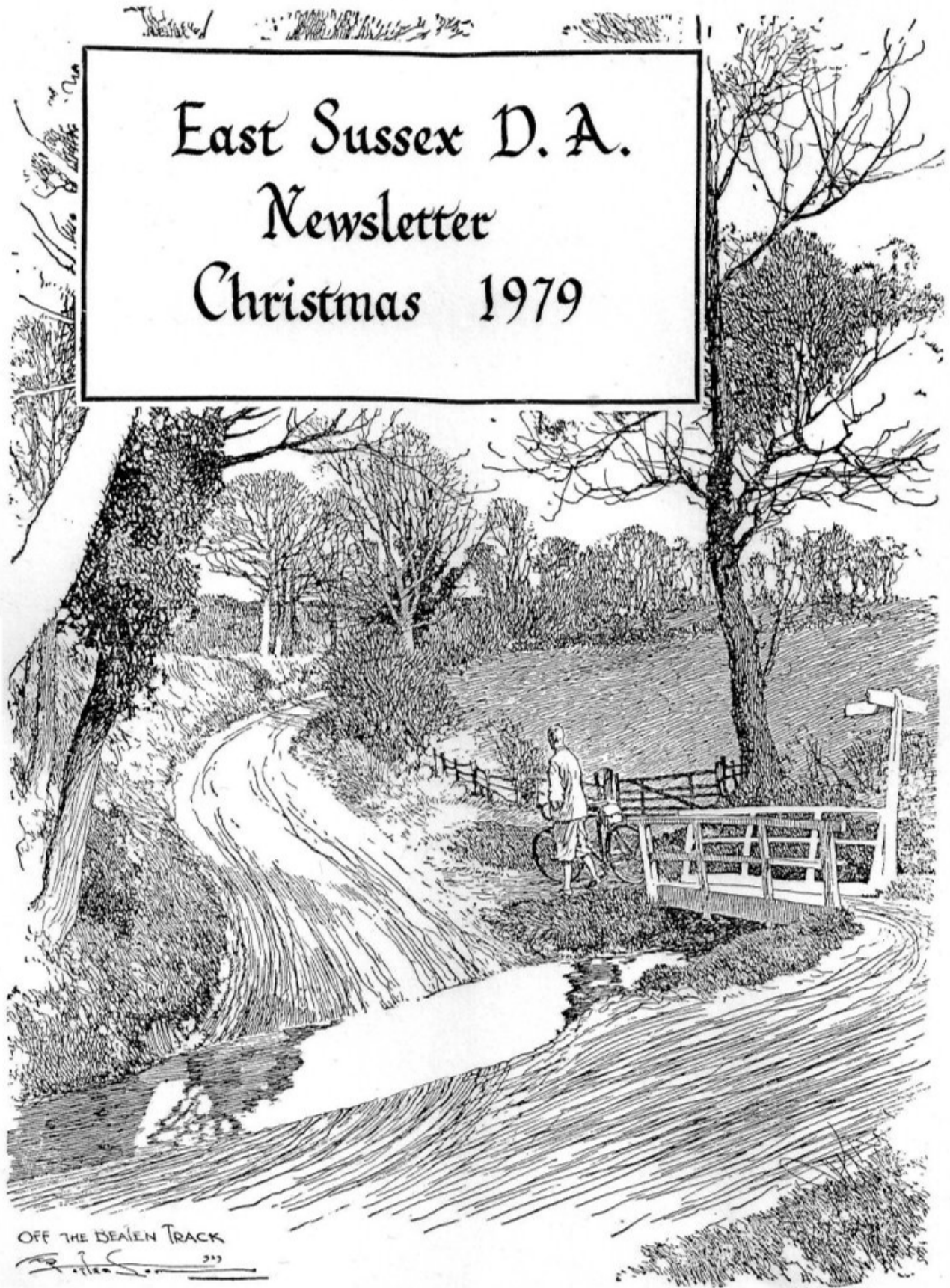


East Sussex D. A.  
Newsletter  
Christmas 1979



When replying to advertisements, please mention the "C.T.C. GAZETTE."

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**CYCLISTS' TOURING CLUB**  
**EAST SUSSEX DISTRICT ASSOCIATION**  
**CHRISTMAS NEWSLETTER**

1979

THROUGH THE PUBLISHING OF THIS CHRISTMAS NEWSLETTER AND  
REMINISCENCES MAY I WISH ALL OUR CLUB FOLK A HAPPY CHRISTMAS  
SEASON. LOOKING BACK ON 1979 I THINK THE D.A. HAS HAD A GOOD  
AND VARIED YEAR WITH MANY HAPPY MILES AWHEEL. THE MORE SOCIAL  
GET TOGETHERS GIVING MEMBERS A TIME TO CHAT AND SWAP MANY A  
HAPPY YARN. MAY THE NEW YEAR BE EQUALLY AS GOOD.

SEE YOU "UP THE ROAD". BRUCE ALLCORN. (president)

SECRETARY'S NOTES

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I would like to say how pleased I was when Ann and Dennis came up with the idea of a special Christmas Newsletter. As there was no time to hold a committee meeting I for one gave it my blessing, especially so as they were willing to produce it. A D.A. mag: has always been my dream, perhaps this edition will be only the beginning. This year must have been the most active within the D.A. for many years, with three reliability trials, two full day touring competitions and one half day winter event, plus of course the usual slideshows and parties. The invitation ride early in July proved the strength of the D.A. when around 40 members plus 6 or 7 prospective members enjoyed a good day out, even if it was only as far as Arlington Forest. Later in the month we celebrated Yub and Phyl Moores Ruby Wedding but oh dear, the weather did let us down, but nothing daunted Yub and Phyl, who along with a large escort rode to tea at Hellingly on their vintage tandem where they were met by the press. The Ruby Wedding tea was the D.A.s way of saying thank you to them both for all the work they put in behind the scenes.

As well as the many D.A. and section events members attended many outside gatherings, Bob leading the Seaford and Newhaven Section in sampling the Mid Sussex's reliability trials and Wessex randonnee, Dennis even ventured to France to ride one. Talking of Dennis, well we must give the editor a plug, whilst handling all the S and N's Y.H.A. bookings, undertook to promote 3 C.T.C./Y.H.A. weekends in conjunction with the Y.H.A. Southern Region. With the backing of the East Sussex D.A. of course. The first was held in September and 21 D.A. members took part and enjoyed a great weekend on the Isle of Wight. By the time you read this the Bonfire night do at Goudhurst will be over (another full house) and you may be too late for the Christmas weekend (22/23rd) at Arundel.

So you can see there has been something for everyone. A few of us went up to Aylesbury for the now annual London and Home Counties Rally another week to be remembered especially NEXT YEAR. If you haven't already heard the East Sussex D.A. are promoting the three day weekend May 3/4/5th. The camping and Rally ground is at Selmeston Cricket Ground and Village Hall. With three runs a day to suit all speeds and tastes, a barn dance Saturday night and a slideshow Sunday. It will be a great weekend so don't forget to give it your SUPPORT. It will be a good chance for all you would be campers to have a go and join Phyl, Yub, Dennis and the Stevens for a weekend under canvas, Cycle camping or motor assisted it doesn't matter you will enjoy the weekend all the more if you stay at the Rally Ground - besides we could no doubt find you a job!

Well heres to 1980 not forgetting of course the Christmas celebrations which start with the Lunch on December 16th.

Happy wheeling,

Iris Stevens. D.A. Secretary.

This issue of the  
Christmas Newsletter  
was produced by:-

Typists

Ann Rix and  
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David Rix

Printing

Ann Rix, David Rix  
Dennis Jakeman

Distribution

Bob Rix

and all those who  
contributed

EDITORIAL

The response from you all for contributions to this our first D.A. Newsletter has been overwhelming, particularly since we gave you very little notice and almost all the copy was received by the "dead line" if we were to publish by the D.A. A.G.M. All of which makes the Editors job easy and we hope has produced something to please you all that will supplement the D.A. activities and further bind the D.A.s together. I would like to think that your response is an indication of your wish to see a regular D.A. Newsletter certainly it is an indication that we have the "literary talents" and a very able and willing team to produce it. So please make your views known and let me have your contributions for the next issue.

Dennis.

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You will derive benefit from cycling so long as you keep within your natural physical capabilities, but never put in a straining spirit even though there be a man behind . . . If you cannot ride a hill without opening your mouth get off and walk . . . Never continue level road riding when you feel it a strain. This causes irregularity of the heart action and may be otherwise injurious . . . Twopenny worth of claret mixed with a bottle of lemonade is a good thirst quencher. A plan which will be found excellent to prevent thirst while riding is to keep a short piece of quill ( part of an old quill pen) in the mouth like a cigarette. This draws fresh air but compels the lips to be closed, so no dust gets into the mouth to make it dry . . . Don't cycle with a whistle in your mouth as verdigris forms and may lead to poisoning.

Cyclists out of practice will find they can accomplish a journey with much greater ease and comfort if they rest a little after the first two miles.

Taken from - "Golden Hints for Cyclist." The Rambler 1897.

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CYCLISTS' TOURING CLUB

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EAST SUSSEX DISTRICT ASSOCIATION

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The Eastbourne Section members decided a Tour over the holiday, with a Farm-house or reasonable hotel as a centre would be just the job, Bill would try and fix things. Names were taken with deposits and I wrote and booked for about 12 members at a well known Cyclists Tea and Bed and Breakfast Farm at Thursley near Godalming.

In those days one worked quite late on Christmas Eve, we closed our shop at 10.30 pm, it was snowing then froze. When I arrived home the three girls Dot, Vi and Gladys had decided to train to Godalming (Sunday Service on Christmas Day in those days) then walk through the woods to the Farm, about 5 miles.

We met at the bottom of Chalk Pit Hill on Christmas morning at 7 am. 9 males (all hard bitten types) "Tiger" Dopson says, What about it, are we going? "Plum" Warner informs us all the "Mail must go through", Horace says, What have we come down here for?

7.15 am. and we are away, the roads were icy but all being on fixed wheels managed to stay upright until we got to Lewes, someone shouted "Harpics" off, then Frank Howlett, then Alf Harris, then "Plum" (a few harsh words) and we are away again - Offham, Westmeston, Ditchling, Hurstpierpoint, Albourne.

It felt a little warmer so we had a snack and hot drinks from the flasks, after the stop, about 10 minutes, it was "crates out" and away, through Beeding and Cowfold progress was good, only a few bad patches of ice. We arrived in Horsham between 10.30 and 11 am. and found "Hunger Knock" had caught up with us, we settled down for more food in the Carfax Bandstand.

Then along came the Law his remarks were, "You blokes must want a job, leaving the comfort of home". I gave him some of my dates and he took an apple from Alf, with a "Cheerio" and Christmas Greetings we were on the road again.

Bucks Green and the Surrey Hills had had recent snow which was quite deep in places. We left this main Horsham, Guildford, road and took to the lanes for Godalming, here the going was difficult with deep ruts, where a tractor or charabanc (? Editor) had gone through. Spirits were kept high with "Plum" shouting "the mail has almost got through", we arrived at "Sunmyside Farm" about 3 pm. and sat down to a meal. Dot, Vi and Gladys arrived soon after, having had a hard walk with the suitcase, which contained spare clothes and Christmas presents.

We found our "Digs" was a Cottage in the Orchards, very comfortable, nice warm beds and a log fire. Our Christmas Dinner would be served at 7 pm. in the big Farm House. What a meal! we sat eating for about two hours and Frank had arranged some very hectic games to follow. After a super Party we all went over to the Cottage, I remember the Farmer saying as we left - you will wake up to a foot or two of snow, he was right too.

After a huge breakfast, we could see going for a ride was out of the question so spent the day about the Farm, a few snowfights, eating and drinking, so Boxing Day ended with another mild Party.

We had got to get home on the third day somehow. The next day I think was a Sunday, we woke up to hear water dripping, a rapid thaw had started, so after a late breakfast the girls made for the station, we men to see them in Eastbourne about tea time.

I think the Christmas W/E three days cost 25/- or £1.25 each these days. Readers will note I mention 9 Riders, I fail to remember the other two.

All those on this Christmas Tour were real true dedicated Cyclists, but in the near future, it was talk of war, we got that over, some went their ways abroad, some took to Petrol but I have kept in touch, over the years.

Happy Days Bill Collins.

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- and Christmas 8 years on from Notes of a Nomad (Frank J. Urry) C.T.C. Gazette December 1945 - - It will be a happy Christmas; for I'm going to try and concentrate all the joy of a season into those few days when we banish sadness and forget everything except the goodwill of the moment. Christmas-time is a clearing house of discontent, and it should be for all of us a period of unsullied happiness and a return to youthful hopes and expectations. If you are elderly, try to do this very thing. In such action lies your own salvation of youth. And go riding even if it is only a trifle of miles, for that will make it a happier Christmas.

SOMETHING FROM THE LADIESThe Feminine Point of View.

We have been asked for our view on cycling so here it is written down for you to see and maybe take note of. Both of us enjoy our weekly Sunday rides with the group rather than on our own. Neither do we mind being the only girls or "young ladies" as we have been referred to in the past, we rather like it in fact, but we do wish that certain "gentleman" would pay us just a little more attention, talk to us, that is, instead of listening to us - hope they enjoy the gossip, we can hear all the whispering you know.

We are meant to attempt our own maintenance even though we both have brothers who could do it for us if they were really helpful. I do wish someone would show us how to do even the simplest of jobs and not assume that we know how to do them. What about a maintenance evening at club night to show us the right way to do a job (instead of laughing at us all the time). Club night is a very good idea since we are able to see all you members on different terms (mainly you older boys of course, but don't tell anyone). The only complication we have found is that nobody likes to interrupt our conversation or Mothers Meetings as they have been referred to (no names mentioned). Anyway we're quite happy with them at the moment, the club nights that is not the boys!

All this talk about getting new bicycles when we haven't had ours that long. These wealthy gents who say we should be able to afford them don't realize how poor we really are. Susan has enjoyed riding tandem in the past and would like to do so again (any offers? I make a really nice partner).

However, we do get some weird or funny looks, when we're cycling, from pedestrians motorists, and motor cyclists alike (even more than you do). Is it the bikes or is it us, chaps?

Only once has a cyclist stopped on route and spoken to us, nice bloke he was too. He told us he used to belong to this D.A. at one time until he found the pace a little slow, we didn't let the side down because we went as fast as we could at the time - which was up hill. Anybody like to tell us his name since we never found out which was a shame.

The touring competitions are very enjoyable although some of the questions are a little strange, we tend to always think of the wrong things (we're not that clever!) The Hostel weekends and tours are also enjoyable as you can further but not have to go fast (or slow.) and see more of the country. <sup>80</sup>

Quite a few people think we are mad going cycling in all weathers, so it is nice to be able to tell them where we are going instead of them saying 'What are you going to do when you get there?' Somebody once commented on the clothes we wear for cycling. We find that they are the most comfortable and practical things to ride in. We get all sorts of remarks from passersby when we wear shorts though and our woolly hats keep disappearing in the winter (I wonder who takes them!?).

Two Smart Girls ?

Six Feet on the South Downs Way

Oct. 12th. a warm sunny day, saw our 'Hen Party', Thelma Mehew, Joyce Wickens and myself (Daphne unfortunately had to cancel due to back trouble) on B.Rail to Petersfield for four and a half days walk on the S. Downs Way. Leaving Petersfield about 1.30 we made our way to Buriton, the official start of the walk, a very pretty village complete with pond, then up on to the Downs to South Harting, our first B. and B.  $6\frac{1}{2}$  miles.

Sat. we headed for Graffham via Beacon Hill, Lynch Down, across the road at Cocking where we had to negotiate a farm crossing and emerged with boots covered in thick grey slurry! This proved to be a very scenic stretch with mainly soft walking and unfamiliar to us too. Coming off the hills, we dropped down to Graffham (after spending half-an-hour cleaning our boots up) where we left Thelma at the Foresters Arms for B. and B. while Joyce and I continued to the Camp site (very pretty this, in a silver birch wood) where Roy and Ted Jarvis had put some tents up, and planned a cycling W/End there. About 14 miles by the time we reached camp. After a brew-up and a snack and change we all joined Thelma for a meal and several jars of "laughing cider" and spent a very pleasant evening.

Next morning, sun still shining, we climbed back on to the ridge with Amberley as our venue that night. The track took us through a field of waist high kale which was very wet (must have rained in the night!)

The path was just visible, but the plants were so close that we were rapidly getting soaked and had to don overtrousers, sounds ridiculous but it was a very large field. Arriving at Houghton Bridge, we spent a pleasant hour with tea at the riverside cafe, leaving us a leisurely stroll along the river bank into Amberley. Only ten miles in our legs, but we appreciated a bath before finding a pub for our evening meal.

Next morning there was a thick mist which lingered until neatly midday which cheated us of the superb views from Kithurst Hill. Down to cross the busy Worthing road at Washington then found a nice lunch spot, lovely warm sunshine by now, and while having our customary "boots off, heads down" siesta, were disturbed by a loud squealing and only a few yards away, a stoat was struggling with a rabbit, but made off when we sat up. The bunny hopped off, seemingly unharmed, safe for another hour or two. If Joyce had been as ready with her camera as she was when I changed into my walking breeches near Buriton, she would have the Wildlife shot of the year!

After Chanetonbury, we gradually dropped down to the road, then the climb up to Truleigh Hill Hostel, 14 miles by then. On the way we found a sheep with its head stuck through a wire fence, a tiny gap and as it had small horns we had great difficulty in getting it released and all ended up with jammed fingers - our second good deed to the animal kingdom.

Next day, our last, we knocked off the 10 miles to Ditchling Beacon by lunch time which we lingered over as it was so pleasant, warm, reluctantly we left the hills and headed for Palmer and British Rail again. It was a lovely route through fields and a wood and we found enough mushrooms for us all to have a few each to take home. Through Palmer village and Stanmer Park, lovely in the Autumn colours and sunshine and so to the station with a few minutes to spare and a further  $3\frac{1}{2}$  miles on our days walk.

We all agreed it had been a really great trip with full marks to Thelma for her map-reading and way finding.

Joyce and I having done a bit of back-packing, carrying, tent, sleeping bag, cooks etc. had learnt the art of keeping weight to a minimum, taking nothing "in case". Our rucksacks weighed just under 16 lbs. and were quite comfortable (although I did hear Joyce mutter "come here you brute" to hers once!) With the easy mileage it wasn't the least bit arduous.

Distance and hill walking is very rewarding not least the peace and absence of cars and makes a change from cycling now and then. Although I guess the purists will throw up their hands in horror at the thought, we think its great - try it sometime!

Dot Collins.

#### TEA AT IVY'S

When ever I have to collect names and 60ps for tea at Ivy's there is always a ready response 'yes please', and if there are any new members who have not yet sampled Ivy's tea there are plenty willing to explain what it means.

An early lunch is essential! not later than 12.30pm. if possible. You are met (sometimes before you can get inside the door) with a hot cup of tea, welcome any time of year.

We sort ourselves out as to who sits where, either at the tables for two or four, or the long one for eight or more.

Then with Ken kept busy serving plates round (and clearing away afterwards) we start. Usually a slice of hot meat pie with salad and potatoes, followed by fruit pies and custard, second helpings are offered then if anybody can find a corner for more out comes the jelly and cream and, of course, plenty of cups of tea.

Where else would you get such a tea now-a-days, the sort that cyclists appreciate, its not surprising that times are usually slow on the homeward journey.

Ann Rix.

MY HOLIDAY IN HOLLAND

On Friday the 17th. August we went up to Dover to leave the van with a friend. Early next morning we set out for Dover harbour and caught the 8.35am. ferry to Zeebrugge which was in Belgium, the crossing took 4½ hours and was rather boring but when we finally reached the harbour we set off for the ancient town of Brugge which is famous for its lace. That night we camped at Oostburg which was in Holland. Next day which was Sunday we followed the lanes to Breskens and crossed by the ferry to Vlissingen, from there we followed a canal to Middleburg which had a moat around it and some interesting buildings. From here we headed towards the sea and found one of the special cycle routes, then we passed some sand dunes to Zouteland, that night we camped near Oostkapelle. Most of the campsites were quiet because all the Dutch holiday makers had gone home.

On Monday we went to Veere and found a nice little museum, we climbed the tower and saw some lovely views. We had lunch by the old harbour then we went via the dam across north Beueland to the Zeeland bridge, it was 3 miles long over the sea, we crossed by a special cycle track, the bridge is the longest in Europe.

That night we camped at Zierikzee, Zierikzee has two bridges one is wooden and very old, there is also a small harbour and very old buildings. Next morning we woke to hear the pitter, patter of rain so we had breakfast in bed, when it eased a little we packed up and finally left Zierikzee at midday. We had a wet and windy ride to the Brow dam, crossing the dam we came onto Goeree Island and found a campsite in Goedereede, we also visited a working windmill which we went up inside and saw how it worked.

On Wednesday we visited the Haringvlietdam, there was a big exhibition showing how it worked then we had a guided tour round the sluices (the guide could speak four languages) then we crossed the dam. Then followed roads under Rotterdam and went past Dordrecht to catch the ferry across the river to the Bisbos. It was very late and we were still looking for a campsite, in the end we asked a fruit farmer and he let us camp among the pear trees.

On Thursday we had a short ride to Kaatshaeval where the famous childrens park of De Eftling is, it was a hard ride into the wind along straight roads. We then had a ride on a ferry which was free and when we got to the campsite around 2.30 we had a swim camp pool. On Friday we went to the De Eftling childrens park, it was a nice place with all the fairy tales pictured out with lovely models. There was a fairy tale wood, a canoeing and boating lake with a rope bridge in the middle, but my favourite was the haunted castle where you saw a film; there were so many things to see we spent six hours there and all this was included in the entry fee of 8 gilders (£1.90) each, even the fair ground.

Next day it rained so we went for a short ride across the sand dunes to Drurien and visited a motor museum which had all sorts of weird and wonderful cars. Next day we rode towards Eindhoven where we hoped to visit the Evoluon which belonged to the Phillips Company, that was also our farthest point. Monday we rode into Eindhoven to see the Evoluon, an exhibition hall shaped like a flying saucer, the hall belongs to the Phillips electric company and shows the development of electricity and its uses to this day.

On our way back to the campsite as my dad was looking at the map a man came across to help us. After telling us the way he asked if we had time to come to his house for a drink, he then got in his car and slowly led us to his house where he filled me up with apple juice until I nearly burst. He spoke very good English because he comes to England regularly and he was here during the war. He said that he had very happy memories of England and that is why he wanted to help us. That night at 2 am. we heard a rustling on the ground sheet and putting on the torch we saw a real live hedgehog (not a dead squashed one lying in the middle of a road), he had his head in a tub which held a helping of raspberry dessert which I could not eat at dinner time. He must have enjoyed it because he ate the lot, my dad moved the pot away from the tent but he still came back to see if there was any more. Early in the morning we heard the magpies foraging about in our rubbish bag and when we got up we found that they had taken our pot scourer, the cheeky devils.

Tuesday and Wednesday we wandered in and out of the Belgium/Dutch border heading slowly towards the coast on the homeward journey, camping Wednesday night at Bergen Op Zoom. It was here Thursday morning that I found what I was looking for, a pair of real dutch clogs that would fit me, which cost 17 gilders (£4.00)

After a look round the old market we headed out of town on the cycle route back into Zeeland and crossing on our last ferry over the inland sea, stopping the night at a holiday centre after a very hot days ride. On Friday it was once again very hot but we found some pretty lanes<sup>to</sup> Slius the border town. Here we had coffee and cream gateau, then it was over the border into Belgium for the last time and the campsite at Knokke, only a couple of miles from Zeebrugge.

Next morning we caught the 11.30 ferry to Dover, the journey did not seem so long and boring this time maybe it was because we were going home. This had been my first holiday riding solo and I enjoyed it very much except at times when daddy had to push me because I was tired. Poch enjoyed it as well, not many bears get the chance to go to Holland on a bike.

Heather Stevens (age 11)

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### THE CAMPING SCENE - 1979

After a rather late start in the season we got into our stride and had some enjoyable weekends with the lightweight tent. Campers are like cyclists to some extent and rely largely on good weather for the enjoyment of their pastime.

Having made a start we were able to get out most weekends, either with our fellow cycle campers or with one of the D.A.s of the Camping Club. The Camping Club is split up into D.A.s somewhat like the C.T.C. and they arrange camp sites for every weekend of the season, usually on farmers land; these are known as S.P. (Special Permission) sites.

If you are a member of the Camping Club this enables you to camp on a different site nearly every weekend, for you are entitled to camp with any D.A. you chose and its hard luck if you cant pick a site within easy riding distance of home. We have had some good weekends with the D.A.s and been on some good sites too, and it doesn't seem to matter which D.A. it is, they all give you the same warm welcome and its not uncommon for someone to offer a cup of tea as soon as you arrive on the site.

We were able to get together with Iris, Ken and Heather for two very pleasant weekends at Henfield (one of our favourite sites) and on the first occasion a welcome return to camping of Dennis Jakeman with a borrowed one-man tent. I understand he has since bought himself a new tent and various other items of camping equipment. We look forward to seeing him more often next year.

Heather is fast becoming a seasoned lightweight camper now that she has her own little lightweight bicycle all nicely fitted up with panniers, she seems to take it in her stride riding from home to the site at Henfield with a full load of camping gear.

Hadlow Down is another great favourite of ours and we met Iris, Ken and Heather for the last weekend of the season, Dennis was unable to come this time.

Just about this time I had 5 gals. of homebrew that needed some attention and as we had forgotten to take our drinking mugs we made it our business to toddle home and get them, Hadlow Down being only a stones throw from home (so to speak). This to my mind seemed a good excuse to lay on a bottle of wine with which to celebrate our final weekend of the season.

We hope to see some newcomers next year.

De Kever.

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### THE CYCLE CAMPER

In many ways the cycle camper enjoys the best of all forms of mobile camping. There are few out-of-the-way sites available to the pedestrian that are not also accessible to him, and he usually has a wider range of selection, and the added advantage of letting the cycle carry the kit. Although his equipment is not restricted to the spartan minimum of the pedestrian camper, the cyclist is limited and saved from the temptation to carry around additional items of doubtful utility so it is wise to constantly check the weight and bulk of all items of equipment and discard those seldom or never used. Given attention to these details the additional weight soon becomes accustomed weight and passes unnoticed apart from a slight reduction in speed, hardly sufficient to concern the majority of cycle campers whose moderate pace and silent progress enable them to enjoy close contact with the countryside and observe the surroundings. Why not try it one weekend ?

A Friday afternoon in late September saw 2 cars with 4 occupants and bikes converging on Burley Youth Hostel in the New Forest for a mini-tour; we had previously agreed that we would let the weekend "spill over" to the Monday. With our "jobs" at the Hostel completed the evening beforehand and a "self cooking" breakfast soon consumed, we were awheel on the Saturday well before 9am. - a pattern we followed each day.

Our route took us via Sway, with its 200ft. high tower of concrete built in the 1870s to promote concrete as a building material, some mild roughstuff at Everton and thence by lanes down to Keyhaven where we had a view of Hurst Castle. We then took a track over Pennington Marshes to Lymington for a welcome cup of coffee. Pleasant lanes lead us through Norleywood, South Baddesley and by Sowley Pond to Bucklers Hard and on to Beaulieu where we enjoyed a picnic lunch by the river. Beaulieu Heath and Beaulieu Road came next on the route before we took a forest track to Lyndhurst. We then went on to Emery Down and down part of the Ornamental Drive before returning to the hostel.

Sunday morning dawned fine and we were soon enjoying the beauty of the Ornamental Drive again; this time we traversed its whole length from Brookenhurst. At the top of the Drive we cycled along a forest track to Månstead and then on lanes via Bramshaw to Furzley where we left the Forest for the pleasant downs and villages South East of Salisbury. By now groans were coming from the party about food so it was just as well that the pub at Sherfield English provided excellent ploughmans lunches. It seemed from the map that crossing the river Avon at the point we wanted would present problems, but a grassy track and a private road through the grounds of Longford Castle - we took the road on the advice of two ladies we met - made it all quite easy and we were soon on the Downs following a very good roughstuff track which led for several miles almost to our destination for the night, Cranborne Youth Hostel.

On the Monday morning we followed lanes to Fordingbridge and thence via Frog-ham and a pleasant track to Fritham and on to Nomansland for lunch. Finally we retraced our "steps" somewhat to go through Furzley, Bramshaw, Stoney Cross and down to the top section of the Ornamental Drive again back to Burley Hostel to pick up the cars for the journey home.

As someone remarked, we seem to have covered about 160 miles of which 60 were on roughstuff - well this was a bit of an exaggeration but we did enjoy a good many miles on tracks both in the Forest and on the Downs. Tony Vaughan, Bruce Allcorn, Ray Wickens and myself were the participants and we all agreed that it was one of the best weekends any of us could remember. The weather was kind, the scenery excellent and, as if by order, the 3 punctures "enjoyed" by one member occurred in exactly the right places. Mostly the pace was moderate but just occasionally it became a little frantic. Put men on bikes and even the mature ones become boys again at times.

Fred Mehew.

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### B O O K S

D.A. Library --- available on loan to members, apply Iris Stevens

Winged Wheel, History of the C.T.C.

The Great Bike Race.

England by Bicycle.

Penguin Book of the Bicycle.

Round Britain Relay Route, Centenary Year Ride.

Seaford and Newhaven Section Library --- available to D.A. members, apply David Rix, 3 Sutton Drove, Seaford.

C.T.C. British Road Book Vol 2 South Midlands, Wales and East Anglia 1898

Vol 3 Northern Counties 1897 Vol 4 Scotland 1897

Vol 2 South West England 1922

The Cyclist's and Automobilst's Road Book 1907. Short Spins around London 1907

The Contour Road Book of England, Western - Northern 1913 - 1914

Cycling Scrapbook, Cuttings from Cycling and C.T.C. Gazette 1922-28

C.T.C. Gazettes - Most years from 1928 to present Cycle Tourings.

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Letters to the Editor, always welcome - and here is the first from one of our youngest riders.

I first became interested in cycling while I was at Primary School when our head master Mr.Lilley ran a cycling club. I started on my sisters bike until I got my own racer. The first few runs made my back and shoulders ache but I did enjoy them, we visited lots of churches, also Jevington, West Dean, Telscombe, and Eastbourne. Some Sundays Ann Rix came with us, that is where I first met her and when Mr.Lilley died suddenly his club finished, it was then that Ann and Bob said I could join the Section and they have given me a lot of help since then. I really enjoy the runs now especially the tea at Ivy's runs and the hostel week ends. Thanks to every one who has helped me. Andrew Wadey, Age 13

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A FEW QUOTES FROM THE C.T.C. ROAD BOOK 1893

Polegate 'An ugly railway settlement, there is nothing of interest.

St.Leonards The road through Bopeep is apt to be heavy with black mud in wet weather. The place is utterly uninteresting. Mark Twain would call it "A one hoss town".

Seaford is ancient as a town but modern as regards its pretensions to be a sea side resort for summer visitors. Until Elizabethan times the River Ouse flowed into the sea at Seaford (hence the name Sea-Fiord an estuary of the sea), but in 1570 a great tempest caused the river to break through its right bank. Eventually an artificial cut was made which brought it into the sea at Newhaven, hence presumably the name.

Hailsham A thriving little town, boasts a rope factory which has the proud (?Ed) privilege of supplying the cords for the executions in Her Majesty's gaols.

Eastbourne is one of the handsomest, cleanest, and freshest of Sussex watering places. Here there is no dull grey streets, like rows of boxes, reeking of musty lodgings and grasping landladies.

Heathfield & Mayfield (Heffle and Mayfle in true Sussex parlance) are now greatly given over to a cottage industry of raising fowls for the London market. Almost every cottage for miles round has its hen coups and feathered brood, and the cyclist in lanes and bye-ways sometimes has to pick his way with caution.

Bramber Admission to museum Children 1d, Adults 2d; Ladies and Gentleman their own generosity.

PHOENIX CYCLES

128 Seaside Eastbourne, Sussex

A MERRY CHRISTMAS &

A SUCCESSFUL NEW YEAR

to the East Sussex D.A.

JOHN PRATT

RAYMENT CYCLES

109 St.George Road, Brighton

SEASONAL GREETINGS

AND A HAPPY NEW YEAR

to all cyclists

BILL RAYMENT

## ACROSS

1. and 3 and 34 DOWN. The 1st. national stage race (4,2,6)
4. 1 3/8 or 1 1/4, steel or alloy (3)
6. See 28 DOWN
8. Cyclists may ride on this according to the 1968 Countryside Act (9)
11. You put this on moving parts (3)
14. and 36 and 13 DOWN. For cyclists who love byways and tracks. (5,5,10)
15. A major cause of inflation? (4)
18. and 16 DOWN. Their handbuilt tandems could cost you up to £1200. (4,6)
19. Use one when you leave your bike. (4)
21. Their bikes' sort out the men from the the boys' (7)
22. See 47 ACROSS.
23. See 10 DOWN
26. They make a belt driven milometer (5)
30. Their bags should take some extra (8)
31. and 29 DOWN. Three Cray Rums (Anagram 7,6)
32. Held to find Britains Top Tourist (1,1,1,1)
33. A Cartoon cyclist ... (4)
35. ... and his creator (5)
38. 10 to 12 mph. is an average one (4)
40. You use your back one first (5)
41. The nucleus of your wheel? (4)
43. A lock for a country gentleman (6)
44. See 37 DOWN
45. If you dont your bike wont move (5)
46. Without this your back wheel would be fixed (9)
47. and 22. Wembleys yearly contribution to the cycling calendar (4,3)

## DOWN

(ANSWERS ON LAST PAGE)

2. American State where bicycle world speed record was set in 1972 (4)
3. See 1 ACROSS
5. World famous Belgian cyclist (6)
7. ----- head (5)
9. Your light shouldn't be if your batteries are all right (3)
10. and 23 ACROSS. held once a year on Knavesmire (4,5)
12. They hold frame tubes together (4)
13. See 14 ACROSS
15. and 17. Probably Britains best known cycling artist (5,9)
16. See 18 ACROSS
20. As solid as a rock (abbrev. 1,1,1)
21. You dont need pins for these (10)
24. Not only for young people (abbrev. 1,1)
25. & 27 Britains largest road race (4,4)
28. and 6 ACROSS. You have to ride together to join this (6,4)
29. See 31 ACROSS
32. Parade of Guards (8)
34. See 1 ACROSS
36. See 14 ACROSS
37. and 44 ACROSS. The start of the End to End (5,3)
39. What your wheel runs on (4)
42. Abbreviated maps (1,1)

A £3 Voucher (to spend at your favourite Light weight Dealer) will be awarded for the first all correct solution "drawn out of the hat".  
Solutions to David by the 9th. December, prize will be drawn at the D.A. Christmas Lunch, 16th. Dec.

## MAPS

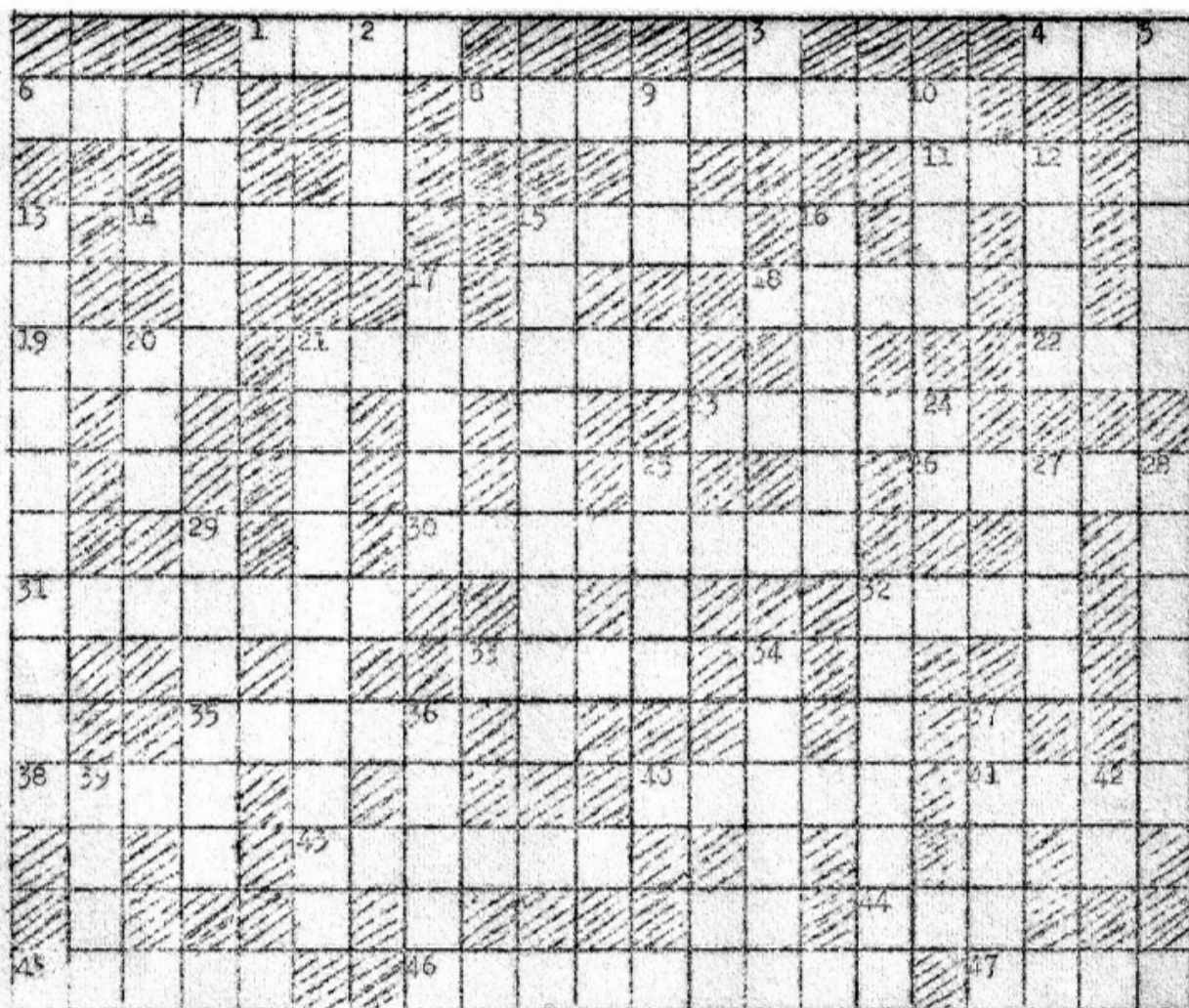
We are all familiar with Ordnance Survey maps, particularly the 1" and 1.25" to the mile series, and know that these are the ultimate as far as maps are concerned, however, when the price of these maps rose sharply and the area covered by each map was reduced with the advent of 1.25" to the mile series, I started looking for alternatives. The Bartholomews maps did not appeal to me, but what I have found to be very satisfactory are the R.A.C. Local Maps with a scale of 1" to 1.6 miles.

These maps are easy to read, cover large areas and are currently priced at 95p per sheet, but you may be lucky and find some at 75p. Whats more each map includes street plans of the principal towns and a gazetteer. I have used these maps extensively now and would commend them to you.

For a tour of Mid Wales, 3 R.A.C. maps were needed instead of 9 Ordnance Survey maps - a worthwhile saving in weight and cost.

Fred Mehew.

DONT FORGET OUR BOXING MEET AT THE YEW TREE  
ARLINGTON I2.0 Noon Mince Pies and Sausage Rolls as Usual.



### English/German Motoring Terms

Some C.T.C. members like to use a Motor Vehicle to transport their machines to an attractive touring area, nowadays this could well be to a fellow member of the European Community, such as Germany, the birthplace of the Youth Hostelling movement. The following glossary of motoring terms which I discovered when sorting through some papers recently could prove invaluable on such a trip! Bob.

Indicators:	Die blinkenlightermit tickenfurturnen
Bonnet:	Der fingerpincer und kopfchopper
Exhaust Pipe:	Das spitzenpoppenbangentuben
Speedometer:	Der ego booster und lineshootinbackeruppen
Clutch:	Das kupplinverk mit schlippen und schaken
Puncture:	Das phlatt mit damunblasten
Learner Driver:	Der dunkopf mit elplatz
Station Wagon:	Der schogginvagin mit bagze-room furrompinderbacken
Magistrate:	Der khortfuhrer mit schauten "zweihunnermarks und lizenenzendorzen
Parking Meter:	Das tannerpinscher klockenworks
Windscreen Wiper:	Das flippenfloppernuckschpredundsticken
Crossroads:	Das kussundschveeringstrassen
Power Brakes:	Die shtoppinverks mit edbangerendervindskreen
Gear Lever:	Das kangaroohepanpiokenschticke

# ANSWERS

USA HARROW

<sup>1</sup>T <sup>2</sup>O <sup>3</sup>U <sup>4</sup>R <sup>5</sup>D <sup>6</sup>R <sup>7</sup>I <sup>8</sup>M  
<sup>6</sup>C <sup>7</sup>L <sup>8</sup>U <sup>9</sup>B <sup>10</sup>T <sup>11</sup>B <sup>12</sup>R <sup>13</sup>I <sup>14</sup>D <sup>15</sup>L <sup>16</sup>E <sup>17</sup>W <sup>18</sup>A <sup>19</sup>Y <sup>20</sup>E  
<sup>9</sup>L <sup>10</sup>A <sup>11</sup>I <sup>12</sup>O <sup>13</sup>I <sup>14</sup>L <sup>15</sup>R <sup>16</sup>C  
<sup>13</sup>F <sup>14</sup>R <sup>15</sup>O <sup>16</sup>U <sup>17</sup>G <sup>18</sup>H <sup>19</sup>P <sup>20</sup>U <sup>21</sup>M <sup>22</sup>T <sup>23</sup>R <sup>24</sup>U <sup>25</sup>C  
<sup>17</sup>E <sup>18</sup>C <sup>19</sup>F <sup>20</sup>A <sup>21</sup>J <sup>22</sup>A <sup>23</sup>C <sup>24</sup>K <sup>25</sup>G <sup>26</sup>K  
<sup>19</sup>L <sup>20</sup>O <sup>21</sup>C <sup>22</sup>K <sup>23</sup>C <sup>24</sup>A <sup>25</sup>R <sup>26</sup>L <sup>27</sup>T <sup>28</sup>O <sup>29</sup>N <sup>30</sup>Y <sup>31</sup>S <sup>32</sup>I <sup>33</sup>X  
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<sup>40</sup>X <sup>41</sup>R <sup>42</sup>S <sup>43</sup>Q <sup>44</sup>U <sup>45</sup>I <sup>46</sup>R <sup>47</sup>E <sup>48</sup>N <sup>49</sup>M <sup>50</sup>N <sup>51</sup>S  
<sup>42</sup>L <sup>43</sup>S <sup>44</sup>F <sup>45</sup>C <sup>46</sup>E <sup>47</sup>N <sup>48</sup>D  
<sup>44</sup>P <sup>45</sup>E <sup>46</sup>D <sup>47</sup>A <sup>48</sup>L <sup>49</sup>F <sup>50</sup>R <sup>51</sup>E <sup>52</sup>E <sup>53</sup>W <sup>54</sup>H <sup>55</sup>E <sup>56</sup>E <sup>57</sup>L <sup>58</sup>S <sup>59</sup>K <sup>60</sup>O <sup>61</sup>L