

Hon. Secretary:  
E. H. Neville,  
2, Stanton House,  
St Mark's Hill,  
Surbiton, Surrey.

PRESIDENT REX CROSS

Hon. Treasurer:  
L. H. Griffiths,  
21 Rydal Road,  
Streatham, S. W. 16.

Hon. Editor: J. C. Jewell, 17 King's Avenue, Ealing, W.5. (Perivale 7779)

Dear Fellow Road Runner,

We Road Runners have had a busy time recently, training for and organising the Brighton Race. A full account of this great event will be found in this issue. It was an outstanding success and we must thank the organisers for their sterling work. We must also repeat what was said at Brighton by way of congratulations to our South African friends.

They made considerable sacrifices and went to great expense to compete. This was a tribute to us and an indication of the magic of the Brighton road.

All road runners are glad that their efforts were well rewarded.

The London to Brighton race has attained a remarkable status since its inception only just over two years ago, and has even attracted some attention from the general public. The visit of the South Africans has done our sport immense good. What has been achieved this year is only the beginning. We shall expect other overseas competitors in years to come. We have a high standard to maintain.

All British Road Runners will be delighted with the recent success of our Champion marathon man Jim Peters backed up by Stan Cox in Holland and Finland.

### 100 MILE ROAD RUN

We are glad to report the happy outcome of the work of arranging this event. The London to Brighton and Back planned for October 17th will not take place.

An attempt on the Bath Road 100 mile record will be made on Saturday, October 24th commencing from the Bear Hotel Box and finishing at Hyde Park Corner. This will be a 'Time Trial' and not a 'race' thus permitting the contestants to finish in Central London. Wally Hayward, Jackie Mekler, Derek Reynolds and perhaps two other English runners will compete. This event will be sponsored by the 'News of the World' and organised by the Road Runners Club. The record is held by Hardy Ballington and stands at 13 hours 21 mins. 19 secs. The approximate distances and expected times of the leader are: -

BOX	-	3.00 a.m.	SLOUGH	80 miles	1.30 p.m.
CHIPPENHAM	8 miles	4.00 a.m.	KEW	93 "	3.15 p.m.
CALNE	14 "	4.45 a.m.	HYDE PARK CORNER	100 "	4.20 p.m.
MARLBOROUGH	27 "	6.30 a.m.	All Road Runners within convenient distance of the Great West Road will wish to see the runners pass and give them a word of encouragement on their long journey.		
HUNGERFORD	37 "	7.45 a.m.			
NEWBURY	45 "	9.00 a.m.			
READING	62 "	11.15 a.m.			
MAIDENHEAD	74 "	12.45 p.m.			

As regards a London to Brighton and back race we are anxious to find out how many would be interested and what time of year would be favoured. It is essential, therefore, before proceeding with this project that we have this information. If you are interested in competing in such a race please write to the Hon. Secretary.

### NOTICES

Details of the Evening Social Meeting and film show have not been fixed owing to booking difficulties. However, before this is held it is proposed to hold an Informal Reception for the South Africans in Town after the Bath Road '100' and details will be sent out later.

Badges are again available and may be obtained from the Hon. Treasurer: L.H. Griffiths, 21, Rydal Road, Streatham, S.W.16. Price 5/- each including postage.

He reports a good response with subscriptions owing for 1953. If, however, you have not paid your current subscription please send it to him.

Lapel badges, with the Club's insignia will be available before long. Price 3/6 each.

Handicapping Road Races The Council have received complaints respecting handicaps allotted in Long Distance road races and have been considering this matter. It has been felt that much of the trouble has been due to the athletes themselves who fail to give full information of their past performances on their entry forms, thus making the task of the handicapper well nigh

impossible. As a first step, therefore, we wish to impress on all our members the necessity of giving all the required information. Many of us keep a complete record of our performances and this is an excellent idea.

Members should know that 'Athletics Weekly' is an official organ of the Association and we are much indebted to the Editor for notices of club events published in it.

### COUNCIL MEETING

The next meeting will take place at the Southwark Tavern, 22, Southwark Street, (2 mins walk from London Bridge) on Friday, November 6th at 6.30 pm.

### COUNTY SECRETARIES

We are pleased to welcome the following. The Association is steadily building up a country wide organisation.

BERKS & BUCKS - S.F. Jones, 2, Ronanlea, Cookham, Berks.  
NORTHERN IRELAND - J.A. Henning, 15, Derry Street, Belfast, N.I.  
SOMERSET - W.A. Kauffman, 4, Henley Grove, Taunton, Somerset.

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### ALTERATION OF RULES

#### Notice of Meeting

An Extraordinary General Meeting of Members of the Road Runners Club will be held on Friday, the 6th of November 1953 at 8 pm. at the Southwark Tavern, Southwark Bridge Road, London, S.E. (a few yards South of London Bridge) for the purpose of considering, and if thought fit, passing the following Resolution: viz: -

#### RESOLUTION

That Rule 4 of the Rules of the Association be amended by inserting after "Amateur Athletic Association" the words "and/or members of Clubs affiliated to the Governing Amateur Athletic Association of the Country in which they ordinarily reside".

If the Resolution is passed Rule 4 will read: -

#### 4. MEMBERSHIP

Membership of the Association is confined to Amateurs who are Members of Clubs affiliated to the Amateur Athletic Association and/or members of Clubs affiliated to the Governing Amateur Athletic Association of the Country in which they ordinarily reside. Upon any Member ceasing to be a Member of a Club so affiliated, he shall ipso facto cease to be a member of the Association."

N.B. Applications for Membership are being received from Road Runners in New Zealand, South Africa, Australia and Canada. Our Badge may become known and popular throughout the world.

The Meeting will be preceded at 6.30 pm. by a Council Meeting to be held at the same place, i.e. Southwark Tavern.

THE LONDON-BRIGHTON RACE - 26th SEPTEMBER, 1953.

by JAMES AUDSLEY

(By kind permission of the Editor of "Athletics Weekly".)

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A runner in last Saturday's Brighton race, having piled on the pace in the flat, early stages, found himself leading at 22 miles. Then a mile further on, an old leg trouble re-asserted itself, and it was touch and go as to whether or not he could continue. The leg pain brought on sickness, but he did continue, with periodical stops for massage, and he reached Brighton. He was W. Hayward, and he achieved a pulverising 5:29:40 that shattered the record by over 22- minutes!

His win was a runaway; but well behind though they were, the next three also beat the record, and the fifth beat 6 hours. Second was T. Richards, and it was good to see this great athlete at last doing what so many people have for so long believed he could do. He just beat W. Kelly, who, in his first 50, ran the great race at which his 30 form had hinted. Last inside the record was the second Springbok, J. Mekler, producing the greatest distance run ever achieved in Britain by a 21 year old. Inside 6 hours, but outside the record was the holder of that record, D. Reynolds, who now becomes the only one of seven men who have beaten 6 hours to have done it twice.

The start was the ragged one always caused by Big Ben's punctuality, those "left" including Richards and most of the Woodford Green contingent. At 5 miles D. Beaumont led, with Hayward, Reynolds, Kelly and Richards all in a group in third place about a minute behind, Mekler 19th and 11- minutes between first and last. By 10 miles S. Prestridge led, Hayward being second and L. Williams third. Richards and Kelly were together in the first six, and they were never thereafter far apart or out of the first six. Reynolds was 7th, Mekler 12th, and there were 25- minutes between first and last.

At 20 miles, the first three were unchanged, and the five who were to lead at the finish were all in the first ten. Hayward was building up an impressive lead over his chief rivals - he was nearly 7- minutes up on Reynolds - and, at 22

miles, he took the lead. Immediately afterwards came his bad spell, but he was not again headed and he was thenceforth always the winner. By 30 miles he was six minutes ahead of Williams, and a further 15 seconds up on Richards and Kelly. J. Legge was next, then Reynolds, a minute or so down on his 5h 40m schedule. Mekler was 8th. The whole field had passed 20 miles, but they did not all pass 30, Prestidge retiring here. Soon afterwards came two particularly unfortunate withdrawals. At 33 miles, Williams, who had run magnificently, was forced out by sciatica, while at 35 miles, A Hefford, short of distance training through his duties as Woodford Green captain, went.

This made Legge who, for speed, is a different man this year, Woodford Green's leading hope. He stayed with Reynolds for a time, but the holder had dropped him on the climb to Handcross, and Legge, who had worried too much about Mekler, saw his worries realised when the South African went by at 42 miles. By then the race for first was over, for Hayward was 8 minutes up on Richards and Kelly, with Reynolds a further 7 minutes back. Mekler followed; and the final positions were almost, but not quite settled.

Dale Hill settled them. Richards now leading Kelly had a bad patch here, but he slowed, conquered the hill, and got going again. At the foot of the hill Mekler took Reynolds by surprise, and ran past and away from him. With Legge able to hold on but not to challenge, the leading six were now in order. They were followed home by L. Pock, G Humphreys, G. Gosling and C. Busby, to make ten inside first class standard.

The team race was a thriller with stings in its tail. At 20 miles it was Blackheath 16, Germiston 18, Woodford Green 22; But at 30 miles, the old rivals, Blackheath and Woodford Green, were locked at 22 - 22. They were locked again at 14 - 14, when each had finished two; and Busby's arrival seemed to settle it, Though T. Bell, separated from Busby by six individuals, was next team runner home. However, Germiston, with 5 for two men, were obviously in the hunt if F. Morrison was still on the road. He was. This 42-year-old, who has never really recovered from a bad crossing, and was in sore straits early on, ran the courageous race that one would expect from the captain of Germiston and the man who has built them into the Union's leading distance club. He arrived, and the Transvaalers were comfortably home.

But the real surprise was still to come. It was L. Griffiths, whose 21st (13th in the team race) just pipped Blackheath! Seven teams entered and started - and seven finished.

Without detracting from Hayward (as if one could!) it is a fact that neither Newton nor Ballington ever had a day like this. It was perfect, apart from a mist at Merstham (which chilled Reynolds) and intense heat at Brighton which affected the later finishers more than the leaders.

The attendants deserve a word - especially Peter Gavuzzi, whose great knowledge and experience played their part in bringing a not fully fit Hayward home in a time that not only regains this record for the Union, but sets a mark at which British runners may shoot for some time before they hit it.

The officials included several notables of recent athletic history - but not as many as the programme listed. However, with hastily recruited volunteers at the Croydon recording and Pease Pottage refreshment stations and the organising Secretary timing in the tailenders, RRC organisation survived a severe test. Runners using schedules, though, appreciate shouted official progress reports. Only the 10 mile timekeeper, T. Reynolds, supplied these.

Incidentally, Germiston ARE likely to defend the team prize next year - though, for domestic and professional reasons, with a completely different team. This was NOT their strongest trio!

#### DETAILS

1952

1.	W.H. HAYWARD	GERMISTON CALLIES H.	5.29.40	
2.	T. RICHARDS	SOUTH LONDON H.	5.39.58	
3.	W.H. KELLY	READING A.C.	5.41.30	
4.	J. MEKLER	GERMISTON CALLIES H.	5.48.03	
5.	D.E. REYNOLDS	BLACKHEATH H.	5.54.25	(5.52.22)
6.	J.C. LEGGE	WOODFORD GREEN A.C.	6 04.43	(6.34.35)
7.	L.N. POCOCK	READING A.C.	6.12.35	
8.	G.A.M. HUMPHREYS	WOODFORD GREEN A.C.	6.17.04	
9.	C.J. GOSLING	BLACKHEATH H.	6.21.30	(6.26.18)
10.	C. BUSBY	BLACKHEATH H.	6.27.26	(6.30.41 1951)
The above finished inside First Class Standard				
11.	E.B. BROWN	EPSOM & EWELL H.	6.35.33	(6.16.01)
12.	R.G. PLUMMER	BELGRAVE H.	6.36.07	(6.28.36)
13.	A.E. COOPER	NORTH STAFFS H.	6.42.35	(6.20.49)
14.	S.F. JONES	POLYTECHNIC H.	6.43.27	
15.	A.P. WHITEHEAD	BELGRAVE H.	6.44.23	(7.14.58)
16.	F.H. PERKIN	FINCHLEY H.	6.45.52	(6.54.35)
17.	T. BELL	WOODFORD GREEN A.C.	6.48.45	(6.20.25)
18.	G. HUBERT	POLYTECHNIC H.	6.53.03	
19.	F.J. MORRISON	GERMISTON CALLIES H.	6.54.27	
20.	H. St.L. NUNN	NOTTS A.C.	7.01.12	(7.20.53)
21.	L.H. GRIFFITHS	READING A.C.	7.04.50	(7.26.12)
22.	W. WORTLEY	BELGRAVE H.	7.13.28	(6.28.34)
23.	V.A. MOTH	READING A.C.	7.25.16	

The above finished inside the Second Class Standard

24. T.C. WAYMAN	CAMBRIDGE H.	7.43.45	(7.08.13)
25. G.H. OLIVER	UXBRIDGE A.C.	7.44.59	(8.50.31)
26. J.C. JEWELL	SOUTH LONDON H.	7.51.31	(7.23.50)
27. R.C. THAIN	SMALL HEATH H.	7.52.28	(7.46.46 1951)
28. D.M. BEAUMONT	NORTHAMPTON A.C.	7.52.46	
29. W. TYSON	BOLTON HARRIERS.	8.05.39	(7.46.37)
30. W.S. YOUNG	MET. POLICE A.C.	8.10.57	
31. D.J. PURDON	COVENTRY GODIVER H.	8.12.05	(8.31.09)
32. M.V.J. DILLON	MET. POLICE A.C.	8.18.41	
33. D.H.W. ALDRED	SOUTH LONDON H.	8.19.41	
34. I.D. BROOKS	MET. POLICE A.C.	8.29.01	(8.39.04)
35. (A. COSFORD	NORTHAMPTON A.C.	8.37.23	
36. (R.W. SIMPSON	NORTHAMPTON A.C.	8.37.23	(8.19.28)
37. M.C. WALES	REDHILL & REIGATE A.C.	8.40.53	
38. A. COVE	SHAFTESBURY H.	8.40.57	(7.42.32)
39. R.G.R. GREEN	GLOUCESTER A.C.	8.52.07	
40. L.F. MORSE	MET. POLICE A.C.	8.57.15	(6.53.01)
41. J. HARTLEY	LIVERPOOL PEMBROKE A.C.	8.59.20	

TEAM RACE.

1. GERMISTON CALLIES H. SOUTH AFRICA.	HAYWARD 1,	MEKLER 4,	MORRISON 12.	Total 17.
2. READING A.C.	KELLY 3,	POCOCK 7,	GRIFFITHS 13.	.....23.
3. BLACKHEATH H.	REYNOLDS 5,	GOSLING 9,	BUSBY 10.	.....24.
4. WOODFORD GREEN A.C.	LEGGE 6,	HUMPHREYS 8,	BELL 11.	...25.

No account of the London - Brighton race would be complete without an acknowledgement of the great debt we owe to our Honorary Secretary, Ernest Neville, whose unbounded experience and enthusiastic energy contributed in such measure to its undoubted success.

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A.A.A. MARATHON - CARDIFF - 25th JULY, 1953.  
by Sam Ferris.

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It may be a peculiar axiom that a marathon runner's greatest problem is travelling expenses and he has to think not only in terms of miles per training run but also how far personal finances will allow him to travel in order to compete. It was this factor which made the long trip to Cardiff for the AAA Marathon out of the question for many and it was not surprising to find a small entry of 37 made up from the super enthusiasts of the sport. Many are the schemes, which have to be resorted to in order to make such a trip. One well known runner even hitch-hiked in circumstances not conducive to a good performance, yet he modestly concealed the fact and offered no excuses for a moderate showing. Such enthusiasm may be the inheritance of road runners!

Weather conditions on the 25th of July failed to offer consolation for the long journey and the afternoon's incessant downpour abated at intervals only during the progress of the marathon. Added to the rain was a strong wind, which was at times against the runners and was always a hindrance and never an advantage to anyone. Some of the competitors were a little disgruntled over the organisation, but little fault could be found with the arrangements at the Stadium; it was out on the road that there might have been just cause for complaint. All corners and junctions in the area approaching the Stadium appeared to be adequately manned by pointsmen but out in the open country after the turn from the main road to the coastline route competitors were at times left in doubt as to whether or not they were on the correct route. No mile point marks were shown and competitors did not have official times given at each five mile point nor could those carrying watches make their own check at 5, 10, 15, and 20 miles. Feeding stations were provided at 10, 13, 16, 19 and 22 miles on the circular course from Maindy Stadium along the main road to Newport and return by a flat coast-level route via St. Brides and Peterstone. The light traffic on the Cardiff-Newport road in no way hindered the runners and on the return journey over the "wide open spaces" there was no traffic at all. Houses were few and far between yet the inhabitants, who had been listening to a broadcast of the race from Welsh Regional Station, turned out to cheer the runners as they passed. Progress of the race was transmitted to the Stadium by W/T communication efficiently undertaken by local L.A.A. Regt. R.A. (T.A.)

Soon after the competitors left the Stadium a small bunch of prominent runners gradually settled down to a speed around 5.40 per mile and steadily drew away from the rest, each of whom was getting into his own customary pace, and in this way the field soon assumed single file order. At about 5 miles the leaders were Peters, Lawton, Iden, McMinnis, McGhee, Black, Nash and Bott. Black, (Liv. Pem.) perhaps rashly decided to increase the pace and in a short time opened up a gap of 30 yards or so. Up to this point Jim Peters had obviously been employing his new tactics of waiting until after the 5 mile mark

before putting on the pressure. At about 5- miles there was a stiffish gradient and it was at the foot of this that Peters began speeding up to such an extent that in less than a mile the leading bunch were spread-eagled. Settling down to 5.10 per mile Jim was soon 100 yards ahead of McMinnis with Lawton and Iden a further 50 yards back and McGhee, Nash, Black, Bott, Richards and Kidd following at close intervals in that order. Around 8 miles Lawton and Iden began to overhaul McMinnis and at the 10 miles check the order was:- Peters 53.40; Lawton and Iden 54.35; McMinnis 54.47; McGhee 55.40; Black and Nash 56.39 with Richards, Kidd, Morley, Robertson and the Flowers brothers all inside 58.30.

Jim Peters was now averaging 5.7 per mile and was drawing further away from Lawton and Iden whose average was 5.21. McMinnis had now dropped to 5.40 and Tom Richards was gradually coming nearer the front. Passing the 15 mile point in 1.19.15. Peters was still "digging in" but the open roads offered no protection against the stiff head wind and it was inevitable that the pace would slow down considerably. Lawton and Iden came along still together in 1.21.20 with McMinnis going strong in 1.23.15 followed by McGhee 1.24.50, Richards 1.25.54, Nash 1.26.00, Black 1.26.40, Plummer and Kidd 1.26.50. Battling against the wind at 5.31 per mile Peters had the fright of his life when he overtook a herd of cows at the 18 mile point. The herdsman, stirred to activity, was puzzled to know why Jim should be in such a hurry. He confessed that he had never heard of Peters but, when asked if he knew of Richards, said, "Everybody knows Tom". Although Jim wended his way successfully through the herd they must have taken his mind temporarily off the job in hand. In spite of this, however, he reached 20 miles in the remarkable time of 1.46.50. Playmates Lawton and Iden passed by in 1.51.40. McMinnis was now 2 minutes 5 secs further back and Tom Richards, with McGhee in close attendance, clocked 1.56.00.

Peters meanwhile with his amazing display of stamina, was grinding away at 5.44 per mile and proving that these 2.20 marathons are normal runs for him. Those of us who had the privilege of seeing this performance will agree that it was probably Jim's best so far. On this year's running no man alive could have lived with our great champion. It was 23 miles before we saw any signs of a break in the Lawton-Iden partnership and for them it proved to be a repetition of the Poly Marathon only on this occasion it was Alan who began to open a gap. He steadily drew away several times but Geoff always managed to close in until the flesh just could not respond further and over the last mile Alan gained a worthy and popular runner-up medal. All the other finishers found the last few miles equally tough going, yet few faltered. Bill McMinnis, who had run alone most of the time, came along unperturbed and happy in the fact that an old persistent injury had stood up to the gruelling. Tom Richards came through very strongly and put up one of his best performances, certainly his best in recent years, to win the Welsh Championship run in conjunction, once again, and establish a claim for a place in the Empire Games team. Williams, who is a remarkable judge of pace and of his own capabilities, took second place from the impetuous Nash who might be aptly named "Rash".

Results were as follows: -

1.	J.H. Peters.	Essex Beagles.	2 22 29
2.	A. Lawton.	Leeds Harehills.	2 29 38
3.	G.L. Iden.	V.P.H.	2 30 54
4.	R.W. McMinnis.	Sutton H.	2 33 12
5.	T. Richards.	S.L.H.	2 35 02
6.	A. Kidd.	Garscube H.	2 38 23
7.	J. McGhee.	St. Modans.	2 38 57
8.	R.G. Plummer.	Belgrave H.	2 39 12
9.	E.J. Flowers.	V.P.H.	2 41 02
10.	J.W. Flowers.	V.P.H.	2 41 48
11.	R.F. Hopcroft.	T.V.H.	2 44 25
12.	L. Williams.	Newport H.	2 48 49
13.	J. Nash.	Port Talbot Y.M.C.A.	2 50 03
14.	E.B. Brown.	Epsom & Ewell H.	2 50 25
15.	G.A. Baker.	M.A.C.	2 50 34
16.	R. Bott.	Mitcham A.C.	2 51 51
17.	G. Black.	Liv. Pembroke.	2 57 31
18.	S.F. Jones.	Poly. H.	3 01 11
19.	G. Millar.	Liv. Pembroke.	3 01 58
20.	L.H. Griffiths.	Reading A.C.	3 03 57
21.	A. Byrne.	Liv. Sefton H.	3 08 53
22.	H. Thomas.	Newport H.	3 09 16
23.	G. Wynn.	Newport H.	3 09 16

Welsh Championship:- 1. T. Richards.                      2. L. Williams.                      3. J. Nash.

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INTRODUCING OUR COUNTY SECRETARIES.  
TED HEFFORD - ESSEX - WOODFORD GREEN A.C.

A.E. HEFFORD, 26 years of age a married man with a family, is one of the most promising of our younger road runners, and is well qualified to build up road running in Essex. Not only has he been through the mill himself with some sterling

performances already to his credit, but he is also a keen member of the RRC Council and cross country Captain of Woodford Green A.C.

Hefford started running in 1946, "just for fun", and was first seen on the road in 1950 in the Finchley 20 when he recorded 2.05.25 He was third newcomer in the Poly Marathon of that year and had 2.44.22 to his credit in the AAA Marathon and 3.19.31 in the S.L.H. 30, an impressive first year record.

In 1951 Ted ran seven road races finishing 10th in the AAA Marathon over the gruelling Birmingham course and 4th in the inaugural London-Brighton race, winning a first class time standard.

Last year he showed his best form towards the end of a long programme of racing which commenced with the Sheffield Marathon and gained 4th place in the "30" in 3.12.55 and second in the Brighton race in 6.8.26.

This summer Hefford has a 2.41 marathon and a 1.57 "20" to his credit and feels that he has as yet only touched the fringe of road running.

While actual athletic performances do not in themselves mean that a man is able to fulfil the tasks of an organiser, we are certain that in Hefford we have a man not only able to command the respect of others by his deeds but possessing also the necessary personality and character to inspire and lead others along the same path.

#### TOM WEATHERHEAD - YORKSHIRE - AIREDALE HARRIERS.

Associated with amateur athletics since 1931, Tom Weatherhead has gained a wide experience as competitor, coach, secretary and physiotherapist, an unusual combination of activities. After qualifying as a Sgt Instructor in 1941, he was posted to the Army Physical Training Corps and later to the Depot and School Airborne Forces at Chesterfield. During the following years he did much for cross country running and was selected on numerous occasions to represent Northern Command. He held the Airborne Forces Cross Country Championship and defended his title nine times against various airborne units.

On demobilisation, Weatherhead gained a Ministry of Health diploma in Remedial Gymnastics and began the hard job of rebuilding Airedale Harriers after the war.

In 1947 Tom directed his enthusiasm to road running and ran his first marathon at Rugby. To date he has completed 18 marathons, his best time being 2h 54m 30s. In addition he has four 20 mile races to his credit (best time 2h 7m 40s at Finchley) and has competed in practically every road race from Morpeth to Coulsdon. He became a member of the Scottish Marathon Club in 1950 and a year later took over the position of Hon. Secretary of Airedale Harriers.

Weatherhead's extensive experience of our sport was further augmented when he qualified as a A.A.A. Hon. Coach (long distance) and he is also a recognised leader of the Central Council of Physical Recreation. In spite of the great amount of work these many duties entail, he still finds time for a considerable amount of training, although he is a married man with an eight year old son. Tom always tries to instill into his Club members his firm belief that there is no easy way to athletic fitness, only hard work and more hard work.

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#### NEW MEMBERS

186. COCKROFT, Arthur. 8, Chelmsford Terrace, Dial Street, Leeds. (Leeds Harehills)
187. SLATER, Philip. 30, Lenham Road, Sutton, Surrey. (S.L.H.)
188. BROOKS, Ian Derek. 37 Grove Park Gardens, Chiswick, W.8. (Met. Police A.C.)
189. HOPCROFT, Ronald F. 44 Hilton Road, Hanwell, W.7. (Thames Valley H.)
190. PAWSON, Michael. 65, Bent Lathes Avenue, Rotherham, Yorks. (Rotherham H. & A.C.)
191. HARTLEY, Jeffrey. 60, Dwerryhouse Lane, Liverpool, 11. (Liv. Pem. A.C.)
192. SWANN, John B. 57, Berry Street, Bootle, Liverpool, 20. (Waterloo H. & A.C.)
193. GARDNER, David J. 16, Monmouth Road, North End, Portsmouth. (Portsmouth A.C.)
194. OLIVER, George H. 26, New Peachey Lane, Cowley, Uxbridge, Middlesex. (Uxbridge A.C.)
195. HAWKINS, Edward T. 29, Wentworth Gardens, Palmers Green, N.13. (Southgate H.)
196. JOHNS, John. 28, Chester Road, Wheatley Park, Doncaster. (Doncaster Plantworks)
197. GIBB, Andrew. 8 Magdalen Court, 355, London Road, Portsmouth. (Portsmouth A.C.)
198. SMITH, Edward. Station House, Bradley, Huddersfield. (Longwood H.)
199. BASSETT, Douglas. 40a, High Street, Birmingham, 23. (Small Heath H.)
200. COVE, Albert. 19, St. Raphael's Way, North Circular Rd., N.W.10. (Shaftesbury)
201. NASH, John. 9, High Field Road, Briton Ferry, Glam. (Port Talbot YMCA H.)
202. BUTLER, Leonard. 10, Sturdon Road, Ashton, (Bristol. R.R.C.)
203. HOLLAND, John P. 9, Morella Road, London, S.W.12. (Worthing & Dist. H.)
204. MORRISON, Frederick J. 3, Abelia Rd., Primrose Hill, Germiston, Transvaal, S.A. (Germiston Callies, RSA)
205. MEKLER, Jack, 60, Saunders Street, Yeoville, Johannesburg, S.A. (Germiston Callies H RSA.)
206. HAYWARD, Wallace K. 51, Raglan Street, Sydenham, Johannesburg, S.A. (Germiston Callies H RSA)
207. McGRATH, Frank. 32, Dundas Street, Laisterdyke, Bradford, 3. (Airedale H.)
208. FIELD, Stanley A. Greatash, Lubbock Road, Chislehurst, Kent. (Blackheath H.)
209. RILEY, Ernest. 76, Oakhill Road, Sutton, Surrey. (News of World A.C. and Coventry Godiva H.)

210. BINKS, Joe. 76, Pentley Road, London, S.W.12. (Highgate H.)  
 211. DILLON, Michael V.J. 98, Wapping High Street, E.1. (Met. Police A.C.)  
 212. FLITTER, Leslie J. 19, Edgeworth Road, Eltham, S.E.9. (Cambridge H.)  
 213. IZZARD, Seymour A. Jubetsey, Nimmo Drive, Bushey Heath, Herts. (Watford H.)

## THE LONDON - BRIGHTON RACE

by  
 Wally Hayward.

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I didn't pay much attention to others in the Brighton race but noticed that at the start some of them raced out in front and I knew it was folly doing anything like that. After we had passed under the Railway Bridge I found myself in the lead for some hundred yards then Beaumont shot ahead. I just let him go, because I knew he was moving too fast and if I tried to keep up I should have run myself into the ground.

I didn't look round - I never do in a race - but think it must have been Reynolds, Richards and Kelly who kept with me for a time: after about five miles they gradually dropped back, perhaps under the impression that I was running myself to a standstill and that their safety lay in caution. Prestidge was still well ahead but I reckoned that he couldn't keep up that pace and felt pretty certain that he would come back to me.

About twenty miles came the Redhill climb and at the top of it I caught Prestidge and passed him. He pulled up to me again on the downhill afterwards but only for a short spell, after which I saw no more of him. Two miles later I started getting the leg trouble I've been worried with before. I stopped, and Peter Gavuzzi gave me a rub down and I slackened the pace.

The level crossing signalman at Crawley must have seen me coming, for no sooner had I got over the line than the gates closed, and some of those behind had to use the subway.

Much to my amazement Peter Gavuzzi kept telling me that I was well ahead of Reynold's time at various stages. Twice I had a short drink of tea, three times a lemonade-sugar-salt drink, and probably about six douches from the water bucket. The heat began to get a bit uncomfortable over the last dozen miles. Dale Hill didn't seem to worry me any, though there was a spell about twelve miles from the finish when I felt a bit tired, but it soon wore off.

The crowd at the end was extraordinarily small compared to what we get at the Comrades Marathon, so it would seem that long-distance running isn't so interesting to the public in this country as in ours. The daily press ignored the race and its results almost completely.

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## BRIGHTON to LONDON and BACK

16 - 17th July 1954.

(Starting 10 p.m. 16th July.)

It has now been decided that the proposed London to Brighton and back race will start at 10 p.m. on Friday the 16th July next. Will members wishing to compete please send a card to Ernest Neville.

## LONDON to BRIGHTON RUN 1953.

Our Hon. Secretary wishes to express his gratitude and thanks for the wonderful support which he recieved from members during the race and which enabled the race to be a success.

## NEXT YEAR'S RACE.

Next year's race will start at 7.0 a.m. on Saturday the 25th September 1954.

Suggestions for improvements in the organisation of road races and offers of help will be greatly appreciated