

SOUTH



SAXON

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March, 1936



THE SOUTH SAXON

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The Official Organ of  
THE SUSSEX DISTRICT ASSOCIATION  
of  
THE CYCLISTS' TOURING CLUB.

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Hon. Editor: Mr. W.H.Hodson, 1, Offa Road, Hastings.

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No. 1.

March 1936.

EDITORIAL.

This is number one of "The South Saxon" which constitutes a new step in the life of the D.A. Other D.A.'s successfully run their magazines and there is no reason why Sussex should not do the same. But this can only be done with your co-operation and the Editor makes no apology for devoting the first Editorial to an appeal for help.

It is the intention to make the magazine of as wide appeal as possible and to that end we wish to have articles and notes from a large circle of members. We all have some activity which we ply as an adjunct to our cycling. Then WRITE TO THE EDITOR ABOUT IT. It doesn't matter if you aren't a skilled journalist (neither is the Editor) but if you supply the matter and we can read your writing we don't mind. Line sketches and correspondence on D.A.matters are also invited.

Then the magazine must pay its way. Every copy you sell helps to this end so see that you buy your copy and try to interest your cycling friends. Here also is an excellent means of interesting non-cycling friends in the CLUB and D.A. This can be a great success. So weigh in.

## LINGFIELD'S VILLAGE CAGE.

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When in the vicinity of East Grinstead members should pay a visit to Lingfield which has several objects of interest to the Tourist.

In the centre of this pleasant village stands a unique and quaint building called the village cage. It adjoins a picturesque piece of water Gunpit Pond.

The building is supposed to have been erected in the fifteenth century as an obelisk but doubt exists as to the purpose for which it was originally intended. It is stated to have been an ecclesiastical shrine; incorporated in the building is St. Peter's cross.

Latterly it was used as a 'lock-up' for the village wrong-doers. It was the practice of the constable to lock up a man there overnight in readiness for the prison house at Godstone. After that it was used only for people who were drunk and disorderly. The last time a man was caged there was in 1882.

Of particular interest are the many quaint objects stored inside the cage, all of which are marked and fully described. Among these relics of the past are to be found old muskets, police constables' 'nut crackers', a Sussex farmer's flail, a penny-farthing bicycle and the original ring used for Jem Smith's last fight against Jack Davies in 1885.

Right up against the building is a venerable oak reputed to have been planted by the Collegiate monks.

The key of the cage may be obtained at the watch repairer's shop opposite.

## PHOTOGRAPHIC NOTES.

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The Camera-Clubman will shortly be over-hauling his apparatus for the coming season so a few notes on this point may not be out of place.

Most of us use folding cameras these days and it is most important that these should be kept free from dust inside. Dust on the lens impairs its definition and dust falling on the film or plate will ruin the best picture. A small brush is the best instrument with which to clean the bellows as it enables you to get between the folds where dust is most likely to collect. The lens itself should only be rubbed very carefully, preferably with an old silk handkerchief as lens glass is comparatively soft. Box cameras should also be carefully dusted inside.

It is also wise to test the light-tightness of the bellows. A lighted electric lamp placed inside the camera in a darkened room will immediately reveal any holes which can then be repaired with small pieces of thin leather stuck on with Durofix and carefully folded.

While the camera is open, test the shutter to see that it is working freely and if not have it attended to by an expert. It is not wise to tinker with a speeded shutter and in any case 'NEVER OIL IT.

The cause of many spoilt and fuzzy pictures can be traced to an inaccurate focussing scale and if one is fitted to your camera it should be occasionally tested. Fix the camera on a firm support and focuss by scale on an object at a known distance. If a piece of ground glass is held in the position of the film and the shutter

## Photographic Notes - Cont:

opened, the correctness of that particular position of the focussing scale can be seen. It is wise to test the scale in all the marked positions.

Any loose portions of the leather covering of the camera body should be carefully stuck down with Durofix or Seccotine. Special attention should be given to the case to see that it is quite waterproof. If of leather it can be well rubbed with beeswax or 'Proofide', especially at the seams. A canvas case should have a waterproof lining. Your girl friend will be pleased to make you one from an old oilskin.

And we must not forget the accessories. That tripod was not too rigid last year. Extend each section separately and find if there is slackness at any point and tighten carefully. Examine carefully the nuts at the head they often wear loose. The whole point of a tripod is its rigidity. It's worse than useless otherwise.

Light filters should be cleaned and inter-lens gelatine filters renewed. The lens hood should be examined and any bright spots touched up with a matt enamel. Incidentally every lens is the better for a lens hood at any time and it makes "against the light" pictures possible. As one can be purchased for 2/=s. it is an excellent investment.

In spite of the wide latitude of modern films, the cost of material spoilt in a year by wrong exposure must amount to an enormous sum and yet exposure meters can be bought very cheaply. We strongly recommend every photographer to use one. The Burroughs Welcome handbook with useful information on all points of photography and excellent exposure guide at 1/6d. is a gilt edged investment.

D.A. PHOTOGRAPHIC COMPETITION.  
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Photography is a natural adjunct to cycling and there are many photographers in our area but we rarely have an opportunity of seeing their work. We have therefore arranged a photographic competition open to all members of the D.A. and hope to have the support of everybody. THIS MEANS YOU. The rules are as under

The picture shall be of some incident or view taken on a D.A. or Section run which should be specified. The picture must be taken by the Competitor but may be professionally finished

There is an entrance fee of 3d for one picture and 6d for two or more sent in one envelope from which suitable prizes will be awarded.

The prints will be judged by a Hastings photographic expert who will not be a member of the Club.

Every care will be taken of all prints but no responsibility will be taken for any damage. If postage is enclosed they will be returned otherwise they will be mounted and kept as a D.A. record to which it is hoped to add from time to time.

The prints should be addressed to Mr. W.H.Hodson, 1, Offa Road, Hastings and marked 'photographic competition' and must arrive not later than 24th May. The result will be published in the next issue of 'The South Saxon' The Editor's decision must, of course, be considered final, etc. etc.

Remember, the first prize in one of the greatest international competitions ever known was won with a cheap camera so get out your camera and good hunting.

The Editor would be glad to receive from readers any photographic hints or ideas which may interest members.

## POTTED TOURS

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In introducing this series of tours, it is not suggested that any hard and fast rules should be adopted or that every place mentioned should necessarily be visited. On the contrary the essence of enjoyment on tour lies in the elasticity of programme, the ability to blind or potter as the fancy dictates. At the same time, the annual tour provides that opportunity, lacking on ordinary runs to broaden our knowledge of the country beyond our doors; a knowledge all the greater if we obtain some of it beforehand.

To begin with, some good maps and, if possible, a book or two on the proposed touring country should be as much essential as the repair outfit or lamp. And by maps I mean "really" maps, not the newspaper variety so often met with among touring cyclists. Bart's half-inch, the Ordnance Survey one-inch are all that can be desired. Have both if possible - don't forget also that useful aid "Bart's Touring Atlas of the British Isles" (price 2/6) covering all the half-inch maps but on a smaller scale. It is invaluable in conjunction with the ordinary maps. For example, having reached the furthest point of the tour, you suddenly have an itch to return by a totally different route from that originally planned, a route not covered by your ordinary maps. Your atlas will give you the alternative route forthwith, omitting details, of course.

As to O.S. maps, write to the Director General Ordnance Survey, Southampton for the O.S. Index - quite gratis if you mention Cycling or the Gazette. If you are going to "do" a special part of the country in detail, the one-inch map is essential. One O.S. map, one Bart's and the atlas will take up little room in the bag and the enjoyment of the tour will be increased three-fold.

## Potted Tours - Cont.

Then as to books. Write to the various publishers for free lists: e.g. Ward Lock & Co., Salisbury House, Salisbury Square, E.C.4; A. & C. Black Ltd. 4, Soho Square W.1, and Messrs. Burrows Cheltenham, Glos. Don't despise also the free publications issued by Railway Companies and Town Councils. For instance, the Guide issued free by the Hastings Borough Association contains pictures and information of the country for miles around and the same applies to most others. In the end you will have built for yourself a library on your favorite subject that will be priceless to you when making up touring programmes.

All this sounds expensive, but it is not really so. Of the publications you have to buy a good map and book will cost 7/6s. or less - the price of one extra S.R. & B. and you possess them for future use. Budget for these when planning the tour, buy and study them well in advance and this will give you many evenings' enjoyment in anticipation of the holiday. Don't carry the books with you, however. Enter the salient points in a small note-book in chronological order and take this with you instead.

Thus having reduced your proposed tour to a formula, you can vary the way how you like. Don't stick to the formula but extract the juicy bits according to circumstances, weather, etc. as you go along. The missed portions will provide material for a future tour, even if years afterwards.

In this series I propose, if the Editor agrees, (He does - Ed.) to provide the various formulae and I hope you will be able to fill in the necessary padding yourselves. The first will appear in the next issue and by popular request will cover the "Road to the Marches", the subject of my recent lantern talk to the D.A. at the A.G.M.

H.G.D.GISBURN.

HAVING IT DOWN  
or  
Overhauling a bicycle  
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Even the best Gents' super-tourer develops signs of rheumatism, housemaid's knee or some other distressing complaint and calls loudly for overhaul and the Editor hopes that the following hints may assist those members whose machines have got into that sad state.

Before commencing to overhaul a bicycle, see that it is not being ridden by F.W. Southall, you will only get left if it is.

But joking apart (were we anyway), take the machine to a suitable shed, preferably of fireproof construction and situated as far as possible from any maiden aunts, future mother-in-law or representatives of the church who may be in the vicinity and proceed to remove the white patch, red reflector, rear triangle, red light, Belisha Beacon and old school tie. Then seize the machine in a firm grasp and take it through 180 degrees (F or C to taste) along its longitudinal axis and rest firmly upon the saddle and bars. Pick up the tools and things you have knocked over.

Now proceed to remove the wheel as follows. Loosen the wing-nuts. If they are tight, persuade gently with a hammer and make a note to buy some new ones. Grasp each end of the spindle fiercely and push forward. At first the wheel will appear a little coy but it will soon overcome this and fall in with your wishes with embarrassing enthusiasm. Stop and count to ten slowly. By this time either your knuckles will have stopped aching or you will have thought of a good supply of expletives with which to ease your soul. Proceed with the other wheel as before and hang both to the roof where they make excellent roost for the pigeons.

## Having it Down - Cont:

Now take each wheel separately and carefully examine each tyre for signs of cuts, bruises, gouts, nails flints, steels, rocks, boulders, spare car parts, etc. and remove each one carefully. Use that piece of chewing gum to stop up the holes its getting a bit worn after three weeks' use.

Resist the temptation to play "Cheek to Cheek" on the spokes and attend to the bearings.

Loosen the cones carefully. You don't do it carefullt and will have the pleasure of watching a pretty stream of little silver balls running along the floor, making with a diabolical cunning, which is almost human, for the only hole. Pause for a mathematical operation as before. Perhaps you had better take the darn things down to George at the cycle shop, he'll fix them for you and you can go to the pictures.

Next thrilling installment: wrestling with the chain.

### CONSULS WANTED

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Keen members are required to act as consuls for Bognor, Battle, East Grinstead and Hurst Green Districts. The positions do not call for heavy work. The chief duties are to assist as far as possible all members who may apply to them on any matter relating to touring, Hotels, repairers, roads, etc. in their particular districts and also to inspect establishments who may apply to be included in the touring handbook. Members who would kindly act are requested to write to Mr. A.A.Smith, Chief Consul, 32, Compton Road, Brighton, 5.

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## THE EVOLUTION OF A TOURING BICYCLE.

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When the Editor asked for an article it occurred to me that it might be of interest to trace the evolution of a touring bicycle.

During my first tours I rode the typical Club type of machine with narrow saddle, 26 x 1 $\frac{1}{4}$ " wheels and double cogged hub. Thus equipped I went to John c'Groats and Cape Wrath. The memory of the discomfort of that saddle is with me yet. On the level stretches of the Great North Road I longed for a hill to give me the excuse for getting off such an uncomfortable perch. On another trip, this time in Ireland, I tried another narrow saddle but with coil springs underneath; it was no better. It was the following year during an Alpine tour that I realised that the true solution of the problem was to have a saddle providing an adequate area to carry one's weight without undue pressure. The model which met this requirement was a B10 and since then I have always used one with the exception of brief intervals.

After the first few tours I began trying variable gears, both hub and derailleur with the object of reducing fatigue and eliminating undesired walking.

After touring on sprints and tubulars for two years, I tried balloon tyres with the object of rendering rough roads more easily negotiable. The first ones were 26 x 2" Dunlops, very comfortable and lively but making the machine appear rather bulky and a trifle on the heavy side. My next experiment was with a machine incorporating 24 x 2" opposed tyres, the diameter of the wheels was reduced in order to save weight without sacrificing comfort and has the added advantage of allowing a longer head tube and also providing more room for luggage under the saddle. This machine had a wheel-base of 40ins. which in practice proved too short. A slightly longer base provides smoother

## The Evolution of a Touring Bicycle - Cont.

running.

With the experience thus acquired, I have just had built a machine incorporating those features which I have found desirable and in which the weight has been kept as low as possible by utilising modern light components.

The machine was built by Mr. F.W.Evans. The frame is of '531' steel with 21ins. seat tube and 42ins wheelbase. The special cranked tapered chainstays, necessary for wheel clearance, were supplied by the Cyclo Gear Co. The tyres are 24 x 1-7/8 ins open-sided Constrictors mounted on Conloy rims built on Sturmy & Archer brake hubs. The gear is a Super Cyclo with duralumin double chainwheel, the chainwheel Jersilleur being a Simplex. The chainwheels are 46 and 28 teeth and the freewheel has 13, 18 & 28 teeth giving a range of gears from about 29 to 85. The lighting equipment is a Blumel's dynamo set. The mudguard stays are of hiduminium as also the seat pillar, handlebars and stem. The brake levers are of duralumin made by Tabucchi. The machine is finished in chromium plating, aluminium and green enamels. I almost forgot to say that the pedals are Conloy and cranks, Williams dureel.

So far I have not given the machine any extended test but from preliminary trials it gives promise of fully realising my expectation of a light comfortable and responsive machine fit to go almost anywhere.

F.H.CLUTTERBUCK.

The Editor would be pleased to hear from other members their experiences of saddles, equipment, etc.

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The Annual General Meeting was held at the Woolpack, Herstmonceux on Sunday 12th January. Unfortunately our President Mr. A.A.Smith was prevented from attending owing to business ties but I know that he would have liked to have been there even though we wanted to make him Chairman. As it was, Mr. Hodson was elected to that duty.

The Annual Report was the first item of importance which announced steady progress throughout the D.A. and its Sections and commented upon the many events in which the D.A. had taken part during the year.

The Officers for 1936 were then elected as follows: President Mr. A.A.Smith

Vice Presidents : Messrs. H.C.L.Clutterbuck & A.E.Wren

Hon. Sec: Mr. J.C.W.Koule

Hon. Treas: Mr. V.T.Collins

Hon. Auditor Mr. A.E.Wren

and the Committee as already nominated by the Sections.

The scheme for the production of the Magazine was decided upon and a D.A.meeting proposed, but more of this anon.

A Lantern Lecture was considered for next winter and to obtain the services of Hodites or Wayfarer but the question of local funds to back the venture then arose. In these the D.A. is sadly lacking and we are in need of ideas of raising money. Have members any ideas. It is felt that being now a well established D.A. with over 400 members we should try to organise something to make the Club better known than it is in Sussex.

After tea at the A.G.M. a lantern lecture was given by our member Mr. H.G.D. Gisburn entitled "The Road to the Marches" and covered a tour from London to the border counties of Wales. Commencing at Windsor the audience journey via the screen along the Chiltern hills through Stoke Poges where Gray wrote his Elegy and through country made famous by the exploits of John Hampden during the Civil War. The road continued through the Cotswold Hills to the Severn valley and some beautiful interior pictures were shown of Gloucester Cathedral & Tewkesbury Abbey. Finally the way was taken up the beautiful Wye valley from Chepstow to Tintern, Monmouth, Symonds Yat with its beautiful gorge, Ross and Hereford.

We should like to take this opportunity of expressing our thanks to Mr. Gisburn for a most interesting lecture and would congratulate him on an excellent collection of slides. Mr. Gisburn has promised us another at a later date.

D.A. Meeting All members are specially requested to keep open Sunday April 19th for our first meet of the year. We are meeting at Maresfield at 11.0 a.m. and proceeding to Ashdown Forest for a picnic lunch (wet or fine says the leader) followed by competitions in the afternoon. The arrangements are in the capable hands of our one and only "Bill" and you may be sure of a riotous time (the rumour that a fire lighting competition is to be included is a vile slander). Bill is going to a lot of trouble to ensure us a first rate time and I hope that you will all do your best to make the effort a real success. If this is a success, others will follow so see that you do your bit.

D.A. SECRETARY.

## Section Notes

### EASTERN SECTION.

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Way back in November we made a wintry night run to London. As a result of a little enterprise by Mr. Chinery we got into the Daily Express building and were shown over the printing rooms and watched the Sunday's papers being turned out. Those machines made nearly as much row as a D.A. tea gathering. Coming out we adjourned to a coffee stall for lunch and was it cold. Enough to make a polar bear call for his Thermogone.

The New Year's Eve run on 31st December proved very enjoyable. Mrs. Stubberfield provided an excellent supper and the run afterwards was recommenced in time to ride in the New Year together with the customary rendering of "Auld Lang Syne". It is intended to make this an annual section fixture.

The inter-section run on February 2nd with the Lewes section proved very enjoyable to both parties. Lewes did the 'honours' this time and a return meet has been arranged for May 3rd this Section providing the course. It is hoped that more inter-section runs will be arranged to enable sections to get to know one another better.

We visited the private aviary of the Marquis of Tavistock at Peasmarsch on February 9th to view a wonderful collection of birds, almost exclusively of the parrot and cockatoo variety whose colours have to be seen to be believed. Visitors are welcomed except during the breeding season (March to September) and any intended visits can be arranged with N. Broad Esq., 36, Fairlight Avenue, Hastings (Secretary to his Lordship) or

Section Notes. Eastern Section.

Mr. Yolland, Dew Farm Peasmarsh Sussex (curator)

Future arrangements include: March 22nd, visit to R.A.F. Station, Hawkinge, Kent. April 5th.

First annual invitation run. The Section Sec: would appreciate hearing a week beforehand if any members propose attending.

We also hope to support the Hastings Carnival this year and any members knowing the whereabouts of some old machines would oblige the Section Sec: by communicating with him. Hastonian.

Eastbourne Section. We have arranged to hold quarterly general meeting in future the first to take place on Sunday March 22nd at "The Swan" Woods Corner.

A run to Croydon Aerodrome is most notable among some attractive tours arranged for March.

Beaconsfield has been chosen as the destination of the Easter tour when the famous model village, Bekonscot, will be visited. Further particulars from Hon. Sec. or Mr. F.Howlett.

On Sunday, February 22rd we took part in a Downland hike (and made it an excuse for bursting into song-Ed.)

Last Sunday we o'er the Downs did hike  
Quite a change from the usual bike.

Stanley Neve was the one who led  
Use all towards the top of Beachy Head.

Then on we tramped to Birling Gap,  
Where we thought we'd take a nap

But Stan urged us on o'er the Seven Sisters  
By then our feet shewed signs of blisters.

Still, on we trudged into Alfriston  
Where to have some tea we did insist on. (whew!)

After tea we commenced to walk again,  
Tramping along to some well-known refrain

Until we heard someone give a cheer  
For the lights of Eastbourne they could see clear

And we knew we were near to the end of the hike  
Say, next Sunday give me back my bike !

## Lewes Section

Our Annual Party was held at the Old Bull Inn, Hurst Green in January. Owing to national mourning we spent a quiet but pleasant evening. The run home was enlivened by dynamo trouble. One developed a bulb-burning complex and finally the whole contraption gave up the ghost, much to the secret delight, I believe of the gas-burning fraternity.

February 1st was notable for the inter-section run with the Eastern Section but an unfortunate encounter with a dog before lunch caused a nasty spill to three members. Fortunately no severe personal injuries were sustained but much material damage was done to machines and the scheduled rough-stuff for the afternoon had to be cancelled.

The scavenging run postponed from November took place on February 23rd and judging from the large heap of rubbish which turned up at the tea place, the whole of East Sussex must have been scoured.

Future events include a return run with the Eastern Section, a speed-judging contest in April and a two-day tourlet at Easter.

LEWESIAN.

## Western Section

Our Annual Lunch held at The Black Dog & Duck, Bury on February 16th was made notable by the presence of several well-known figures in the Cycling world particularly Mrs. Parkes (Petronella) and Mr. G.H. Stancer, General Secretary of the Club. We were pleased to welcome a large contingent from the South Bucks D.A. which brought our numbers to over eighty. After the usual toasts, two of which were replied to by the well known cyclists referred to, we adjourned to "watch the dicky birds". A most enjoyable & memorable event.

WESTERNER.