Judy, Heather and Alister for all their support and encouragement. Derek (driver navigator), Tayside Precision Tools, Michelin tyre Co Dundee, Ruairidh Dunford (Alba Austins), Jeremy Brewster, The Scottish Austin 7 Club and to all my sponsors. Many thanks to the A7AC for awarding me with the Driver of the year award.

A few facts. 1450 miles, 33 hours of driving average speed 44 mph. with temperatures of -10c, one knackered flywheel, 1 cracked oil pipe, 1 1/4 gallons of oil (mostly lost due to the oil pipe), 1 jammed starter motor, 1 cracked wind-screen in 2 places and one dent on the underside of the tail (taking a short cut out of a car park)

And the most important of all to everyone that donated to our fund raising for SAMH (Scottish Association for Mental Health) we reached over £5000=



Andrew Goodfellow

Boxing Day Run 26th December 2017.

The above run will start with coffee at 10.30am at the Stirling Services off M9/M80 and then a gentle run through the Carron Valley to Thornhill for soup and sandwiches for around £7.00 at the Lion and Unicorn. We leave the hotel around 2.00pm to be home before dark.

Please let me know if you are coming along so I can give the hotel numbers for lunch.

charlie.carpenter1@ntlworld.com or 0141 956 5428

Unconfirmed minutes of the Committee meeting of the Scottish Austin Seven Club Ltd
Held via 'Skype' 28 September 2017

In attendance: Clare Young, Chairman, David Lodge, Secretary, Charlie Carpenter, Treasurer, Gavin Boswell, Membership Secretary, Simon Rooney, Events Coordinator, Neil Williams Website, Chris Lambert, Committee Marion Morrison (Treasurer elect)

Item	Description	Action
1. Apologies.	Apologies were received from Johny Johnson, Anneke Wallace and Jenn Wallace.	
2. Adoption of previous minutes.	The minutes of the previous committee meeting were accepted. Proposed by Charlie and seconded by Gavin.	
3. Chairman's Report.	Clare was pleased with a positive Guildtown Rally which added to the existing club funds. She also felt that Meshing Point had been improved overall by way of content by the reduction in the number of issues.	Info
4. Secretary's report.	David expressed thanks to all members who had sent in photographs for the Club calendar.	Info
5. Treasurer's Report.	Charlie indicated that the club had made an operating surplus over the last financial year and that this was due to a profit of £1340 from the Guildtown Rally with the raffle making £526. He indicated that all of the bookings were in place for next year for the rally and that he would be passing on a list of contacts to Marion who has created a spreadsheet for the club finances ready for a full handover at the AGM.	Info
6. Membership Secretary's Report.	Gavin reported that at present the Club has a healthy 187 fully paid memberships. The renewals went smoothly in April in that we saw 179 members by 30 th April. We had 4 member who wrote to say they would not be renewing in 2017 and 6 members who were removed because they did not renew by 30 th April and to date he has not heard from them. A further two members only renewed at Guildtown.	Info
7. Meshing Point report.	Clare indicated that there had been problems at the printers in issuing MP on time. This was due to the loss of a staff member. A discussion took place regarding the number of issues and the content of MP and it was felt that we now have the right number of issues for the content submitted. MP will be sent out for the months of February, April, June August and October.	Info
8. Regalia report.	Jenn e-mailed David to inform the committee that Guildtown had been good in relation to the sale of merchandise with £403.50 worth of orders having been taken.	Info
9. Website Report.	Neil told the committee that the new web site was nearly completed and ready to be accessed. Rupert (Pugh) has agreed to commit a couple of hours a work to complete the task. Neil will then amend the web site as and when required and this will include information on the committee member and the events throughout the year.	CC
10. Archive Report.	There was nothing to report on the club archive. Simon suggested that we have a pool of photographs on social media. This will be discussed further to see if this is possible.	All
11. Event Secretary's Report.	Simon reported that all of the dates for 2018 had been agreed and informed the committee of these dates. They will be published in MP and the club calendar.	Info / DL
12. Electronic News Sheets.	Ruairidh Dunford will still be issuing the news sheets and these will come out in November 2017, March, May and September 2018.	Info
13. AGM	Charlie suggested that we book the hotel again for 2018 before the end of the weekend. David confirmed that he would bring the raffle tickets.	DL
14. Any other business.	Simon thought that the club had let itself down at the Guildtown rally due to the beer having run out before then end of the Ceilidh. Charlie indicated that there had been 80 places booked for the night beforehand yet 120 people eventually attended. Some discussion took place on how to resolve this for future events. Clare indicated that she would discuss the possibility of bottled beer on a sale or return basis with Andrew Goodfellow. She also suggested a re-evaluation of how the Guildtown Rally is organised following Charlies decision to step down from the committee. The meeting was brought to a close at 21:00 hrs.	CY

A Note from the Editors

The Editors are very grateful for all the material submitted to us for publication in Meshing Point. MP is a Club magazine and so we try to reflect the activities, ethos and membership of the Club in these august pages.

The 2018 Meshing Points will appear in **February, April, June, August, October** and **December**. The date for **submission** of articles for each issue is the **15th day of the preceding month**; ie 15/1/18 for Feb, 15/3/18 for April etc. This is because your Editors, despite their best intentions to be devoted to MP, are typically very busy people who set aside time to compile the magazine and so need the material waiting for their attention on a set date. We are sympathetic, and we do excuse lateness (but only from The President), but even in the Boswell household access to miracles is limited.

Should any of you out there be thinking of submitting a piece the best way to do so is by email to the editor@scottishaustinsevenclub.co.uk address. If you are able to prepare your epistle in Arial 14 point font it makes our job much quicker and easier. Spelling is of no great matter, and if you feel it needs a little tidying we can help there. When submitting pictures separately to go with your article it would be a great help if you could indicate which picture goes where, either by numbering or naming your pictures. In this issue I have randomly placed pics in some articles because this information is not available (Sorry Andrew if you find your trip is in reverse!).

We really do look forward to receiving material, long or short, that reflects your Austineering throughout the year. Fellow members are out there wanting to feel your cold, your pain, your sunshine and joy! If it broke, tell us how you fixed it. If you had a splendid day out then send us the pictures. If it wasn't broke, then tell us why you interfered with it. If you find roads we can all enjoy then send us the map!

Lastly, at the end of the year there is always a search for photos to make up the Club Calendar. We really want the Calendar to be a great souvenir of the memorable moments of the year, and we know that the pictures needed are out there somewhere. The Editors invite you to submit pictures, telling us that they are for the Calendar, throughout the year; this would give those selecting pictures more choice, and hopefully will make the final product something you enjoy as much as possible.

Thank you to all our contributors over the past year.
Wishing you a happy and peaceful festive season,

"The Editors" x

It's Only Seven Months to Guildtown

Committee Task List

- 1) Book Rally Field
- 2) Book Bard
- 3) Order Beer
- 4) Order More Beer
- 5) Appoint a Rally Coordinator
- 6) Appoint Weather Controller
- 7) Organise Rax
- 8) Do all the other stuff, including ordering beer.....



Club Regalia

- ◇ Wide variety of clothing bearing the Club Logo available to order.
- ◇ Hats, hoodies, overalls, jackets, kids clothes and much more.
- ◇ A range of styles and colours will be available to view at Guildtown National Rally and the AGM every year
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- ◇ Order anytime for postal delivery.

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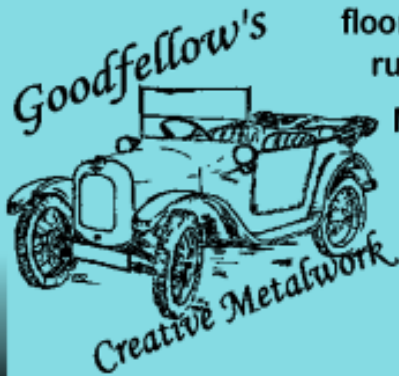
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Andrew Goodfellow
Goodfellows Creative Metalwork
Auchterhouse, Nr Dundee, DD3 0TS
Tel: 01382 320284
Email: metalwork@ossian4.co.uk

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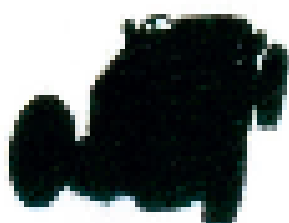
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Events Diary 2018

Boxing Day Run **Charlie Carpenter**
See Page 20

Easter Weekend	30th, 31st March, 1st April Charlie Carpenter Details P.13
Drive It day	22nd April
Around Stirling	4th, 5th, 6th and 7th May.
Eastern Expedition	25th 26th and 27th May.
Border Raid	22nd, 23rd, 24th June.
Guildtown	27th 28th, 29th and 30th July.
Club Holiday	30th July to 5th August.
Ayrshire Amble	21st to 23rd September.
Monte Selkirk	13th and 14th October.
AGM	17th, 18th and 19th November
Boxing Day Run	26th December.

**Further details of each run, and who to contact will be in
2018 Meshing Points**

For those who have not been on one of the club run weekends, they are truly a weekend of kindred spirits in matching jackets and sweatshirts delighted to join heads under a bonnet and troubleshoot the reason for a breakdown!

Good fun, good roads and
good company.