



THE LONDON TO BRIGHTON HANDBOOK

2001

Table of Contents

HISTORY OF THE LONDON TO BRIGHTON WALK	1
-----------------------------------------------------	----------

A PERSONAL ACCOUNT OF THE RACE	2
---------------------------------------------	----------

USEFUL TIPS

WHAT TO WEAR	3
---------------------------	----------

HOW TO PREPARE	4
-----------------------------	----------

FOOD & DRINK	6
-------------------------------	----------

AFTER CARE	7
-------------------------	----------

RULES	8
--------------------	----------

THE FINISH LINE	8
------------------------------	----------

PRIZEGIVING & FIRST AID	8
------------------------------------------	----------

SECONDING THE LONDON TO BRIGHTON WALK	9
----------------------------------------------------	----------

THE ROUTE	11
------------------------	-----------

THE ROUTE MAPS.....	at the back
----------------------------	--------------------

HISTORY OF THE LONDON TO BRIGHTON WALK

Early in 1903 William Bramson, a member of the London Stock Exchange, had the idea that the Exchange should join the current craze of pedestrianism, and that members of the House and their clerks be persuaded to attempt to walk from Westminster Bridge to the sea front at Brighton, a distance of 53 miles, in a time of 12 hours and 30 minutes.

Bramson consulted with a few friends in the Market and subsequently a committee was formed and the organisation of the race was put into motion.

The idea of such an event caught the imagination of the House and soon they had 110 entries. It was decided no charge would be made for entries and that the first man to complete the course would receive a gold medal, value 10 guineas, with second and third medals to the value of five guineas each. It was also agreed that there would be a sealed handicap race with a silver cup to the value of 10 guineas to the winner, with prizes to second and third, and that Bramson would be responsible for the handicapping. Because of the amount of organisation required, it was agreed that the race should be held on 1 May, that being a Stock Exchange holiday. Entrants started training, some even employed professional trainers, and members were sighted striding through the country roads most weekends.

Near the date several sweepstakes were organised in the House, the largest being in the Kaffir market with a first prize of £350. By the eve of the race bets of several thousands of pounds were made and it was reported some market pitches resembled miniature Tattersalls. Large bets were placed on the competitor Lord Denham, leader of the Conservative party in the House of Lords.

On the day of the race the weather was wet and windy. The race had had much publicity and it was reported that 30,000 spectators were in the Westminster Bridge area. Because of the crush, the competitors failed to reach the start line at the official time and the race started with the bulk of the competitors three minutes late. A large number of mounted and foot police were required to clear a passage through the human mass to allow the 87 official starters to proceed the first few miles.

Prominent companies were present on the road advertising their wares. Among the most popular were the OXO cars, who handed competitors refreshments, which included OXO, hot or cold, OXO and champagne, OXO and soda, rice puddings, cheese, biscuits, bananas and apples.

The winner of this first race was E F Broad, a clerk with the broking firm of Marsden & Co, who completed the course in 9 hours, 30 minutes, 1 second and the winner of the sealed handicap was S E Knights in 10 hours 8 minutes 50 seconds. Of the 87 starters, 77 completed the course. In 1910 the Stock Exchange Athletic Club was formed and has been responsible for the organisation of the races since, although the second race was not until 1912.

This year's race will be held on 19th May and the individual winner of the race will hold the William Bramson Perpetual Challenge Trophy and the inter-firm team race winner, the Coronation Cup. Several other trophies present a magnificent display of silverware, all of which will be presented at the Quality Hotel in Brighton from 7pm. The engraving on the trophies read like a Who's Who in the history of the Stock Exchange and the City of London.

All walkers who complete the Challenge are entitled to wear the Stock Exchange London to Brighton tie – it is maroon with the Stock Exchange crest and the Brighton Corporation crest upon it.

Stock Exchange walkers have represented Great Britain in Olympic and European championships and various other International competitions. The most successful being S F Vickers who won European Gold and Olympic Bronze medals at 20km, R C Hall and D Tunbridge, European championships at 50km, R E Green in the Milan 100km, D Jarman and A James in International matches at 20km.

There are some who regard it as the longest pub crawl in the World and several entrants have tried the added incentive of a pint at every stop. There is a further chance for a free pint of beer every Friday if you catch a fellow walker without the awarded tie.

The race is now open to all those who wish to take part in the challenge, be they an employee of a Stock Exchange firm or not. This race would suit anyone who is fairly fit, has a competitive spirit and determination. If any potential participant is interested in becoming a part of an illustrious history they should contact:

Eric Gabbitas on 020 7597 5077

Email stxathletics@hotmail.com

Website: seac.org.uk or Smile2s.com

Nikki Brown's personal account of her first London to Brighton

Big Ben struck 6 o'clock and we were off, but it felt weird to be travelling at walking pace. It felt bizarre not to be running and giggled at how funny we all must look but settled into a good fast pace and strode off past the spot where, if I was running, I would have long since collapsed.

It is very quiet at that time of the morning and I had lots of time to think and quietly patted myself on the back for, getting out of bed, giving myself the chance to lose a few pounds, and participate in an event that reaches back in history to 1903. I wondered if my great-grandfather ever watched the race, what kind of vehicles the walkers would have encountered, and whether cars were even commonly used at that time.

Reaching Brixton filled me with dread as I had not been there before and somehow irrationally imagined a full blown riot still in action. I was very pleasantly surprised to be greeted by smiling elderly Afro Caribbean men asking, "What are you doin at this time of the mornin, man?" I puffed out the reply which had them doubled up with laughter, "Why don't you go by train?" The gentle pulling of my leg was followed by a wave and good luck wish.

When the challenge was presented to me I calculated that I could complete fifty three miles within twelve hours – no problem. After all, numerous Saturdays had been spent striding up and down the Kings Road and Oxford Street shopping and of course the London to Brighton had the added bonus of not having to carry any shopping bags! Now just over half way through I feel as though I could have shopped for Europe.

At mile thirty, yet another hill loomed into sight and I managed to mumble through sweat-caked lips to my assistant that I needed a drink of Lucozade before I attempted the next hill. The stage of exhaustion was such that all I could concentrate on was to put one foot in front of the other to reach the prize of a sip of the sweet juice. My mind wandered away and I imagined myself drinking a litre of the juice, literally just pouring it down my throat and the energy fizzing into my very tired limbs. I imagined the tingling feeling of rejuvenation and knew that this was all I needed to carry on.

The last few steps before reaching my assistant on his bicycle were so close but took an age to cover. Then, before I reached him he peddled off up the hill dangling the little blue and yellow packet tantalizingly in his hand. Spontaneously my blood boiled and I wanted to scream and shout and stamp my feet but it required more energy than I could muster and besides I was so angry now I could make it up the next two hills on sheer determination and adrenalin. All thoughts of the blister that had been annoying me for the past five miles melted away and I just gritted my teeth. My thoughts were consumed with all the profanities that I could think of to whisper at him – all that I could manage with my parched throat. Only another twenty miles to go!

One particular hill, Burgess Hill, I really had to wrestle. About half way up I suddenly noticed that I was walking through a beautiful avenue of trees but the sudden consciousness brought the pain of effort to the forefront of my thoughts and a short rest was enticing. My assistant was nowhere in sight and I could sneak a rest before being chastised into action. I stopped on the side of the road and lay on my back with my feet in the air to get the circulation going again, bearing a remarkable resemblance to a dead ant. It could not have been more than a couple of seconds before I tried to stand up but all of my muscles had frozen. Any passersby would have seen a strange figure rolling around by the side of the road trying to first get onto my front and then to stand up with limbs locked in a sort of crouching bear position. Eventually I managed to stretch the muscles into a human upright position and who should come along just when I had finished writhing in the undergrowth but my assistant, looking very puzzled about the length of time it was taking me to climb the hill.

A motorbike passed and asked about the event and wished me luck before dropping the clutch and zooming into the distance. In fact all those who passed wished me well even though I was hardly able to communicate with them having jumped out of my skin from many cars hooting encouragement.

Most of the race passed in a sort of daze but I did not attribute this to the offer of a pint of beer at one of the timing points of which I had only a sip. Well it would have been rude not to and anyway it was in the spirit of the Stock Exchange. I did not want to know how much further there was to go I just wanted to remain in the hypnotic state of walking and would carry on doing so until I reached the Brighton seafront.

I was so elated to reach the Brighton pillars but knew it was about another six miles to go – that was all! The excitement bubbled inside me that the end was so near and I could almost smell the sea air. The Brighton traffic was heavy but all were very courteous and gave way to me. I had gone past the stage of feeling tired and my legs just kept going as though they were magnets being drawn towards the finishing line.

Crossing the finishing line was a fantastic feeling. My time was read out at 11 hours 35 minutes and I had covered every inch of the way from Westminster Bridge in London to Brighton on roads over which people only drive.

Yes, it is a race but is more about mental tenacity than physical power. Among the huge silver trophies handed down since 1903 and the medals and certificates awarded, my treasured prize is the knowledge that I took on the twelve hour time limit, the South Downs, the road and my emotions – and won!

What to Wear

Trainers	<p>Brand new trainers are not the ideal solution but then neither are really old and tired ones with no spring left in them.</p> <p>Make sure the trainers are tested over a reasonable distance to find out if there is a particular place on the foot where it is rubbing or straining. Aching feet may be a complaint due to poor support or lack of fitness.</p>
Socks	<p>1000 Mile socks are thoroughly recommended. Two layers of fabric interwoven so that one moves with the foot and the other with the trainer thereby reducing the incidence of blisters. A good tip is to wear the socks inside out so that the seam at the toe is on the outside and not rubbing against the skin. A handful of Vaseline applied to the feet before the sock is put on also helps to prevent blisters.</p>
Shorts	<p>Track suit bottoms are not permitted in race walking so that the judges are able to see whether the athlete has straightened the leg on each stride. Failure to straighten the leg so would lead to disqualification as it may be deemed that the athlete is running.</p>
Shirt	<p>It is useful to know that friction from a seam under the arm is very irritating and can cause abrasion and blisters. Choose a singlet or shirt that is cut away or is loose enough not to interfere with the swinging of your arms. The same applies to women wearing sports bras – again try to find one without a seam directly beneath the arm.</p>
Hat	<p>The race is in May and it is advisable to be prepared with a hat that protects the neck and ears.</p>
Sunglasses	<p>These may be useful if the sun is low in the sky and to reduce the glare.</p>
Rain Coat	<p>In case it rains – something really light.</p>
Next Day	<p>Do remember to bring a change of clothing for the next day which you may also like to wear to the prize giving ceremony. Comfortable, loose fitting clothing is recommended.</p>

HOW TO PREPARE

- Vaseline** Apply handfuls to the following areas:
Feet
Between the legs
Under the arms
Along the lines of garments which will rub against the skin
- Needle & Thread** Needles already threaded with thread before you start the race are used to pierce the base of a blister and the thread is drawn through the blister to emerge the opposite side. The thread is left in the blister for the fluid to be released and the needle is returned to a safe place such as a reel of thread or piece of card.
- Plasters** Stuck over nipples which may be irritated by the rub of a garment
- Alleviation of Pain** The muscles can become stiff towards the latter half of the race and heat rub can help to get the circulation moving and unfreeze the muscles. Ralgex, deep heat and PR spray are recommended for the alleviation of sprains, strains and cramp.
- Pace/Speed** It is wise to do enough training to know at what pace you should walk. Under race conditions in the London to Brighton it is difficult to judge pace if you have had little experience. Suffice to say that you should be travelling at the maximum speed you possibly can at the outset because you have the most energy and there are the South Downs to tackle towards the end of the race.
- Change of clothing** It may be that you became overheated during the day and poured a bottle of water over yourself – a good idea at the time and welcome relief, but be mindful that it may cause your clothing to stick to you and start to rub. If you can, get your 'second' to splash a little water at a time. You may also find that you start to cool as the sun goes down, especially if you are still wet and exhausted, so do carry a spare set of clothes just in case. You must wear your number at the front and back at all times so your 'second' should be prepared to change the number to your clothing whilst you are on the move. A plentiful supply of towels and tissues are useful – especially for the 'second' if hands are covered in Deep Heat.
- Safety** You will be walking on the road, not the pavement, and you must be aware of the traffic which is approaching you from behind. You will be wearing a number on the front and back of your shirt so you will be identifiable as a competitor but try not to stray too far into the road. There are dangerous stretches of road to cross and your 'second' should help you cross them even if they have to park the car further along and run back to help.

Your 'Second'

Is your best mate and at your beck and call for the day. To get you through the race, he/she will have to use tactics such as bribery, ridicule, humour or whatever it takes to get you to Brighton. Their job is to meet you at the first point at Streatham Bus Garage and provide you with food, drink, first aid, etc. and to continue to do so for the rest of the course. To carry the amount of provisions you will need it is advisable for your second to use a car but they must be courteous on the road and drive safely at all times. It must be stressed to your 'second' that five minutes drive in the car is a long way to walk without provisions so make sure they look for somewhere to stop to help you at all times. Your second should have the following in the car for the duration of the race:

The Programme, indicating:

- Competitors
- The route
- Permission to race along the route
- Timing stations (help can be found)
- Time v Distance table

Route maps showing the roads to Brighton (especially the race route)

A-Z

Accurate watch to give the competitor an idea of how well they are doing

Provisions for themselves – they are unlikely to be able to stop for lunch

Hard times

You will find there will be some very tough times when you will feel like giving up and it is still a long way to go. Do remember that for every down period you will get a high and you will feel good again, and besides it is only a finite period. This race is as much a mental challenge as a physical one and you will have to wrestle with all kinds of emotions to get through it. So, for example, if anger makes your adrenaline levels rise try to think about something that makes you angry at the worst times.

Stiff Hands

You may find that blood is forced into your hands by the motion of walking so try to keep your arms bent and hands high so that the blood can circulate. Your hands may become swollen so tight fitting rings should be removed prior to the race. A good way to get the circulation going is to jog on the spot but you have to move off the road and rejoin the route where you came off and continue walking.

FOOD & DRINK

This is an essential part of the race because your body will be burning a lot of energy and you will have to feed it as well as water it during the twelve hours or less and more pure energy bursts will be needed more frequently towards the end. It is worth noting that your stomach may become intolerant to acidic fluids such as orange juice so a combination of foodstuffs is recommended to give variety. Suggestions for easy digestion and tastiness:

- Bananas
- Litre bottles of water (both for drinking and cooling)
- Ready made jellies
- Honey
- Grapes
- Lucozade sweets/drinks
- Non-fizzy drinks
- Rice pudding (carbohydrates)
- Sandwiches (sweet & savoury)
- Meat pies
- Energy bars
- Chewing gum
- Flat coke
- High protein milkshakes
- Chocolate

You may choose to drink from a baby's beaker or bottle with a lift up valve because by walking and drinking from a cup you may gulp down air. It is the walkers job to keep going and to break the momentum and concentration is an unnecessary hurdle so do not slow down or stop to give the drinking vessel back just toss it onto the verge for the 'second' to pick up.

A 'bumbag' is helpful to keep a small store of things like glucose tablets or a small bottle of liquid.

Remember to eat lots of carbohydrates in the days leading up to the event.

You will probably find that you will start to crave a particular type of food - try to visualise it and use that as a reward to get through the pain.

AFTER CARE

DO NOT IGNORE THESE!

Keep moving once you have finished the race, warm down slowly and stretch. This will help the muscles to release the lactic acid which will have built up and will cause them to seize.

Drink lots of water to rehydrate yourself; try to use rehydration tablets as well.

Try to get into a shower as soon as you can, to wash before you seize up. For this reason a bath may be ill advised.

Don't forget to bring your toiletries for the next day.

Feed your body with lots of nutritional food as soon as you can to replace the minerals and vitamins you would have lost.

Bring comfortable shoes that you can slip on without putting any pressure on blisters, etc.

You may feel sick shortly afterwards or during the night, this is probably due to the release of lactic acid, dehydration and exhaustion all wrapped up together. Try to make sure there is someone around who will look after you and seek medical advice if you feel the condition worsening.

Try to arrange accommodation at the hotel or nearby for the night because you will not feel like travelling anywhere until the following day.

AFTER CARE

DO NOT IGNORE THESE!

Keep moving once you have finished the race, warm down slowly and stretch. This will help the muscles to release the lactic acid which will have built up and will cause them to seize.

Drink lots of water to rehydrate yourself; try to use rehydration tablets as well.

Try to get into a shower as soon as you can, to wash before you seize up. For this reason a bath may be ill advised.

Don't forget to bring your toiletries for the next day.

Feed your body with lots of nutritional food as soon as you can to replace the minerals and vitamins you would have lost.

Bring comfortable shoes that you can slip on without putting any pressure on blisters, etc.

You may feel sick shortly afterwards or during the night, this is probably due to the release of lactic acid, dehydration and exhaustion all wrapped up together. Try to make sure there is someone around who will look after you and seek medical advice if you feel the condition worsening.

Try to arrange accommodation at the hotel or nearby for the night because you will not feel like travelling anywhere until the following day.

Rules

All competitors are bound by Race Walking rules as this is an open race. Rules are to be found in the London to Brighton programme and judges are empowered to disqualify any competitor who does not comply.

The route specified must be taken and alternative routes taken are grounds for disqualification.

You must wear your number at the front and back at all times so your 'second' should be prepared to pin the numbers to your clothing whilst you are on the move if you have taken off or added another layer of clothing..

One foot should always be on the ground as this prevents running and if you are deemed to be running you will be disqualified.

'Pacers' are not permitted during the Race on any mode of transport or walking.

The Finish Line

The finish line is next to the Aquarium, near the Brighton Pier, about 20 metres along the beach promenade. As you approach the final roundabout at the seafront, walk past the Aquarium and turn left along Madeira Drive on the sea front, to cross the finish line.

Prizegiving & First Aid

Changing facilities and first aid are provided at the Quality Hotel, West Street in Brighton. The telephone number for the Quality Hotel is: 01273 220033

The prizegiving ceremony and buffet supper will be held at 7pm at the Quality Hotel for which a nominal charge of £10 is made.

Seconding the London to Brighton Walk

One of the problems that became apparent last year, and indeed on the previous year, with regard to the number of walkers who completed the London to Brighton Walk was that the failure rate had increased substantially. This obviously was partly due to the weather, but perhaps more importantly was due to the fact that a substantial number of the walkers were novices and more importantly that those looking after them were probably novice seconds as well!

In view of this, it seems appropriate to produce a note which is designed to try and help seconds to achieve the goal of getting their walker to Brighton.

The most important point seems to be that the seconds are not really aware of the speed at which their walkers are proceeding and therefore the length of time it takes them to walk, what seems a relatively short distance in a car. It needs to be remembered that when a second drives ahead for, say, 10 minutes he can cover a large distance and it can take a walker at least 20 minutes or more to cover the same distance. When it is extremely hot, although this is true even in less humid conditions, the average walker, particularly a novice, requires regular looking after and indeed when it is hot, liquid perhaps every half to one mile at the very least. There is no doubt that most people dehydrate remarkably quickly and with the last two years being exceptionally hot, this has been more than obvious. It should be remembered that even those at the front of the field, find the conditions difficult, but they overcome the problem by having regular seconding and taking plenty of liquid. Surprisingly the liquid sweats through the system very quickly, so it is rare for a walker to have to make a pit stop, but a second should not discourage someone on this course of action if necessary.

Although seconds are not allowed to give liquid before Streatham Bus Garage, approximately 6 miles, after this they should be looking to ensure that their walker is well watered and fed where necessary.

For those seconds who choose to look after their walker on a bike, it is important to be well organised, either a bag or a basket on the bike with everything that is reasonably likely to be required by your walker. When feeding, the second should ride ahead, park his bicycle, and then walk or run back to the walker, and give him whatever assistance he requires. It must be remembered that you should not, at any time, be seen to be pacing your walker as he could be disqualified, and he clearly will not thank you, especially if he has walked 40 or so miles!

Without doubt, the most important ingredient in the way of sustenance for walkers is liquid and you should encourage your walker to try and decide what he finds most comfortable. Drinks such as lemon, lemonade, orange, tea or water are clearly all suitable, some suit the walker more than others. Please bear in mind that the normal assumption of giving orange has not always been successful, as this is highly acidic, and therefore not usually good for the stomach. It can mean that your walker is doubled up within a couple of miles of taking a drink. For those who find problems with their stomachs, rice pudding and blocks of jelly are ideal for lining the stomach and they also give energy relatively quickly.

Glucose tablets are often used, but really need to be taken with liquid otherwise they can have a counter effect. Pieces of orange are often offered to walkers and in general are not very satisfactory as they tend to stick between the teeth and become highly irritating over a long race such as the London to Brighton, where the mind plays an increasingly important part in the battle to reach Brighton in time.

You should ensure that your walker has spare clothes, in other words at least one complete change of walking gear including especially shoes, and if his clothes become too uncomfortable there is no reason why a walker should not change although this may take time, the long term benefits are probably worth the short term loss of time. In addition, hot weather and indeed it is often hotter for the walker than experience by those looking after him. If the sun gets to a walker it is quite possible that he will find it difficult to walk a straight line and clearly will be very vulnerable to the constant flow of traffic on the A23.

Other additional items which can help your walker include sponges, and these need to be wet, and possibly a towel should be carried to wipe your walker down.

It appears over the last few years that many of the novices have not had seconds who had any idea what action to take with blisters. Clearly a large blister becomes increasingly difficult to walk on and not only slows the walker down, but possibly ensure that he retires, when if some action had been taken he could well have gone on and successfully completed the course. All seconds should carry a needle and thread for blisters, already threaded to save a last minute panic. Again it is not by any means wrong to encourage your walker to stop if he is clearly suffering substantially from a blister in order to put the needle through the blister with the thread attached and leave the thread in the blister so that the pressure and the liquid within the blister can drain away. This takes the pressure off the blister and has in our experience ensured that many people have completed the Brighton despite suffering considerably.

Seconds should encourage their walkers to tell them which liquids and food they would like ahead of when they need it so it can be ready and waiting for them at the next opportunity. It is advantageous to use a 'baby mug' as this is much easier to take liquid through and stops air being taken into the stomach. If this happens, your walker can be doubled up in agony within a very short time!

Without doubt, looking after a walker as a second is perhaps as difficult as walking to Brighton and certainly as tiring. You need to keep close to your walker at all times, especially as he may need help when going round roundabouts or through traffic lights. This is especially the case late on in the race and in particular when walking through Brighton where the traffic is often very dangerous.

Seconds must ensure that they and their colleagues behave accordingly to the traffic laws as we have no wish to offend the police. Please be careful particularly of other walkers when parking, as the A23 is an extremely dangerous and fast road these days.

The second's job is to ensure that your walker goes the right way and gets there in time. You need to be able to think for him, because he has more than enough to do in trying to achieve the distance in the time. He should not have to worry about the direction in which he is going or the speed at which he is walking and you can easily provide this information using the Stock Exchange Race Programme and other information from the check points along the way.

In summary, seconding is a long and difficult job but clearly very satisfying if your walker achieves success.

For any further information, seconds or their walkers should contact the names given below, who will be more than happy to provide further help and advice prior to the big day:

Eric Gabbitas: 020 7597 5077

The Route

After crossing Westminster Bridge take 3rd exit signed A23 Elephant and Castle.

Under railway bridge.

At Lambeth North Tube take a right turn at the lights – A23 Kennington. Carry straight along Kennington Road.

Straight on at busy junction (St. Anselm's Church on right).

Take a right at T junction traffic lights on A23.

Then take left A23 to Brighton (via Brixton) hugging Kennington Park on the left.

Carry straight over crossroads keeping on A23 towards Brixton (Brixton Road). A marshall on the corner will direct you.

Straight on under railway bridge (Brixton Station).

Follow Brighton A23 round St. Matthew's Church, keeping well to the left-hand side of the road around the one-way system with the Church on your right.

Turn left onto A23 Brixton Hill. Straight on up hill.

Straight over crossroads towards Brighton (Streatham Hill).

Timing Point – HSBC opposite Streatham Hill Station.

Bear left at lights for A23 downhill (before Church on right).

Past Streatham Station on right.

Straight on A23 Croydon, Norbury.

Pass Streatham Bus station on right. From this point onwards competitors can receive refreshments from their second.

Streatham Common on left.

Straight on past The William IV pub.

Under railway bridge (Norbury Station).

Straight on.

Take A235 to Croydon at Thornton Heath Pond roundabout.

Carry straight on passing Mayday University Hospital on left, Half Moon pub on right.

At West Croydon Station walkers carry straight over tramlines (watch for the trams!!). Continue through the pedestrianised section. After passing under the flyover, you will pass an O'Neils pub on your left at the next crossroads. Continue straight ahead. This is the point where your second will be able to rejoin you (if they have successfully negotiated the back streets of Croydon).

Cars:-

Turn right over tramlines.

Follow road past multi-storey car park on left.

Follow one way to left on Frith Road.

Turn right at the crossroads.

Join the left hand lane over crossroads and tramlines.

Follow bend round to the right.

Turn left onto Roman Way dual carriageway.

Straight over roundabout – exit A212 Addington.

Left at mini-roundabout past Surrey Cricketer Pub on left.

Turn right at crossroads at O'Neils on South End.

Rejoin walkers

Straight on A235 Purley.

Timing Point – Swan and Sugar Loaf pub on left.

Pass South Croydon Bus garage on left.

Stay on A235 passing Red Deer pub on left.

A235 Purley/Coulsdon roundabout past Esso garage on right.

Straight on all routes.

At Purley Cross follow the one-way system around the roundabout taking great care as you negotiate the traffic. Rejoin A23 to Brighton/Gatwick/Redhill (Brighton Road) keeping Tesco's to the left. Look out for the marshals who will direct you at this point.

Straight on – Fire station on right.

Under railway bridge.

Straight on Redhill A23 (Red Lion pub on left). Pass Coulsdon South Station on left.

Under railway bridge. Pass "Last Café Before Motorway" on left.

Straight on into Hooley.

After Hooley you approach another dangerous point on the course where the road forks with fast traffic choosing either the slipway to the M23 or continuing along the A23. Keep to the left as you approach this junction and look for the marshal who will guide you across the Cycle Route signs on to the A23 on the right. The M23 slipway continues upwards at this point but YOU should join the A23 which climbs to the right for a short distance and then drops down under the motorway bridge.

Under motorway bridge. Carry on A23. Rojan Indian Cuisine on left. St. Catherine's Church on right.

Into Merstham. Timing Point at The Feathers on left (18.5 miles, time limit 4 hours 15 mins. i.e. arrive by 10.15 a.m.).

Stay on A23 Redhill. Keep Texaco on right.

At Lombard roundabout, after a long straight section of road, turn left for A23 Gatwick, Brighton along dual carriageway section. Pass Redhill Station on left.

Straight across roundabout A23.

At Belfry roundabout turn left under railway bridge towards A23 Gatwick.

On Brighton Road head uphill passing The Greyhound pub on left and then downhill passing Flying Scud pub on left.

Straight on A23. Pass Causeway pub on left.

At Salfords straight on for A23. Pass Millhouse Beefeater on left and Harvester on right.

Pass Cambridge Hotel on right and Skylane Hotel on left.

At Shell garage, Chequers roundabout, the main A23 Brighton Road bears right but competitors continue straight ahead up the hill taking the B2036 towards Cuckfield.

Competitors should move on to the footpath as they go over the railway bridge (extra care right bend and very narrow road). Rejoin the road as it widens just before the traffic lights.

Pass King's Head pub on left.

Pass St. Francis Church on right.

Straight on Balcombe B2036.

Coppingham Arms on your left is the 26 mile Timing Point which must be reached within 6 hours i.e. by midday. Pass under motorway bridge and climb the hill.

At roundabout straight on Balcombe B2036.

Pass Parsons Pig pub on right and Healthy Falcon pub on left.

Pass under bridge – Maidenbower B2036.

At Rickley's Corner roundabout – straight on towards Maidenbower.

Pass Hill Side Inn on left.

Straight on through series of roundabouts. Keep on B2036 towards Balcombe/Cuckfield on Balcombe Road. Do not go into the Maidenbower estate – you skirt round the estate keeping the estate on your right.

Over motorway bridge crossing the M23.

Pass Cowdray Arms on left.

Straight on B2036 Cuckfield through Balcombe Village, which is a Timing Point. Balcombe Station on right.

Climb into Cuckfield and turn left at roundabout B2036 (The Ship pub on right). Straight on at next mini roundabout.

Pass the Rose and Crown pub on your left.

Passing cricket ground on your right, at mini roundabout turn right and up the hill following signs B2036 Petersfield.

At the top of the hill Ansty Cross pub on left is the final timing point which competitors must have reached within 9 hours i.e. by 3 p.m.

At Ansty Cross you will be directed to bear left down the hill towards Burgess Hill.

Passing a golf course on your right the road joins the A273 at the roundabout. Continue straight across the next two roundabouts following signposts for Burgess Hill (B2036). Do **NOT** take the road signposted Brighton A273 (A23). Through Burgess Hill and on to the Pilgrim Goose (formerly Friars Oak) at Hassocks, which is the last Timing Point before the Finish.

Pass Jack and Jill pub on your right at Clayton, followed by the climb over Clayton Hill to Pycombe where competitors rejoin the busy and very fast A23. Keep well into the left along this section of dual carriageway.

From the Brighton Pillars:-

Continue along A23 moving on the footpath as you approach the roundabout at the end of the dual carriageway. At roundabout keep on the footpath on the left hand side as you go under the bridge and cross at the Cycle Path lane where a marshal will guide you on to the A23 single lane road heading for Brighton Centre. Great care is needed at this roundabout as the traffic is travelling very fast and you are crossing a total of six lanes of carriageway. Pass Black Lion pub on left.

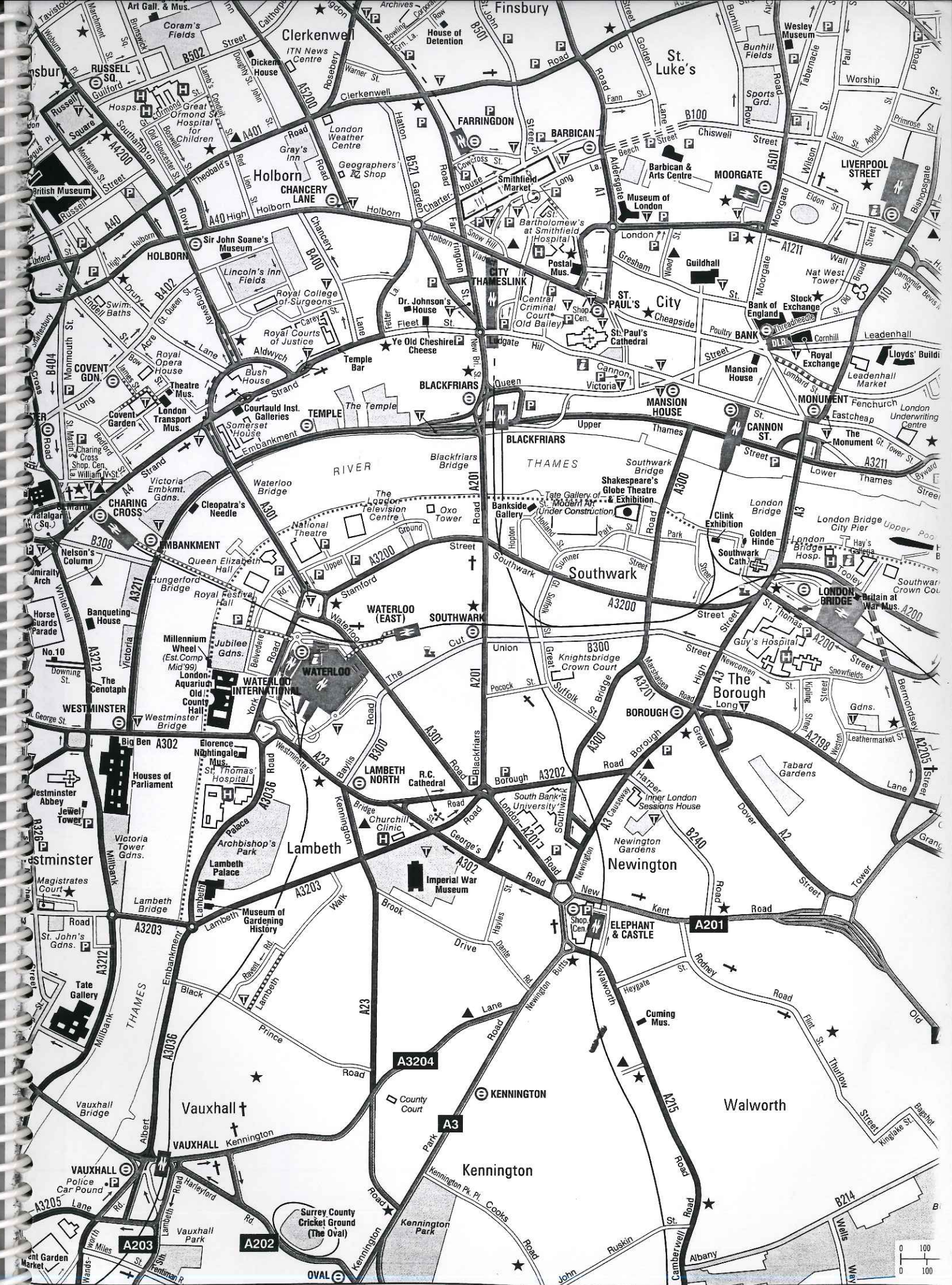
Head A23 Town Centre passing Withdean Park, Surrenden Fields on left.

As you approach the railway arches, the road bears left and up a hill. Follow the one-way system up the hill and then bear right back down towards the High Street passing under the railway arches.

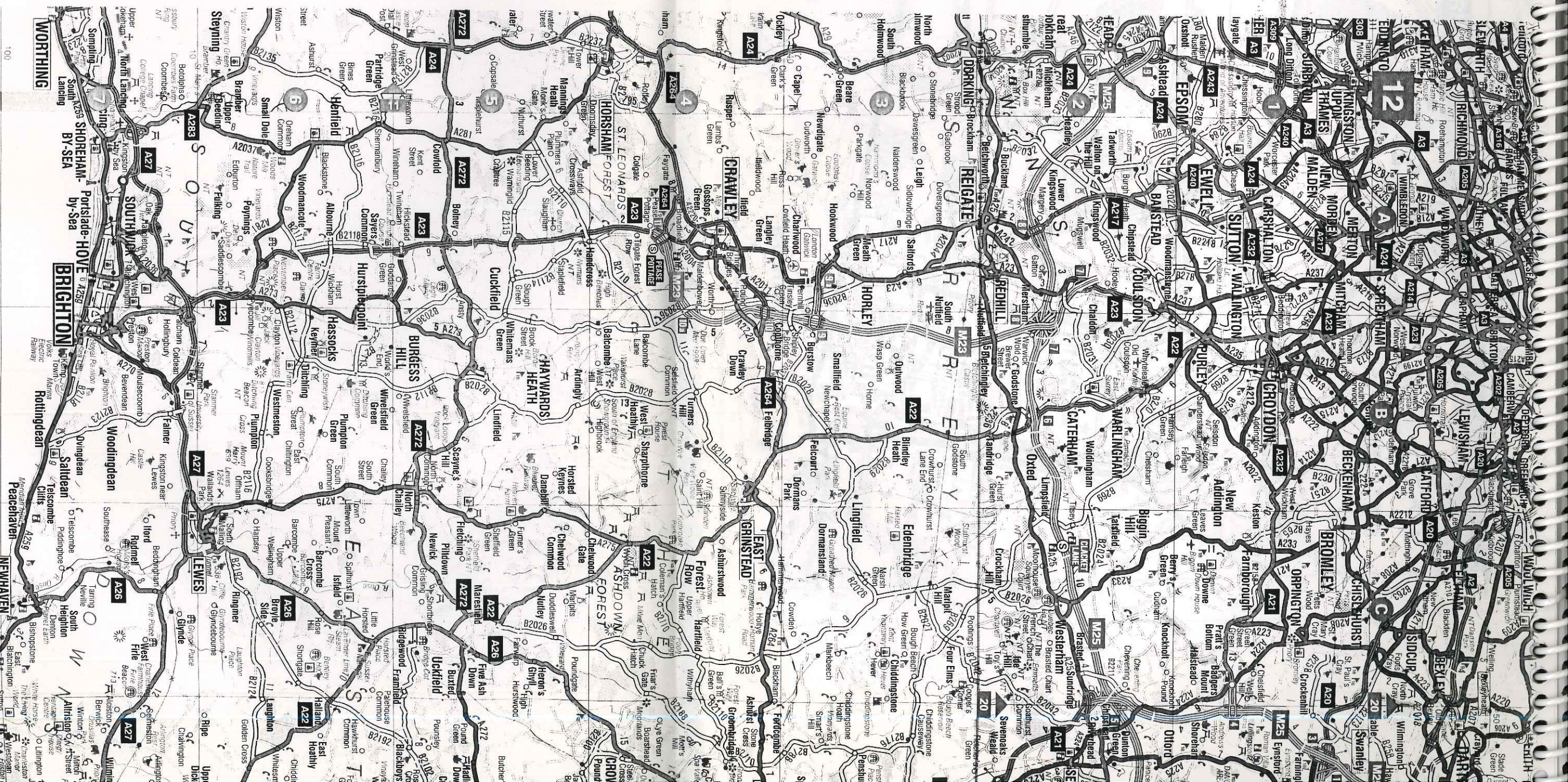
At the High Street the traffic is directed to the left along the one-way system, but walkers continue down the High Street along the bus and cycle lane.

As St. Peter's Church comes into view at the end of the High Street turn left and rejoin the traffic heading for the sea front.

Keeping to the left of several lanes of traffic, head for the Palace Pier. Care is required negotiating the busy roundabout by the pier, after which swing left onto the seafront and finish 100 yards along Madeira Drive after exiting the roundabout.







Scale 1:50,000
Dashed lines show
District boundaries
Bridges are shown
in red

