

### **12th London to Brighton Walk 13th Sep 1930**

Green, by the lowering of my record, which has stood for twenty-one years, put up a performance pre-eminent in the history of road-walking, of which one cannot speak too highly.

On the morning of the walk the conditions, I think all will agree, were suitable to a fast time being recorded. If Green was fit (and his performances this year pointed to his being in A1 condition) and as he had clipped a few seconds off my second fastest time last year, there was no reason to suppose that he was not capable of putting up an even better performance. I have maintained ever since 1909 that London to Brighton would some day be covered in the eight hours. My prophecy has very nearly been accomplished. When I saw Green go through Crawley, so close to the time I took in 1909, I wondered if the rain would be a deterrent to his getting down to record, the road surface now tending to a fast time, but he seems to enjoy a wet passage, and I think he thoroughly deserves every congratulation upon putting up such a splendid time. May he long enjoy the reward of his labour on the 13th, but with the younger generation coming along, and when they have learnt the art of reserving their energies until the later stages of this race, I foresee a danger to the new time for the journey remaining at the present figure.

May I again offer my most sincere congratulations to Green upon his performance against such adverse conditions after passing Crawley to the end of the journey, and winning the Blue Riband of the greatest of all our road Walks.

Harold Ross.

Through the medium of our Gazette I would like to record how much I appreciate Green's wonderful record from London to Brighton, which, under the dreadful conditions, was all the more meritorious.

We of the old school have always thought that one day someone would come along and beat eight hours for the journey. There is little doubt Green would have accomplished this on Saturday last but for the elements which prevailed, His beautifully fair walking was a treat to witness, and as long as his figures stand everyone can truthfully say that never was a record more honestly made. May I mention that the same remarks apply equally to Baker's performance from London to Brighton and back in June, 1926.

Thos. E. Hammond.

Green's extraordinary performance in the walk to Brighton on the occasion of this annual event promoted by the Surrey Walking Club which this year took place on September 13th, should receive world-wide recognition, as for most of the time the elements were dead against him. In some places the roads were more like streams than roads, and had the atmospheric conditions been in the least favourable, this wonderful distance walker would have covered the test from Westminster to Brighton under eight hours. Green "walked" in faultless style and we who were on the road cannot but appreciate his outstanding performance.

Harry J. Barclay.

The performance of T. W. Green in covering the London to Brighton course in 8 hrs. 2 mins. 55 secs, in irreproachable style can be described in one word— "colossal." The weather conditions, to put it mildly, were not of such a nature that Green would have chosen had he any say in the matter. The elements seemed to have combined during the latter stages of the journey to make his task as difficult as it was possible to be.

Undaunted, this lion-hearted, yet most modest of men, fought through successfully and wrote his name in Capital Letters on the tablets of the history of Walking.

Even if he succeeds in beating 8 hours for the journey at a later date, which I am convinced he will do, in my humble opinion the performance will not transcend his recent efforts, for without doubt he will not again experience such a weather handicap.

It is absurd to make comparisons between men of different generations, but one fact

stands out, that T. W. Green is the super race walker of the present day. No better method of perpetuating this record performance could be devised than the preservation of a film depicting Green in action, so that by the slow motion process, future novices could be shown what perfect style and walking really is, and which, if copied faithfully, would to all intents and purposes render the presence of Judges unnecessary.  
Harold B. S. Rhodes

Green's performance on the Brighton Road has placed him among the Immortals. But, when I spoke to him about fifteen miles from Brighton, as he was walking alone, I found him extremely human, and able to greet me with a quiet, happy smile. There was no tension about him. He obviously has the ideal temperament for distance walking. The gale conditions at the end of the race were enough to have depressed the stoutest heart; but half-an-hour after reaching Brighton, Green's only remark when discussing it with me was that he could not get warm during the last few miles. Not a trace of bitterness did he show at being deprived by the appalling conditions of getting inside 8 hours.

The following figures may prove of general interest:—

Green

Time per mile

London to Brighton (52 miles)

9 m. 17 s

London to Horley (24.5 miles)

9 m. 2.5 s

Redhill to Horley (over 4 miles) takes lead

9 m. 4 s

Horley to Brighton (275 miles)

9 m. 30 s

Last 9.5 miles

9 m. 40 s.

Ludlow

London to Horley (24.5 miles)

9 m. 3.5 s.

Redhill to Horley (over 4 miles)

9 m. 33.5 s.

It is noticeable that Green did not increase his pace when taking the lead, but that Ludlow fell behind.

H. C. Black.

Green's ambition has been realised, and I was proud to witness his splendid performance and ultimate victory. His fine walking, style, together with his smart appearance will ever be remembered; nothing seemed to ruffle him, and I saw him go through that terrific rainstorm in the latter stages of the Race, apparently still happy, and confident as to the issue.

Green is a great athlete, and above all, one who attains his object and success with clean and honest methods, and his name will stand for eternity as one of the great heroes of the Brighton Road.

R. A. Wallis.

At long last the old record set up by Harold Ross in 1909 has gone, and not by a mere matter of seconds. Green, of whom I wrote earlier in the year that "he is potentially capable of smashing any and every long-distance record to smithereens," has indeed smashed the Brighton record by the substantial margin of over eight minutes. His performance was the finest exhibition of fair and fast walking combined with perfect judgment that I have ever seen on the road. Had the weather conditions been more

favourable, he might have beaten eight hours, for the wind towards the finish must have slowed him a lot. I don't say so much about the rain, for a wet day generally produces better times than a dry, warm one, though the conditions for Green were atrocious. Let us hope that in September, 1931, Green will have a perfect day with sufficiently strong opposition to bring out the very best in him. Then I can visualise the attainment of the Walker's Mecca—under eight hours to Brighton.

" TORVA."

THE BRIGHTON.

By " CLODHOPPER."

THE RACE.

It is difficult to write an adequate account of this year's Brighton Race, as the magnificent achievement of T. W. Green so overshadows all else that one is inclined to fail in giving a just account of the other competitors' doings. But I intend to make an endeavour.

From all points of view it was a great race. In numbers the entry of 122 was only six below last year's record figure, whilst in "class," the field was quite the best we have ever had. Entries for the team race were from a far wider field than hitherto, making this feature much more interesting than usual, and fully justifying the alteration to Championship conditions with " declared " teams of not more than eight, and four a side to score. THE FIELD.

The International element usually introduced by an Italian contingent, was supplemented by the presence of two French competitors, both of whom accomplished the journey in excellent time and gave a splendid exhibition of walking. Italy's champion, Brignoli, was the first of the fancied candidates to take the lead, but before Brix-ton was reached J. H. Ludlow, of Derby, had gone to the front. He passed Croydon in 1.29.1, followed by Brignoli (1.31.27), and Green (1.33.21). Continuing to make good use of his pace and walking beautifully, he increased his lead to Merstham and Redhill, passing the latter in 3.0.59. By this time Green had begun to move away from the rest of the field and was second. He passed Redhill in 3.3.11. After being 2 minutes, 40 seconds inside Ross's best time to Merstham, Ludlow began to flag, whilst Green, as fresh, smiling and imperturbable as ever, inexorably cut down Ludlow's lead and overtook him just before reaching the Chequers at Horley.

THE WEATHER.

Up to this point the weather had not been unfavourable to the walkers. The sky had been dull, but no rain had fallen. But as the leaders passed Horley a drizzle commenced, and this rapidly developed into a steady downpour, and the later stages of the race were carried through in an almost torrential storm, blowing straight in the teeth of the racing men, and turning the roads into teeming rivers. Green was not to be daunted by weather conditions, and at Crawley had 8 seconds ahead of the intermediate time in Ross's record journey. From Crawley on he got steadily further and further ahead of the times recorded by Ross in 1909, and at Albourne (42.5 miles) which he passed in 6.31.5, he was 1.5 minutes faster than the scheduled scale necessary to enable him to beat 8 hours all the way; and but for the sheer force of the wind and rain he subsequently encountered he MUST have beaten that figure.

THE TEAM RACE.

But now let us look back at the rest of the race. Ludlow, after undoubtedly going out too fast, was managing to hold on to the second position. The Italian was still going strong in third place, and both of the Frenchmen were figuring prominently. Ross had retired at Earls-wood Common with cramp in the stomach, and Poynton, after gamely struggling on with cramp in the thigh muscles, had to give up 8 miles from home.

The order of the first ten at Crawley was : Green— Belgrave ; Ludlow—Derby ; Brignoli—Italy ; Tenot— France; Vidofsky—Derby; Kirkland, C.—Derby; Poynton —Derby ; Desgranges—France ; Rickards—Belgrave; Mc-Sweeney—Highgate.

At Handcross Vidofsky and Kirkland had changed places, Poynton had dropped to 15th

place, Gum had come up to 7th place. Of our boys F. A. Hammond had moved up into 8th position, Scott 11th, Bennett 13th, whilst Edgar Horton was 2ist. Thus Derby had a commanding lead, but only four men to hold it. Belgrave had two men well up, but their 3rd and 4th too far back. Birmingham were walking well and looking dangerous, but Surrey Walking Club were by this time established in second place, and their 5th and 6th men were also moving up. Just a mile beyond Albourne, Poynton, who had only been keeping himself going on his pluck, was forced to retire, unable to go a step further—a tragedy for the Derby club, as it left them without a fourth to score.

Over the closing stages our men continued to gain position, and at the finish Surrey Walking Club had a 19 points lead over the National 20 miles Champions, Birmingham, who were just one point ahead of Belgrave.

#### THE HARRY PRESTON CUP.

Our splendid veteran (Edgar Horton, bears a name that has been associated with that of the historic road for many years. By winning the Harry Preston Cup for the first veteran, and scoring fourth for the old club, he gave ample proof of the fact that he is not yet entirely leaving the name of Horton to be carried with distinction by his son Stanley.

THE DITHY CUP goes for the second successive year to F. A. Hammond, whose time this year was 3 minutes, 38 seconds faster.

#### THE ORGANISATION.

The number of competitors who started was 108, of which 78 men timed in inside 12 hours. Of these, 30 gained 1st class and 31 men second class standards, and all the 77 certificates were offered for distribution at the Prize-giving at 7 p.m.—fourteen minutes after the last man was timed in. Of the general arrangements it may be truthfully said that everything moved with the clockwork-like precision appropriate to a race that is started by the first stroke of the hour from the bronze tongue of Big Ben—the aristocrat of timepieces

Promptly to time our President called upon the Club Race Hon. Sec. to give chapter and verse of winners of awards at the Royal Albion Hotel on the 13th September. Green received an ovation for his record performance, as was only to be expected, because the major portion of the onlookers were walkers (past and present), and fully appreciated the worth of his performance. Green told us in his response to calls for a speech that he had scheduled for eight hours, and this was said in no boasting spirit : Green is not made that way, and I fully believe he would have beaten this if the rain had held off. He promises another effort next year. Congratulations were expressed to Ludlow and Brignoli for their performances.

Our evergreen " E.C." took the " Harry Preston " Cup and seemed mighty pleased, as he had every right to be, and upon Blackmore being asked to come forward to take care of the " Edward Knott Memorial Shield," he expressed the wish that "E.C." should do so, therefore our Edgar did another broad grin and the Shield for the team race is ours for the ensuing 12 months. Cheers !

In the subsequent speeches, "The Owner," in his in-imitable way, thanked the Officials for the successful day's work, coupling with it the name of Past President Barclay. He also offered the congratulations of the Club to Sir Harry Barclay on the honour conferred upon him recently. Sir Harry in his reply thanked the Club and said the honour was conferred on amateur athletics generally, and not upon himself particularly.

The Mayor of Brighton welcomed us in a humorous speech, and we tried to impress upon him that we really could cheer. Our very best thanks to Mr. Harry Preston was voiced by Ernest, and echoed by all present, I am sure. The Club cry in honour of our President's wife, who presented the awards, closed an arduous but very successful day.

#### THE RECORD. By CLODHOPPER.

During the earlier years of this century, in those far-off halcyon days before the war—and whilst the new record-holder was still a schoolboy—the question whether anyone would "come along and beat 8 hours " was a common subject for discussion amongst walking men, and a not infrequent topic for articles in the sporting columns of the press. When Ross cut the figures down to 8.11.14 in 1909, only four months after Hammond had made them 8.18.18, it began to look as if the Brighton record was the most vulnerable of all walking records, and destined for rapid diminution. Then, as Ross's

figures proved insurmountable for longer and longer, the question ceased to be asked. Even with the extraordinary improvement in roads and road surfaces after the war, and the institution by this Club of a regular annual Open Brighton Walk on the grand scale, the record of Ross made upon his withstand all attempts by the world's greatest distance walkers.

All this goes to show what a great performance was that of Ross, and what a supreme achievement is that of T. W. Green, even without taking into account the terrific gale which met him and beat in his face for the last ten miles of the journey this year.

As figures are generally eloquent and always interesting I have compiled the following table showing the progress of the record

Year

h.

m.

s.

1869

W. M. and H. J. Chinnery

11

25

0

1878

P. J. Burt

10

52

0

1884

C. L. O'Malley

9

48

0

1886

J. A. McIntosh

9

25

8

1896

W. Franks

9

7

7

1897

E. Knott

8

56

44

1902

J. Butler

8

43

16

1904

T. E. Hammond

8

26

57

1906

J. Butler  
 8  
 23  
 27  
 1909 (May 1st)  
 T. E. Hammond  
 8  
 18  
 18  
 1909 (Sept. 4th)  
 H. V. L. Ross  
 8  
 11  
 14  
 1930  
 T. W. Green  
 8  
 2  
 55

Down to 1896 the figures are accepted as being true and correct records—Frank's performance being from the south side of Westminster Bridge by the way—but the beginning of scrupulously careful authentication of timing and walking did not come until the race in which the late Edward Knott was the first to get inside nine hours for the journey.

Green's performance has, of course, re-started the questions, (1) will eight hours be beaten? and (2) how much easier is the road?

The first of these queries may be answered by Green next year; the second is more difficult. The actual distance the walker travels between start and finish is probably no less than the walkers of earlier generations, as although the work put in on the road has widened it tremendously, owing to the ceaseless traffic the walkers are only able to avail themselves of the reduced bends. The real improvement from the walker's point of view seems, to me to be the tarmac surface, which is certainly ever so much faster than the old grit surface, and almost blister-proof. But even that advantage may be more than counterbalanced by the mental strain of the constant streams of meeting and overtaking cars, motor lorries and coaches ! Who can say?

A COMPARISON OF INTERMEDIATE TIMES. I am indebted to Charles Otway for H. V. L. Ross's intermediate times on September 4th, 1909, and I have tabled them with those of T. W. Green on September 13th, 1930.

Ross, 1909

Green, 1930

Streatham Hill  
 0  
 45  
 40  
  
 0  
 43  
 59  
 South Croydon  
 1  
 35  
 17

1  
33  
21  
Star, Hooley  
2  
22  
40

2  
24  
9  
Feathers, Merstham  
2  
45  
3

2  
45  
44  
Redhill  
3  
2  
10

3  
3  
11  
Chequers, Horley  
3  
42  
34

3  
41  
28  
George, Crawlev  
4  
29  
25

4  
29  
17  
Handcross  
5  
12  
30

5  
11  
55  
Bolney  
5  
52  
45

5

50  
0  
Albourne  
6  
37  
15  
  
6  
31  
5  
Dale Hill (top)  
7  
9  
45  
  
7  
5  
12  
Aquarium  
8  
11  
14  
  
8  
2  
55

It will thus be noted that Ross was considerably slower in the early stages of his journey. I well remember that he made no attempt to get with the leaders during the first ten miles, but started going at a great pace from Purley onwards, and was in front at the 13th mile, whereas Green was walking the journey with a fuller knowledge of his capabilities over the journey, and was able to afford to use some of his force during the first ten miles, as he was distributing his efforts more evenly over the whole of the journey. — CLODHOPPER.

#### CORRESPONDENCE.

The following letter from M. Francis Guilleux is printed untranslated because it is felt that in its original state it conveys so much better the feelings of the French walkers. Monsieur and Madame Guilleux came over to attend the two French participants in the Brighton (Tenot and Desgranges), and they are expressing their thanks for the welcome given them and their admiration for the sporting spirit displayed, the organisation of the race, and the walking of the British walkers.

Les Marcheurs Francais,  
30, Quai du Louvre, Paris.  
le 22 Septerrible, 1930.

Monsieur A. W. Petts,  
Secretaire du Surrey Walking Club, Londres.

Cher ami Petts,  
Je vous prie d'etre l'interprete aupres du President et de tous les membres du Surrey Walking Club pour ex-primer en mon nom personnel et en celui de Madame Guilleux et de nos deux jeunes imarcheurs, toute notre reconnaissance pour l'accueil si cordial qui nous a ete reserve a Londres — Brighton.  
J'y vois l'expression la plus exlatante de l'amitie sportive qui ariime nos deux societies. Ces manifestations de .sympathie dont nous garderons toujours un souvenir emu ne

pourront que renforcer les sentiments de reconnaissance que nous nourrissons a l'egard de votre beau pays. Et en terminant, permettez moi de payer mon tribut d 'admiration pour votre belle organisation sportive de Londres — Brighton et mes hommages mentis & vos valeureux champions de marche.

Recevez, chers amis, l 'assurance de mes sentiments cordiaux.

F. GUILLEUX,  
 President des Marcheurs Francais.

### Results:

Position	Initial	Initial	Surname	Club	Hour	Min	Sec
1	T	W	Green	Belgrave H	8	2	55
2	J	H	Ludlow	Derby WC	8	26	35
3	M.		Brignoli	Italy	8	36	28
4	C.		Kirkland	Derby WC	8	48	20
5	A		Tenot	France	8	49	21
6	R.		Desgranges	France	8	49	30
7	R.	S	Vidofsky	Derby WC	8	51	25
8	F.	A	Hammond	Surrey W.C.	8	51	33
9	D.		Gum	Essex Beagles	8	52	55
10	F.	A	Bennett	Surrey W.C.	8	57	32
11	A.	D	McSweeney	Highgate H.	9	2	42
12	F.		Rickards	Belgrave H.	9	3	45
13	G.	E	Nash	Birmingham W.C.	9	8	34
14	F.	R	Scott	Surrey W.C.	9	8	42
15	H.	S	Bassett	Surrey A.C.	9	9	20
16	E.	V	Goff	Ashcombe A.C.	9	10	9
17	Fredk		Smith	Birmingham W.C.	9	10	40
18	G.	H	Watts	Herne Hill H.	9	10	52
19	C.		Hill	Birmingham W.C.	9	12	10
20	P.	W	Collier	London Vidarians	9	12	38
21	J-	W	Lambert	Lanes. W.C.	9	13	13
22	E.	C	Horton	Surrey W.C.	9	14	3
23	R.	A	Sills	Birmingham W.C.	9	14	26
24	T.	A	Snell	Surrey A.C.	9	14	45
25	A.	V	Williams	Ashcombe A.C.	9	14	54
26	E.		Brooks	Birmingham W.C.	9	19	38
27	F.	C	Horns'by-Smith	Ashcombe A.C.	9	23	37
28	W.	J	Harris	L.C.C.T.	9	27	5
29	A.	G	White	Belgrave H.	9	29	10
30	W.		Archibald	Surrey W.C.	9	29	55
31	J.	C	Johnson	Sussex W.C.	9	31	46
32	G.	H	Baverstock	Surrey W.C.	9	35	9
33	G.		Dodkins	Cambridge H.	9	35	15
34	F.	G	Fullalove	Essex Beagles	9	35	45
35	W.	L	Hewett	Birmingham W.C.	9	37	27

36	D.		Eggington	Birmingham W.C.	9	38	16
37	J.	C	Bidgood	Belgrave H.	9	39	19
38	R.		Crook	Ashcombe A.C.	9	39	40
39	T.	W	Salmon	Belgrave H.	9	41	25
40	L.	E	James	Poole H.	9	42	20
41	R.	A	Godwin	unattached	9	45	8
42	J.	E	Ingham	London Vidarians	9	47	32
43	C.	A	Cattell	L.C.C.T.	9	48	18
44	J	W	Lock	Surrey W.C.	9	49	26
45	D		Lagan	Metrogas A.C.	9	56	38
46	H.	J	Freyne	unattached	10	1	13
47	J.	N	Thomas	Belgrave H.	10	2	10
48	H.	W	Tyler	Sussex W.C.	10	3	58
49	D.	J	Fox	Ashcombe A.C.	10	6	40
50	J.		Prior	Surrey W.C.	10	7	32
51	A.	F	Stoyell	Surrey A.C.	10	7	32
52	C.	F	Hakanson	South Shields H.	10	7	58
53	C.	W	Stracey	Metrogas A.C.	10	11	20
54	T.	C	Reynolds	Surrey A.C.	10	16	0
55	B.	B	Wood	Birmingham W.C.	10	17	0
56	E.	L	Hannant	unattached	10	17	0
57	B.	C	Holland	Essex Beagles	10	22	7
58	G.		Wood	L.C.C.T.	10	25	11
59	A.	A	Bailey	New Barnet A. A.	10	26	3
60	A.	A	Josey	Poole H.	10	26	5
61	L.	G	Cluett	Poole H.	10	27	48
62	C.	H	Hill	L.C.C.T.	10	33	27
63	G.	F	Dauncey	Birmingham W.C.	10	35	52
64	A.	E	Cousins	Surrey W.C.	10	37	8
65	A.		Diggins	Ashcombe A.C.	10	38	52
66	T.		Helps	L.C.C.T.	10	39	55
67	C.		Griffiths	Godiva H.	10	41	49
68	L.	H	Wilkins	Surrey A.C.	10	41	49
69	A.	E	Cheshire	L.C.C.T.	10	45	24
70	G.	W	Head	London Vidarians	10	47	15
71	M.	J	Morgan	Metrogas A.C.	10	52	37
72	T.	W	Wilden	Woodford Green A.C.	10	57	25
73	J.	K	Tulloh	East Melbourne H.	10	57	25
74	A.	E	Aldridge	Birmingham W.C.	10	59	52
75	H.		Sorrell	unattached	11	7	47
76	A	N	Holland	Essex Beagles	11	42	3
77	T.	A	Drake	unattached	11	46	15

	<b>Team</b>	<b>Position</b>	<b>Club</b>	<b>Points</b>
1			Surrey W.C.	36

2	Birmingham W.C.	55
3	Belgrave H	56
4	Ashcombe A.C.	75
5	Surrey A.C.	97
6	Essex Beagles	111
7	L.C.C. Tramways	126