

DISTANCE RUNNING NEWS

ARTICLES ON MEN & WOMEN DISTANCE RUNNING, STEEPLECHASING, AND RACE WALKING

VOLUME I

JULY, 1966

NUMBER 2



JOHN JAY ROSE, ex-Fort Hays, Kansas State College runner, comes in winner of the eighth annual Pikes Peak Marathon in Manitou Springs, Colo. Sunday, Aug. 25, 1963. His time was four hours, one minute and 22.9 seconds. (Gazette Telegraph Photo)

MARATHON TRAINING IN HIGH ALTITUDES

by John Jay Rose

My experience in altitude training rests exculsively with the Pikes Peak Marathon. The race starts at 6,563 feet and rises to 14,110 feet to the summit of the mountain and comes back

(continued page 3)

DO OR DIE ON THE ROAD TO BRIGHTON

by Hal Higdon

A breadman parked by the highway between London, England and the seacoast village of Brighton looked up in astonishment one Saturday last September to see, one by one, a

(continued page 6)

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RACE INFORMATION

SEVENTH ANNUAL HEART OF AMERICA MARATHON: Mon., Sept. 5, 1966., Columbia, Mo. Top ten finishers will get trophies. All finishers will get a trophy that says I FINISHED. For more information write Bill Clark, Columbia Parks and Recreation Department, Municipal Building, Columbia, Missouri 65201

ELEVENTH ANNUAL INTERNATIONAL PIKE'S PEAK MARATHON: Sunday, August 21, 1966., Manitou Springs, Colo. Trophies and medals to many who finish the full distance. For more information write Rudy Fahl, Box 75, Colorado Springs, Colorado

RACE DIRECTORS: Your ad belongs in this space. Notify fans and athletes of all details. \$4.00 per issue. Send copy and check to DRN, Box 4217, Overland Park, Kansas 66202

NEXT ISSUE JANUARY, 1967 Have articles, etc. in by November 20, 1966 for this issue.

LETTERS TO THE EDITOR:

FRED WILT, Editor of Track Tech. I have enjoyed the first issue of DRN. All good wishes for future success.

RICHARD AMERY, Distance runner in Australia: Many thanks for your letter and the first edition of DRN. Let me say now that I enjoyed it very much and look forward to future issues.

TOM OSLER, Distance runner Camden, New Jersey: Congradulations on your very excellant "Distance Running News" As soon as I picked it up, I read it straight through from page one to the end.

I am now beginning my 12th consecutive year of competitive racing, and I am just beginning to learn how to train! I believe our sport is in its infancy, and knowledge of Training Principles is almost non-existent. A few years ago Fred Wilt published his great "How They Train". This book provided Americans with more training information than had been available in the preceeding 50 years, yet, times change and already it is clear that the book is out of date. It contains no information on the revolutionary system of Lydiard. Also, the book contained many details on training scheduals, however it told little of the basic principles or ideas behind them.

I personally would like to see your publication Air Various Current training ideas.

I have enclosed my personal check for \$5.00 - \$1.00 for a years subscription and \$4.00 to be used as you see fit for DRN.

Thank you for a very enjoyable publication.

WILLIAM G. MAROT, Secretary of the RRC of America: Received DRN and your letter on Feb. 11th. I was most impressed with it and I am enclosing \$1.00 for a year subscription.

As you know few RRC Assocs. have attempted or could be capable of putting out such a fine magazine. I just think this is great.

DON BROWN, Ex-editor of the Minn. Track and Field Observer: I have enclosed a \$5.00 check to help you out on the first issue of DRN. Good luck in your new venture.

MARATHON TRAINING IN HIGH ALTITUDES (continued from page 1)

to the bottom to finish, making a 26.8 mile race.

I have competed in the Pike's Peak Marathon four times, placing second in '62 with 4:14; first in '63 with a record 4:01; second in '64 at 4:17; and first in '65 with another record of 3:53:57. Every year I have learned a little more on how to train myself for this run, which is one of the most unique in America.

My first experience with the altitude was in the early summer of 1962. The first time I attempted to climb the Peak over Barr Trail ended in a failure. I didn't even get to timber line and I had a good headache for the next two days.

However, since that time, I have been able to navigate the uphill run of 7,547 feet in a record time of 2 hours and 25 minutes. This is over thirteen miles of rough uphill running. In that particular run I overpowered my competition above timber line (12,000) where the air is thin.

Perhaps I should mention here that what works for me may not work for someone else. What I say is definitely not the gospel on the matter.

When running at high or extreme altitudes one gets tired quickly because there is less oxygen in the air and the human body is not adjusted to take enough oxygen from the air breathed into the lungs. An extended amount of time spent in the altitude helps the body adjust to this. The body creates more red blood cells to carry more oxygen. Your body will do a certain amount of this with time in the thin air whether you train or not. Training will help tremendously, though.

My training program in the summer of '62 consisted of running

every day on Barr Trail and following a strict vegetarian diet set forth by coach Rudy Fahl, manager of the marathon. My partner, Bob Mohler, and I would get in twenty miles a day on the average of six out of seven days a week. Much of this training was jogging and walking as well as regular running. Most of it was on Barr Trail. We had very little speed work but were as strong as we have ever been.

Our diet was a factor not to be overlooked. For example, I usually run best at 148 to 150 pounds. That summer I was a steady 155 pounds with all the running. We would eat nothing that contained white sugar or white flour. The only kind of meat we ate was tuna fish. This was to keep away from the animal fats which are hard to digest. In the place of meat we ate nuts of all kinds except peanuts. This, I believe, caused my weight gain.

We experimented with several kinds of supplemental type foods and found one you can almost see the difference in when running. This is wheat germ oil. A table spoon of this in the morning and another in the evening will give you strength for many extra miles. It has helped me to lower many personal times on Barr Trail. You can't take too much of the oil as your body will only use what it needs.

I have tried several different brands of protein supplements but have never felt they were worth much to me.

Most runners use a fair amount of honey in their diets. This is good. But I would also recommend that black-strap molasses be added for the iron content. With more iron your blood will carry more oxygen which is essential for altitude running.

Many runners can't tell that soft drinks, and even candy, harm their performances noticeably. Perhaps not in their own locale, but it

will in the altitude. Everything bad shows up more when you run in the altitude because you have to exert yourself more for the same results. In short, our faults are magnified.

Each year as I go back to the Pike's Peak Marathon, it seems easier to become accustomed to the altitude. I can whip myself into condition so much quicker now than in earlier years that there is no comparison. I believe there is a carry-over from one year to the next in body adjustment. Of course, the harder you work, the more carry-over.

My training for the 1963 race was similar to the previous year except that I gave up most of the nuts which I am convinced caused my 'fatness'. That year I also found eleven to thirteen hours of sleep a day to be very helpful. To make a near four hour run on Barr Trail, I must have plenty of sleep.

My training in 1964 was inadequate as my time will testify. However, that showing may have had something to do with my improvement for 1965.

In 1965 I went all out to achieve another win. I became accustomed to the altitude quicker and spent considerable time on the summit doing repeats around the circular drive which is a little short of 400 yards by my calculations.

I began my training on the Peak about August 1st and in ten days was convinced I could make the round trip in fair time. I spent the next ten days (the race comes on the 3rd Sunday) doing what would have to be called speed work.

I would go up Barr Trail (sometimes twice a day) with a certain point in mind where I wanted to lower my own personal time. These runs were anywhere from three to ten miles up trail and I would

run them just as quickly as I possibly could and then come down more easily.

I succeeded in lowering several times and often had to fight a dizziness caused by the extra effort I was putting forth, particularly around 12,000 feet. I seldom went higher on these runs.

Many runners feel that in a gruelling race of five or six hours such as Pike's Peak, they need extra nourishment. However, I feel that anything in your stomach is going to take up space needed for your lungs to expand. Even a drink of water during the run will give you a shortness of breath. You then become tired more easily. But be sensible! Don't try to kill yourself for lack of energy or by dehydration just to breathe easier. Like anything else; there comes a turning point. If your body is not ready for a run without nourishment or liquid, then don't do it. You might be doing yourself serious harm.

The dizziness I mentioned above was combated by the use of more molasses, vitamin E, and Tocoperals which all help the blood carry more oxygen. With an increase in these substances, the dizziness was whipped.

For three days before the '65 race I did very little but eat, sleep, and light exercises.

From my limited experience, I would say the following items have definitely contributed to my success in the altitude.

- a) Plenty of training and plenty of sleep which you must have for any good run.
- b) Wheat germ oil. This does more for me than any other supplement.
- c) My diet. This I have developed to my own likes, tastes, and requirements.
- d) Tocoperals. Very important to me when I first start in the

- altitude each year.
- e) Honey. Molasses (one 12 oz. bottle lasts around a week).
 - f) As much speed work and distance work as possible in the thin air every day.

I feel that a large part of running in the altitude can be overcome by your mental attitude after you have trained in it. But you've got to train in it first. In other words, I think you may tend to build up a mental block if you're not careful. You've got to have faith in yourself and your abilities. And you are what you eat, you know.

If you are thinking in terms of the Olympic Marathon in Mexico City, I would suggest you not wait until 1967 or 1968 to start working out in the altitude. Several different periods of training in

high altitude between now and then will make a lot of difference. In the final race you'll do a lot better, too.

If you happen to get a summer vacation, what better way to spend it than training in the mountains of Colorado or some other mountain state. You don't have to compete. Just get out and run in the thin air! Work out a couple of times every day. (You can rest after your vacation is over with a feeling that you are making progress.) The more times you get into the high altitudes for a few days, the better your chances are going to be for Mexico City in 1968.

The guy who doesn't train now is likely to be caught a few miles short of the finish line.

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DO OR DIE ON THE ROAD TO BRIGHTON (continued from page 1)

string of runners go padding by. "They come all the way from London?" he inquired of a group of officials who had been bobbing along in the runners' wakes like seagulls trailing an ocean liner.

One official allowed as how they had.

"Howlong did it take them?" inquired the breadman in the same incredulous tone he might have asked a goldfish swallower how he liked seafood.

The official estimated that the lead runners eventually cover the more than 52 miles to Brighton in just under six hours.

"Is that good time?" asked the breadman, and when assured it was, he said as if in explanation for his curiosity: "I wouldn't know, you see. I've never done it myself."

No breadmen were listed among the entrants in the 1965 London to Brighton race, the undisputed world's championships of long-long distance runs, but a 33-year-old laboratory clerk named Bernard Gomersall was, and he finished the double marathon (yes--double marathon) in 5 hours 40:11 minutes. Gomersall's time failed by a quarter hour to better the record set several years ago (5 hours 25:56 minutes in 1960) by South Africa's Jackie Mekler, but stiff headwinds slowed him.

A record 57 runners started this year's Brighton, as the race is called, not a particularly large field by English standards, but then the sponsors are fussy and won't let just anyone in. You have to meet a qualifying standard.

Second, some four-and-a-half minutes behind Gomersall (5 hours 44:35 minutes), came Ted Corbitt of the New York Pioneer Club, one

of a six-man American contingent described by race secretary H. L. Tharby not a contingent, but a "bloody Yankee invasion." Corbitt, who had placed fourth in the race in '62 and second in '64, had his expenses paid by the American Road Runners Club, which raised \$160 by passing the hat among its own members at races like the Boston Marathon. That wasn't enough, of course, until AAU long distance running chairman Aldo Scandurra re-read his AAU handbook carefully and discovered the supposed existence of a long distance running fund.

"But there's been no money in the fund for years," the AAU office told Scandurra.

"That's because nobody knew about it and asked before," Scandurra countered. "But I know and I'm asking." He got \$200.

That took care of Corbitt, and a possible individual title, but Scandurra wanted to try for the three-man team title too. Under Brighton race rules, all-star teams from a single country can't score. All scorers must come from a single club. So Scandurra cajoled enough money out of his own Millrose A.A. and got enough of its members out on the roads running 30-mile-plus workouts on Sunday afternoons to qualify a three-man team. Then for insurance he paid his and another runner's passage to London.

On arrival Scandurra was impressed with the English approach to physical fitness. "I'm a fast walker," he said the night before the race, "but here, 60-year-old women go walking past me on the streets." He had hoped Millrose could finish first or at least duplicate their last year's second place finish, but two of their five men (including himself) failed to reach Brighton on foot. Millrose finished fourth and last looking as though it could benefit from the recruitment of several 60-year-old women.

Of course, most people who find it difficult to comprehend the idea of anyone desiring to run even one 26-mile marathon, wonder why an athlete would consider running the equivalent of two without stopping. The London to Brighton race is the English Channel of long distance running, a Mad Dogs and Englishman sort of event. Although the Japanese proposed a 50-mile race for the last Olympics, no one really took them too seriously. Despite the nearness of the continent, nobody hardly ever shows up for the Brighton except the English and their former colonials: the South Africans, on occasion a Rhodesian, and most recently the Americans. There was one Hollander in this year's race, but he finished next to last in 8 hours 25:16 minutes, and shouldn't really be counted.

Brighton, the city, is a Goyim, United Kingdom-type Atlantic City. Highway A-23 that skitters through countryside and town from London to Brighton is quite regularly used for unusual events including 12-man relay races, walking races, races with skis, roller skates, fruitcarts, housewives pushing baby buggies (one such race reportedly attracted some 40 entrants), and an annual vintage car race immortalized several years ago in the film Genevieve. The first person of record to run from London to Brighton was F. D. Randall, who took 6 hours 58:18 minutes to cover the distance in 1899. "The Brighton course is a classic one," says Peter Goodsell, who as Gomersall's handler cycled behind him the entire distance. "It was used for races back in Georgian days. But why anyone would want to run this far on another course, I don't know."

Besides being, with the exception of one South African race, the longest major event of its kind, the Brighton can boast at least one other distinction, that of utilizing the largest starting device in the world: Big Ben. The race begins at the foot of the Westminster

bridge on the fourth Saturday of September at Big Ben's first shuddering stroke of seven. This year the early lead was shared by Eddie Elderfield of the Thomas Valley Harriers and Millrose's pugnacious John Garlepp, who before taking up long distance running five years ago was runner-up for the New York Golden Gloves middleweight championship and seldom gets sand kicked in his face at any beach, much less Brighton's, which is mostly rocks. While Elderfield and Garlepp jockeyed for the lead, twice-defending champion Gomersall, wearing a desperate expression, a red-shirt with "Leeds" (for Leeds Harehills Harriers) stitched on its front, and carrying a handkerchief knotted around one fist as though it were bleeding, lagged almost four minutes to the rear. With him lagged Corbitt.

"Is he in trouble?" bystanders asked Peter Goodsell, Gomersoll's handler. Goodwell most of the race peddled a bicycle a half-stride behind his man as though being dragged on water skis. Goodsell's job was to provide him with water, a sponge, and words of encouragement.

"I'm taking bets on my man," Goodsell opined, but he had no takers. Unfortunately so, for by the mid-way point Garlepp and Elderfield had wilted like the crease of trousers in a London rain.

John Tarrant of the Hereford L.I.T.A. (Light Infantry Territorial Army) then moved to the front. Tarrant led to around 35 miles or where most super marathoners will tell you the race really begins. Gomersall closed on him. One of the officials following the race described the action: "As soon as Gomersall caught Tarrant they had a bit of a ding dong for a while. Then Gomersall got a 50-yard lead and Tarrant walked off the course."

When Corbitt came by a bit later, his head wagging from side to side and looking any moment as though he might burst into tears, Tarrant

lay stretched out on the grass. "He said something as I went by," remembered Corbitt later. "Right now I can't remember what." Gomersall extended his lead over Corbitt to five minutes in the next five miles and held it to crumple, as much from joy as fatigue, into the arms of his father, Sydney and his wife, Ruth at the finish line. "Brighton Welcomes You," said the sign in red letters on the steel pier that nearby jutted out into the channel.

Afterwards they asked Corbitt, who is 45 years old compared to Gomersall's 33, if he would go back in 1966.

He smiled and shrugged: "It gets harder and harder."

Gomersall's handler Peter Goodsell meanwhile provided a blow-by-blow description for reporters: "Last year Corbitt came back a lot at the end and frightened us to death. This year he cracked early. Bernard just ran his own pace and didn't bother about anyone else. He lets them die in front of him. I knew Tarrant wouldn't stick it. I knew Elderfield wouldn't. I went up to him while he was leading us by about three minutes and he looked grey." Elderfield looked considerably greyer finishing in sixth place. Garlepp, the other early leader, finished tenth, losing three positions while walking in the last mile. Of the other Americans, Nat Cirulnick and Vinnie Kern finished too far back to help their team. Aldo Scandurra, bothered by sciatica, dropped out at 20-miles. John Kelly, an Irishman by way of Australia where he was light heavyweight boxing champion (and no relation to two other better-known John Kelleys), quit at 45 miles troubled by varicose veins. "It's a devil when you have to stop after that far," he said.

In running a race like the Brighton, the athletes reach a plateau of pain perhaps unapproached in any other athletic competition. Running a 440 yard dash is more

immediately painful, but it is over in three-quarters of a minute. A super-marathon, on the other hand, drags on for the better part of a day. It is the difference between burning your finger with a match or being slowly roasted over a hot skillet. Apart from the Brighton, the only other important international super marathon is the Comrad's Marathon, which covers 54 miles between Pietermaritzburg and Durban, South Africa. Bernard Gomersall won the Comrades in May in record time, but the State Department frowns on American participation in South Africa because of the apartheid problem. Anyway, the only world-class American super-marathoner, Ted Corbitt, is Negro.

"It was very painful today," Gomersall admitted while soaking in a steaming tub in the Brighton baths shortly after his victory. He is an intense looking individual with deep eyes and short hair. He spoke rapidly out of enthusiasm over his win. "It was mostly the mental strain. Nobody had ever won the race three times. In the first few miles all the people were going away from me and I worried, am I slipping up? I worried from start to finish. It was the least enjoyable of all the Brightons." He has run six. In preparing for this one he averaged 100 miles a week in training, a week, often as much as 55 miles in two long runs over the weekend. Twice a week he would run the four miles from home to where he works as a laboratory clerk. Later on those evenings he would do interval runnings (quarters, halves, and miles) on a track with his wife, Ruth, holding the stopwatch. The couple have a five year old daughter named Bernadette.

Why would anyone want to make a hobby of running 52 miles? Bernard quite frankly admits it is the only distance he ever clicked at. Although he has run a reasonably fast (for a marathoner) 4:35 mile, his swiftest clocking for three miles is a non-Ron-Clarkian 15:30, and his marathon best is a barely respectable 2 hours 31 minutes.

"With all due respects to Bernard Gomersall," said J. R. Brandon, a bearded runner for the team champion Cheltenham and County Harriers, "he could no more win a 15-mile race in this country than fly."

In general, super-marathoners are older than regular marathoners, who are older than 10,000 meter men, who are older than milers, who as youths (if they ran at all) could find no other races other than midget 60-yard dashes. Ted Corbitt's first track and field competition was an intramural 60-yard dash in Junior high school, and he won. Born 45 years ago on a farm in South Carolina, Corbitt ran the 220 yard dash while attending the University of Cincinnati and graduated to long distance running only after a tour in the Navy during the war. He has finished sixth in the Boston Marathon three times, once unofficially when the examining doctors at the start thought his heart just didn't sound right. Since then he always brings his own medical certificate to races, and sits around nervously quiet until he has been approved.

As a member of the American Olympic team in 1952, Corbitt placed 44th at Helsinki in time slower than he now hits on the way to 52 miles. He runs 100 miles a week and occasionally 200 miles. On certain days he will rise at four in the morning and cover 30 miles by first doing 52 laps around a 440-yard track near his home in the Bronx, then running around the bottom of Manhattan to the Institute for Crippled and Disabled Children, where he works as a physical therapist. In preparing for this year's Brighton, over the Labor Day weekend he had three 60-mile days in succession, each workout taking over 10 hours, during which period all he did was wake, eat, run, eat, and then fall back in bed to rest for the following day's workout. Corbitt has a 14-year-old son, Gary, who is also interested in track.

Ted Corbitt first ran the Brighton in 1962. "I finished

fourth and really suffered," says the physical therapist in him. "The fatigue manifested itself by an extreme pain in the lower quadriceps." For two days after the race, he tried to go out and run, and couldn't. "To run you have to be able to get your feet off the ground. I couldn't."

Another American who learned a definition of pain not ordinarily found in the dictionary was John Garlepp, who couldn't take time from his job as an elevator repairman in the Seventh Avenue garment district and flew to London only the Thursday night before the Saturday race, getting no sleep on the plane and arriving Friday morning. That night he retired in his London hotel at eight, only to awaken three hours later. Because of the time difference it was then six in the evening in New York, and he couldn't get back to sleep. He eventually dragged out of bed at 5:30 A.M. for a pre-race meal, only to be confronted by the typical continental breakfast of tea and toast. Garlepp finally talked the waiter into bringing two raw eggs, which he drank with apparent relish.

He led the mid-way point, then faded. Three runners passed him in the last mile while he was walking. He sprinted the last few hundred yards only to lose ninth place by the width of a quadriceps. He slumped onto the first flat surface which happened to be a table and moaned: "I almost fell asleep on the road."

At one point he got a cramp in his stomach, undoubtedly the aftermath of those raw eggs. In an attempt to relieve it, Garlepp lay down by the side of the road and attempted to sit up. He not only failed in this, but couldn't get back to his feet. He had to roll over on his stomach and rise, using his knees. Later he slowed to a walk while accepting a glass of water. "You're not going to pack it in, are you?" asked an official. "What do you mean," snorted Garlepp. "I didn't come all this way to quit. It's either do or die!"

'NOR YET THE LAST'
by
L. Clarence Staley



Start of the 1st Annual Humboldt Marathon in Humboldt, Kansas. April 2, 1966

Motorists, who traverse Kansas by way of Highway 169, are oft-times halted by the flashing traffic light at the corner of the square in Humboldt. If it is during the daylight hours, they will see few people on the streets, for Humboldt is a working town and those men who don't care to till the soil, labor in the huge Monarch Cement plant, oil pumping stations, grain elevators and other places of employment.

On a recent April afternoon, travelers passing through saw a milling crowd which spilled out into Bridge Street where it intersects the highway. If those briefly halted travelers gave it a thought, they would have noted that this was not the scene of a motor crash. The street was free of broken glass and there was an absence of law men, with their inevitable tapes and notebooks, plotting the course of skid marks. Neither were there the angry symptoms of a demonstrating mob, but instead an atmosphere of eager

expectancy. A motor car, with amplifying speakers mounted on its top, stood in the middle of Bridge street and a school of American flags, swimming in the gusty wind, fish-tailed their way around the town square.

Nearby, in a new glass fronted building, a small group of harrassed people had a typewriter set on a card table and were typing entry and A.A.U. membership cards, taking and making change, and trying to give answer to the barrage of questions being flung at them by a room full of avid young men. Over in one corner, a doctor, with steth-o-scope slung from his neck, probed the mysteries of heart and lungs of all who had come without a medical affidavit of their fitness and as he pronounced them A. O. K., they hurried from the building, congregating about a white paint marker which cut Bridge Street from curb to curb.

When the last youth had been

cleared and left the building, the most harassed man of all shrugged into his windbreaker and took a small black revolver from a brief case on the floor. Turning to a rather small intense man, who seemed to be a stranger to most of the assembly, he handed him the revolver, saying, "In case I don't get to see you again, I thank you for coming."

As he sidled through the crowd around the sound truck, he felt the holiday glow of those around him. The paunchy old men, long out of condition, but with the rim of youthful dreams in their eyes, the clutch of giggling girls, and some older women whose hearts beat with a faster tempo, watched as the wedge of young men lanced into a line across the street. The few young men, not running, felt their inadequacy and stood well back in the crowd.

He could see the stranger, gun in hand, standing in the street while reporters and a few spectators snapped pictures from divers angles, calculated to stress the point they hoped to make.

Stepping over a boys prone bicycle to reach the microphone, he wished that the brief period he'd been enrolled in a night class in public speaking had been spent more purposefully and that he would be able to introduce and instruct these boys in a manner that wouldn't embarrass his wife and son.

"As I call your names, will you please step forward," he directed as he read from the clip board he held. "Pat Cleary, Kansas City, Missouri; Louis Fritz, Veldon, Nebraska; Greg Gibson, Kansas City, Missouri; Fred Johnson, Kansas City, Missouri; Gene Klingensmith, Humboldt, Kansas;"-

The crowd began to applaud. Gene was a Humboldt boy, one of their own.

"-Steve Kohlenberg, Allen

County Club; Elmer Lehman, Allen County Club; Wilfred Lehman, Leroy, Kansas; Jim Orth, Overbrook, Kansas; Don Ratzlaff, Tabor College; Arne Richards, Manhattan, Kansas; John Rose, Garden City, Kansas; Lee Staley, Iola, Kansas;" (He hesitated a little on this last name. He'd called this boy Sandy for twenty years and it was hard to make the college-given transition to Lee.)-"Jerry Taintor, Pampa, Texas; James Whitman, Parkville, Missouri; Jack Wiley, Allen County Club; Richard Jackson, Ottawa, Kansas;"- (He was pleased to see Jackson in this roster. Colored athletes don't often run in the longer races.)-"Gerrard Benedict, Ottawa, Kansas; Curtis Longdon, Ottawa, Kansas; Richard Swift, Ottawa, Kansas; Larry Velasquez, Chanute, Kansas;"- (Larry's coach had to help him with that name.)-"Garry Ogle, Chanute, Kansas; Robert Mohler, Wichita, Kansas; Kent Earnest, Holcomb, Kansas."

Twenty-four exuberant fellows, all with one common denominator; they were all hungry, lean, and they all loved to run.

"Now, about the course," he said. "It's an out and back run. You go straight ahead to 13th Street, turn left two blocks to Central, turn right onto Central and it's five miles due east. Then a right turn again and it's about a mile and a half to a new modernistic school. Turn left again and it's a little over six miles to the half-way marker. There'll be timers there to get your half times. There's a red flag every three miles and tea and water every three miles after the nine-mile marker. There will be Boy Scouts to water you and see that you don't get lost. I'll be out there with you in that beige station wagon to check on you and bring you in if you can't make it. Any questions," he asked. Hearing none, he said, "All right, doctor, let them go."

The stranger (Dr. Glenn Cunningham) stepped forward with the

starting gun pointed skyward. "On your marks!" he intoned. "S-e--t!" and as the gun discharged, the five timers thumbed the stems of their stop watches and the twenty-four runners lunged forward, filling Bridge Street from curb to curb. Soon they would settle into their rhythmic stride, which each hoped would carry him over the twenty-six miles, three hundred eighty-five yards of asphalt highway, beating the other twenty-three runners to the finish line.

This, then, was the start of the First Annual Humboldt Marathon. Not a new race, for the first Marathon had been run four hundred ninety years before Christ's birth. But it was a new race in Kansas and the members of the Road Runners' Club were proud to have had a part in planning this first Kansas Marathon.

There is drama in 'Marathoning'. It is the ultimate in foot racing. Good friendships are formed and runners find their truths. Each hopes that he can finish, for to finish is reward enough for some. One wonders why these boys put themselves to such a grueling test. Perhaps it all reverts back to the pre-historic ages when man ran to save his life and woman ran to sustain her virtue.

The spectators seem to hold an atavistic rapport with the runners and applauded the weaker ones as heartily as the champions. No runner would want to run a Marathon each week nor perhaps once a month. The twenty-sixmile run is the proving ground for fitness and good training for the five and ten thousand meter runs which are so popular. Distance running is very much in vogue and getting more popular each year.

It is the aim of the established track clubs to keep the athletes, who have used all their college eligibility, physically fit and to supply him with a place to

compete often enough to hold his interest. This, they do through a year-round program of sanctioned meets which keep the amateur statue intact.

The number of clubs that arrange Marathons continues to grow. The "Country Lanes," at Curtis, Nebraska, the "Heart of America," at Columbia, Missouri, Denver, and Pikes Peak runs in Colorado, and this month the Kansas entry in the Marathon roster, the Humboldt Marathon.

This will be an annual race with plans in the making for a bigger and better race next year. The course will be remeasured and certified before race time next year. By doing this, the Road Runners Club have had assurance that several nationally known runners will toe the mark in the second annual Humboldt Marathon. The April 2nd date will probably be changed to an earlier one to give a longer rest period to those who want to try to go to the National Marathon at Boston.

Humboldt residents and those who live in a ten-mile radius have a unique facility,- a citizens band type of radio transmission and reception which lets them intercept messages from local law officers and municipal owned vehicles. The president of the Junior Chamber of Commerce had his truck out on the race-course and kept the crowd at the finish line informed at all times of the races progress. This filled the void between the start and the time elapse of the finish. It was estimated that the crowd to see the finish was double that at the start.

The Humboldt residents are good Marathon spectators. They are genteel, compassionate people of mostly Nordic ancestry, who sympathize with the blistered feet and cramping muscles of the runners.

What more could a runner ask for? A group of challenging competitors, a smooth course, the wind at his back and a hot shower waiting at the lockers.

AN INTRODUCTION TO RACE WALKING
by
Donald Jacobs
(Vice-Chairman A.A.U. National Race Walking Committee)

Race Walking differs from running in that continuous contact with the ground is necessary. To maintain this contact the walker must plant the heel of the forward foot on the ground before lifting the toe of the back foot. This double contact phase lasts for a very brief period and as the speed of the walker increases it diminishes.

After landing on the heel, the process is one of rolling forward on the foot until the push-off ends with the toe leaving the ground. During the time that a foot is on the ground, the supporting leg must straighten at the knee for the required moment to eliminate any trace of a bent knee action.

While this is being done, the other leg swings forward and the foot reaches out to make contact with the heel. To facilitate these actions and make them more fluid a rolling motion with the hips must occur. By walking with the hips, as an extension of the legs, a competitor can add several inches to each step. In doing the hip roll try and avoid, as much as possible, the tendency to have any side motion which will detract from the usefulness and from added forward reach of the legs.

An upright body angle is an essential. Any lean with the torso will alter the leg action and in some cases lead to illegal walking. The judges of walking tend to suspect the style of an athlete who shows too much body lean of either forward or backward type.

Beginners would do wisely to consult with a seasoned Race Walker, either active or retired, to be sure of mastering the correct style early. Reading and looking at pictures and diagrams in books are

helpful, but to see good form demonstrated and then to practice under the watchful eye of an expert is the best method. I know of what I write from personal experience. I learned alone and hence did not develop the most efficient style and at the same time picked up some habits which have an adverse effect on my walking.

The sport of Race Walking has strict rules of competition which are enforced by officials during the race. Infractions will draw one warning and a second call will disqualify the competitor from finishing the race. At a recent National A.A.U. Track and Field Meet two of the first three competitors in the 2-Mile Walk were disqualified within a few yards of the finish line.

Lifting or breaking contact with the ground is the main item that will demand a warning or a disqualification. Failing to straighten the leg at the knee for the required moment is another of the frequent infractions.

Billy Mills, the 1964 Olympic Games 10,000 meters run champion, when interviewed for the Amateur Athlete had these comments. "I know I was inspired in Tokyo, by our race walking team. In fact, I'm fascinated by the walk now. Not that I intend to become a walker, but when I saw how those boys trained, when I saw how dedicated themselves to this thing that's even more difficult than running (because Americans, unfortunately, scoff at walkers,) well, I realized all over again the great value of discipline-of striving for a goal."

There are many rewards and awards for the athlete who is determined enough to give race walking

a real honest attempt. These will include the Olympic Games, the Pan American Games, the Lugano Cup Match, and any of the several foreign meets that take place every year and include a walking event. The A.A.U. of the United States, through its Race Walking committee, conducts 21 championship races, both Senior and Junior, each year. These range in length from 1 mile to 50 Kilometer (31.1 miles) and are held at various times and sites throughout the country. The several local A.A.U. districts have walking programs which are geared to the interests of the walkers of that area.

The training time and schedule will be nearly approximate to that of the distance runner. The major difference will be the necessity for a large block of time to be spent in perfecting the proper movements of style. Interval work on a track plus a long stroll once a week, will fill in the rest of the time.

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CROSS-COUNTRY RUNNING TECHNIQUE

by Al Lawrence

(Reprint from Minn. T.&F. Observer)

One of the most satisfying aspects of distance running is that of the short season - usually between September and early December - that is known as crosscountry. While there are many gratifying rewards to this season, the tremendous benefits to be derived from it cannot be emphasized enough. This is not only true for distance runners, but also for middle distance and dash men. Here, for several months, the restrictions and limitations of the cinder track are thrust aside for the freedom of the open spaces and the pleasures of running through the woods and over hill and dale. I personally pity the athlete who dreads this season. Here is one who misses the beauties and the benefits of this running. Crosscountry running is fun and is easy, if one is taught

the correct technique. Once mastered, this technique will allow the athlete to appreciate this season to the fullest allowing him to reap the benefits to be gained from distance running.

For the correctly trained runner, crosscountry running is not a drudge. Far from this. It is one of the most richly rewarding experiences a runner can have. However, to realize his fullest potential, the runner must make certain adjustments to his normal running style. Some runners have the ability to make this adjustment naturally and without even being aware that an adjustment has been made. For most, however, this adjustment must be consciously worked for. The purpose of this article is to make the runner of inexperience aware of the changes that are necessary in crosscountry running so that he might perform to his maximum ability.

It must be fully realized that the different types of terrain encountered in crosscountry running call for, in most cases, a change of action in running technique. If practiced in training, this adjustment will soon become automatic in the runner's style. The first consideration in crosscountry running is pacing. Because of the lack of times called out at each quarter mile (as in track running) many runners become confused as to the speed they are running. However, if the runner is correctly trained for a distance race, the mistake of running too fast in the early stages should not unduly bother him, unless he has made the fatal mistake of overstriding early in the race. I always concentrate on keeping a short, choppy stride in the first six hundreds yards of a race. Overstriding causes two main difficulties: First, it is almost impossible (for most) to keep this long stride going for the entire distance of the race; subsequently, when the tiring effects of the race force the athlete to shorten stride, he quickly

loses form and begins to tie up. Secondly, the different changes of the terrain make many changes of technique necessary, and these changes are much more difficult when a long stride is used. The shorter striding runner will make these adjustments more smoothly and rapidly. Then too, the long striding crosscountry runner will encounter many problems connected with balance. Normally, this type of runner is in the air longer after each stride, and consequently he becomes easily unbalanced if the ground is not flat under his feet. If I know that I'm in a race with a long, bounding strider, I attempt to over-run him early in the race. This is one reason why some cross-country races are so fast for the first mile. If you can manage to stretch the long strider out to almost his maximum in the early stages of the race, he will find it extremely difficult to hold on to the pace when he encounters the tough going later on.

Now, a word about hill running. I have found that this type of running holds more problems for the inexperienced runner than any other. Hill running should be considered as just a part of the overall consideration of the race, rather than a separate section. The main thing is not to worry about hills and allow them to become "mental blocks". They should be negotiated as quickly and as smoothly as possible. I have found the easiest method to do this by the same way as a car does - by the use of different gears. In the case of the runner, however, it is done by the use of different techniques (comparable to gears) at different stages of the hill. The use of different techniques will not only allow smoothness in the negotiation, but will also allow the runner a period of relaxation with the change in style. On first beginning the ascent of the hill, drop your arms low; now begin a vigorous pumping action parallel to your plane of motion rather than across

the body. The knees should be consciously lifted high although the stride should still be kept short. The body should develop a slightly more forward lean than in natural running form. This action should be held for approximately three quarters of the arms only. From the low carriage, elevate the arms until they are driving across the body chin high. The shoulders may also be used in this drive. A conscious effort must also be made to lift the chest and thrust it forward to assist in unimpeded breathing. At the crest of the hill, relax slightly. Allow the arms to dangle momentarily at the sides for about three strides. During this short period the normal running stride is again cultivated. The arms, after this moment of relaxation, return to their normal action.

Now, for a moment to consider downhill running. Many runners consider that once they have reached the top of the hill the toughest part of the job is done. They should realize that contained within the so-called 'easy' portion of the hill lie many pitfalls for the unwary. The easiest, and the most obvious mistake is to run down the hill too fast. It is far more desirable to sacrifice a few yards by running down the hill a little slower and coming off in good shape. Beginning the descent, the runner should drop his arms lower again; lean forward (this allows the weight of the body to assist with the passage downhill), and keep the stride very close to the ground. If the hill is unduly steep, it may be desirable to land heel first so as to provide a slight braking motion. The runner should feel that he is holding something in reserve as he descends. When almost at the bottom of the hill, the runner can release the 'brakes' and run off onto the flat with great power. It must be emphasized that it is absolutely essential for the runner to hold himself together while descending a hill. The runner who comes down with arms and legs flailing the air might get to the bottom of the hill quicker, but he will have taken so much out of himself with the

effort that he is easily passed by the runner who has held himself together. Nothing pleases me more in a crosscountry race than to see several of my opponents pass me as though I'm standing still in the descent of a hill.

Now a final word about soft and muddy terrain. This should be run in much the same action as when first running a hill. The arms should be lowered; knees lifted high and an exaggerated short step used. The idea is to place the foot down and then lift up as quickly as possible. The quicker the stride, the better balance one will have.

These are a few of the major considerations of crosscountry running technique. Remember, without proper conditioning, knowing technique will not prove of much value to the runner. Technique is only one small part of the total, overall process of this phase of distance running. Technique must be strived for by constant practice, but once attained it rarely leaves the athlete. Once you master the correct technique of crosscountry running it is not essential that you practice on hills and mud throughout the season. Personally, I only work on technique for two weeks before the crosscountry season begins and spend the remainder of the season conditioning myself on the flat. However, this is something that the individual will have to work out for himself. Learn the fundamentals and it won't be long before you can run with the best through the woods and over hill and dale.

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DISTANCE TEAM PASADENA AA SUCCESS STORY -- BY Steve Roulac

The Pasadena Athletic Association, second for the past two years in the National AAU team scoring, has long been known for its outstanding weight men (Parry O'Brien, Dallas Long, John McGrath, Rink Babka, Frank Covell, etc. etc.) and now it also has a powerful distance running aggregation.

Prior to July 4, 1965, the PAA had little or no distance running representation. In the latter part of June, 1965, Steve Roulac and Dennis Kavanaugh, both avid harrier enthusiasts, approached PAA president Don Winton about starting a distance running team. Winton's reaction was enthusiastic and he pledged full support to the project. The first goal was to field a team for the Senior National AAU and Southern Pacific AAU 15 Kilometer championships at Goleta, July 4.

At that race around the UCSB campus the PAA had eleven entries--more than any other club. Sparked by Dick Weeks' third place finish and Roulac's 10th, the PAA upset perennial power of west coast distance running--the Culver City Athletic Club - to win the event by a scant point, 33-32. Thus, the PAA had gone from no distance running program to National champions in one race - an accomplishment probably unmatched in the history of the A.A.U.

A vigorous recruiting and publicity campaign was continued and PAA runners dominated the SoCal summer distance running program. PAA almost always had the largest entry and all of its runners finished near the front. Highlights of the summer included placing second in the National AAU hour run despite the absence of the first three members of the National 15 kilo team, and winning the Junior National 30 Kilometer title.

The PAA was somewhat handicapped

for fall cross country in that a good number of its outstanding runners - men of the caliber of Bob Day and Dick Weeks - were involved in their school programs. The club still fielded representative teams and had individual performances from Tracy Smith.

In December the PAA won Southern Pacific AAU title as the Western Hemisphere Marathon team title and the Southern Pacific AAU title as well. Actually, PAA and the Santa Barbara AC had the same number of points but PAA won on the AAU rule which stipulates ties are broken by the team whose last runner finishes closest to first. Because of its great depth, the PAA almost always wins close team battles. Often it is a big problem just to decide which runners to 'declare' for team scoring.

In recent months the PAA road runners have continued to excel and Tracy Smith has been outstanding on the indoor circuit at two miles. Smith ran consistently around 8:40 in numerous major meets. Then when Ron Clarke set his world record of 8:28.8, the 20 year-old PAA star was only a few strides back in an impressive 8:32. At the AAU indoor championships in Albuquerque Tracy completed a great season by taking 2nd to Hungary's Mecser and being the first American across the line clocking a very fine 13:42.4 high altitude three mile.

Because of his outstanding indoor and cross country seasons, Smith was selected to run in Morocco in the international cross country championships as part of the United States first ever team entry. There he astounded the track world by taking third, only 10 seconds back of the winner - an unprecedented achievement by an American. The race of some 7½ miles including steeplechase-type barriers reinforced his goals of pointing for the steeplechase and 10,000 meters.

This summer the PAA will make

a month tour of Europe following the AAU Nationals in New York. Present plans call for at least four distance runners to be included on the trip to Czechoslovakia, Austria, Italy, Germany, Sweden, and Finland. In the AAU's and other big meets, it seems unlikely that any club will have as powerful a distance duo as Bob Day and Tracy Smith.

During 1966 the PAA plans to take in several National AAU road racing events. Additionally, the club will send qualified individuals to selected runs. For instance, on April 19 Nick Kitt will represent the PAA in the famed Boston Marathon. As the AAU cross country will be in Southern California this year, the PAA intends to field a strong team.

The PAA, like many U.S. clubs, is supported by private contributions and also the Pasadena Junior Chamber of Commerce. The club is aiming for the top in distance running and PAA president Don Winton says, "I believe U.S. accomplishments at the Olympics and in the past years in distance running have done much to dispell the image of the "soft American." Accordingly, the PAA intends to promote the sport extensively and to present the strongest possible program at all levels."

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FRAN WELCH
Former Track Coach
Emporia State College

Fran Welch was associated with Kansas State Teachers College of Emporia, Kan., for almost 30 years, including his collegiate career. He retired as head coach last June to climax a long and successful career.

Under Welch, Emporia State won 12 Central Intercollegiate Conference outdoor track championships and six of seven possible indoor titles. He directed Emporia to four NAIA national cross-country crowns and one outdoor track title in 1964.

He coached the field events for the 1960 U.S. Women's Olympic team in Rome.

Welch is a graduate of Emporia State and although he was a star quarterback, he has never had on a pair of spikes. Among his outstanding athletes have been: Archie San Romani, Sr.; Billy Tidwell, Gonzalo Ireland Sloan, Javier, Paul Whiteley, and John Camien.

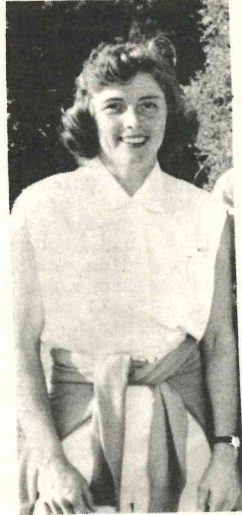
RUDY FAHL'S
HISTORY OF THE WOMEN'S PIKE'S PEAK MARATHON

It hardly seems possible that anyone in the feminine classification could endure such a grueling test of strength and stamina as did Mrs. Mary Guinn Felts on August 22, 1964. This diminutive blue-eyed physical education teacher won the 13 mile 7,547 foot climb up the Barr Trail to the summit of 14,110 foot Pike's Peak in the incredible record time of 3 hours 52 minutes and 15 seconds. Officially, she covered this rocky gradient, varying from fifteen to thirty-five percent, in better time than three and one-third miles per hour and on an average of 18 minutes to a mile. Many a male would aspire to accomplish this feat.

Since Julia Holmes, known as the original bloomer girl and suffragette, climbed Pike's Peak in early August 1858, there has not been a women's footrace to the top of this world famous mountain until recently. Julia Holmes was the first woman but not the last. She and her husband were in a party that started from the Garden of the Gods and it took them two days for the ascent. Whether they went up what is now known as the Manitou Springs Pike's Peak Cog route, the course now known as the Barr Trail, or what became the carriage road, now called the auto highway, is uncertain.

We know from reliable records that Katherine Lee Bates, a Professor of English at Wellesley College in Massachusetts, came to Colorado College in Colorado Springs to teach English for a summer session in 1893. It was on

July 12 that a group from the college reached the top. It is recorded that they were in a prairie wagon pulled by horses to the Halfway House where the horses were relieved by mules. The road that wound up the steep east face can still be seen from the Cog Railroad train today. Miss Bates was inspired to write four stanzas in her notebook. It was not until 1895 that the verses appeared in print which was set to music by Silas G. Pratt. The tune to which it is sung today was written by Samuel Augustus Ward.



MARY QUINN FELTS

AMERICA THE BEAUTIFUL

"O Beautiful for spacious
skies,
For amber waves of grain,
For purple mountains
majesties
Above the fruited plain!
America! America!
God shed his grace on thee,
And crown thy good with
brotherhood
From sea to shining sea."

The amber waves of grain pictured the fertile prairies of Kansas that can be seen from the summit. The purple mountain majesties were those of Pike's Peak. The beautiful spacious skies designated the breathtaking view from the summit of Pike's Peak that she glimpsed of the vast panorama stretching 150 miles or more to the horizon.

Other women hiked up Pike's Peak since Julia Holmes and Katherine Lee Bates made history. But it was not until Sunday, June 28, 1936, that Agnes Nellesen was in a foot race up Barr Trail. It was an event held in connection with the opening of the Pike's Peak Highway as a free road. In that

13 mile ascent, starting from the Cog depot, she was the first woman to establish an official record of 6 hours and 42 minutes.

Since then her record has been broken with almost every race that was scheduled for the girls. As in the race Agnes won, they competed among themselves while the men would go ahead of them. In 1956 the men were required to go up and down the trail in order to approximate the full marathon distance of 26 miles, 385 yards.

On August 8, 1958, Mrs. Arlene Grundman, 28, made the ascent in 5 hours 59 minutes while Calvin Hansen was clocked in 3 hours and 5 minutes. Arlene was the only woman in the race. On August 7, 1959, Mrs. Katherine Heard, 58, was the winner in 5 hours 17 minutes and 52 seconds while Arlene Grundman Pieper came in second. The youngest girl to officially be in the ascent race was Kathy Pieper, 10, who was timed at 5 hours 44 minutes 52 seconds--even beating her dad to the summit by six seconds. In his second race Calvin Hansen broke Lou Wille's record of 3 hours 55 seconds in 2 hours 52 minutes 19 seconds. For the first time a woman completed the 26 mile round trip and the record shows Mrs. Arlene Pieper turned around and finished in 9 hours and 16 minutes. Calvin Hansen's round trip time was 4 hours 29 minutes and 40 seconds.

In the women's division on August 13, 1961, Kathleen Barnard from Denver reduced the ascent time to 4 hours 42 seconds while Mrs. Katherine Heard came in second in 5 hours 12 minutes and 49 seconds. There was no race scheduled in 1960 because there was only one entry. But during the next three years there was a constant improvement in the time it took to reach the rerefied summit. In 1962 in a preliminary before the men's race a Colorado Springs Physical Education teacher, Mary

Guinn, became interested and won the 13 mile jaunt up the Barr Trail on August 18 in 4 hours 15 minutes 29 seconds. Mrs. Katherine Heard was second an hour later.

On August 24, 1963, Mrs. Mary Guinn Felts did it again in 4 hours and 5 minutes with Norma Carletta coming in second in 4 hours 59 minutes and Katherine Heard trailing in 6 hours 13 minutes.

Again on August 22, 1964, Mrs. Mary Guinn Felts, 31, set an all-time record of 3 hours 52 minutes for the gruelling 7,547 foot run to the famous summit of Pike's Peak. Katherine Heard, 63, made a strong comeback and finished second in the best time she ever made-- 5 hours 13 minutes 32 seconds.

No race was scheduled in 1965. However, Mrs. Mary Guinn Felts' record of 3 hours 52 minutes 15 seconds, as well as those of little Kathy Pieper and her mother who hold records in the feminine classification, will be published in the next printing of the famous Guinness Book of Records. It is proper and fitting that their records will be under that of John Ray Rose who on August 22, 1965, established two records in the same race--2 hours 25 minutes for the 13 mile ascent and 3 hours 53 minutes 57 seconds for the 26.8 mile round trip--not quite up and down the mountain in the time it took Mary Guinn Felts to reach the top because John Rose had to run an extra eight tenths of a mile to the finish line in downtown Manitou Springs, Colorado.

BACK ISSUES OF DISTANCE RUNNING NEWS

Back issues of the Jan. 1966 issue of DRN are still available at 50¢ each or 3 copies for a \$1.00. This first issue of DRN contained many fine articles on distance running and is a must for all runners. Contents upon request. DRN, Box 4217, Overland Park, Kansas 66202

WHAT'S WALKIN'

by

Dr. G. W. Kelling

(Missouri Valley Walking Committee)

Everyone knows what walking is- or at least they think they do until they hear the term, "race walking". Then they either go blank or begin to grin, and I know they are recalling some hip-swivelling or duck-waddling picture that was on television either in a commercial or fleeting sports show. As in many other events that we all try at one time or another, we usually make big productions out of any attempts at anything tried for the first time. Such is usually the fate of the first-time race walkers that I have seen or met.

I was set straight in short order by an accomplished walker from London who now resides in Kansas City, Frederick W. Barrett (more on Fred Barrett at length another time). Race walking or speed walking is ordinary walking performed faster. This is too simple! It can't be! "Anybody can do that," I said. And do it I did--but not like Mr. Barrett or as rapidly.

First I had to learn to keep my arms comfortably at right angles and learn how to move them (this arm-swinging movement can become a driving action when needed). Standing in place with feet about 6 to 8 inches apart, with arms bent and held waist high, I began swinging the arms easily and gradually increased the speed and force. The faster and harder they moved, the more inclined I was to lean forward and up on my toes until the action caused me to "break" my position and take a step forward. My left foot went forward and exactly above it was my right hand (fist lightly closed). This was to teach me the value of arm drive and stride length. No matter how I tried, the arm and foot were always in line as if I were to drop a plumb line from my

hand. Walking with your legs and feet is fine but walking with both hands and feet is much more productive. The speed with which I moved my arms also dictated speed to my legs. They have to work together.

Length of arm motion equals (dictates) length of leg stride. Speed of arm motion determines speed of leg motion.

This is rather simply stated but it does conform to this formula. Try it.

I began paying more attention to arms and their position than ever before. This was very interesting in distance races, both walking and running. A proper positioning of the arms makes for a more economical performance either walking or running. I always advise a walker or runner who complains of boredom and/or tiring in later stages of a race to forget about his legs and concentrate on his arm action. This can help you over the hump, and is especially valuable on hills. The arm drive can make the difference in your speed on the incline. It also can control the walker's stride length when going down a hill that may cause him to chance breaking stride.

Now that the arms are moving let's keep the torso upright and head erect. As the leg extends forward we must remember that it is an extension of the hip. Lead each stride with the top and forward-most part of hip (this is called the anterior superior spine of the ilia). The thigh will go forward and reach to a distance several inches more than usual. Try this and find the "groove" with this forward reach of the hip as opposed to the hip "rolling" (the waddling motion that you may have associated with speed walking).

(Continued on page 23)

ROAD RUNNING IN ENGLAND
by
John Jewell
(Past President, England RRC)

England's tradition and strength in athletics largely rests on middle and long distance running in contrast to her lack of interest and weakness in Field events. Modern athletics commenced in England a century ago with the establishment of such meetings as the match between the cadets of the military colleges of Sandhurst and Woolwich and the match between the Universities of Oxford and Cambridge.

The Amateur Athletic Association, the oldest governing body of athletics in the world, was founded in 1880 by a number of clubs then in existence. Some of these were Harriers Clubs, formed as offshoots of the Rowing clubs, and they were concerned with cross country running. Cross country races were held in some of the public schools earlier in the century, as we read in 'Tom Brown's Schooldays'. This important branch of athletics first saw the light of day as an organized sport with the formation of the Thames Hare and Hounds around 1870, and such clubs as Blackheath Harriers, and South London Harriers. Indeed the birth place of cross country running is the 'King's Head' in Roehampton, the original headquarters of the Thames Hare and Hounds, which they still use today.

Roehampton is in south west London, adjoining the open spaces of Wimbledon Common and Richmond Park which provide fresh air for the Londoner. They are today the mecca of cross country and road runners.

Today throughout the length and breadth of the land, in their clubs both large and small, there are thousands of cross country runners, and this pool of trained manpower has turned to longer distances on the road. Most road runners

today have started their athletic careers as cross country runners.

The first road race of note to be established is the marathon, and around this have grown up races at shorter and at longer distances. Indeed the classic marathon distance of 26 miles 385 yards is derived from the distance of the famous Dorando marathon in the 1908 Olympic Games held at the White City, London.

England who regarded herself as leading the world in this branch of athletics, received a rude awakening in this race when the first Englishman to finish was 12th. J. J. Hayes of the USA was the winner in 2 hours 55 minutes 18.4 seconds, with Hefferon of South Africa second, following the disqualification of the Italian Dorando, who was assisted over the finishing line by the too-zealous officials. Three of the first four places were taken by American runners.

The Polytechnic marathon was inaugurated the following year to improve the standard of marathon running in England. This famous race starts within the private grounds of Windsor Castle as did the Olympic marathon of 1908. It has been started on many occasions by members of the Royal Family, including the present Queen, first in 1949 when she was Princess Elizabeth, and again in 1962. This race has used a number of different routes into London as the metropolis has expanded, and it has become necessary to replan the route as new roads have been constructed with the ever-increasing volume of traffic. The Polytechnic marathon has a long and colourful history, and here, in passing it might be mentioned that between 1925 and 1933, it was won no less than eight times by Sam Ferris, who for the last couple of decades has been a tremendous source of encourage-

ment to road runners in England.

Ferris ran in three Olympic marathons, those of 1924, 1928 and 1932, finishing a close second in the last. It was in the Polytechnic marathon 14 years ago, that Jim Peters pioneered the modern speed marathon, and last year Shigematsu made a world best performance of 2 hours 12 minutes 0 seconds.

The Polytechnic, or 'Poly' as it is generally known amongst the fraternity of long distance runners, is a flat fast course, but in no way a freak course and it has been accurately measured. Weather conditions at the time of the race in June have been ideal for the last three years when the world's best time for the marathon has been improved each year, by Buddy Edelen in 1963 (2-14-28), Basil Hestley in 1964 (2-13-55) and finally by the Japanese runner last year. However the variegated character of the English climate is such that the day may turn out to be a scorcher.

The marathon championship of the Amateur Athletic Association was first held in 1925 and has on occasions been incorporated in the Polytechnic marathon as it will be this year, when it will be used for the selection of teams for the Commonwealth Games in Kingston, Jamaica, and for the European Championships in Budapest which follow three weeks later.

Prior to the second world war, there were a few other long distance road races; the Morpeth to Newcastle 13 mile road race in the north of England, which is held on New Year's day, was first run in 1904 while the Finchley 20, organized by the Finchley Harriers, dates from 1933.

Many of these events are known from the clubs who organized them, ie the Belgrave 20, Pembroke 20, S.L.H. 30. Others may be named from the places concerned, ie Hereford to Ross, Liverpool to Blackpool, while

others may be county championships, ie Surrey 20, Essex 20.

Since the Second World War, athletics in Britain have undergone a wide-spread expansion, perhaps greater in proportion than the over-all world expansion, and this is nowhere more apparent than in road running.

There are now some hundred races of 10 miles and over and they are widely distributed over the country. There are in addition many road races over distances of less than 10 miles, and many popular interclub road relays.

The popularity of the long distance road races has been brought about largely by the Road Runners Club whose membership now approaches 2000. This organization which has secretaries in nearly all the English counties, was founded in 1952 with the immediate task of organizing the 52½ mile London to Brighton race. The RRC also promotes a long distance track race every year, and holds its own marathon championship. It is not primarily a promoting body, however, but serves as a forum on all matters concerning road running. The RRC publishes a newsletter with world-wide coverage of the sport; members are insured in the event of accidents during racing and training; certificates are awarded for all-round performances in road running, and all kinds of matters concerning road running are dealt with. A Fixture list is published. Membership is open to amateur athletes of any nationality. The RRC insists on accurate course measurement before a road race is accepted for the award of RRC certificates. This guarantees the authenticity of the performance.

Nine marathons were held last year and with the possible exception of Japan, no other country has such strength in depth. Fifty men last year ran the marathon faster than 2-32-17.

In this brief review of road

running in England, mention must be made of the 'Ultra' marathons, ie, races longer than the marathon which have become established since the London to Brighton race. (The first of these races was the South London Harriers '30' which was first held 23 years ago.) These races are the Exeter to Plymouth 44 mile race, the Isle of Man 39½ miles, round the famous motor cycle circuit, the Woodford to Southend 36½ mile, the Liverpool to Blackpool 48½ miles, and the 45 mile race from Edinburgh to Glasgow. The last is in Scotland. England is the biggest component of Great Britain which includes Scotland, Wales and Northern Ireland, and as such has the major part of the population and most athletic activity. This article has dealt with England, but Scotland has an extensive program of races organized by the Scottish Marathon Club, while Wales and Northern Ireland have their own races, including marathon championships. Practically all these events are open races.


Road Running in England is now a branch of athletics in its own right, with an enthusiastic following of dedicated athletes. It caters as well for athletes of all abilities, and its many adherents run in race after race, all over the country, throughout most of the year.

WHAT'S WALKIN'
(continued from page 20)

The heel contacts the ground first as the knee is undergoing a momentary lock and the foot continues its normal motion with the toe finishing the step. The important thing to remember is that one foot keeps contact with the ground at all times, or a warning or disqualification is called. The torso will incline slightly forward in most cases and more so as fatigue increases.

How about some of you distance runners trying it? If you do interval training, try speed walking on your rest laps or include it in "fartlek" workouts. Many well-conditioned cross country or distance runners compete in walking races with good success. Try it in the Missouri Valley Races this summer!

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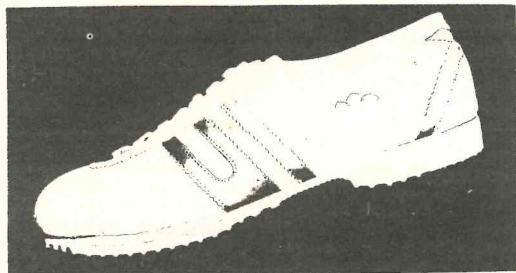
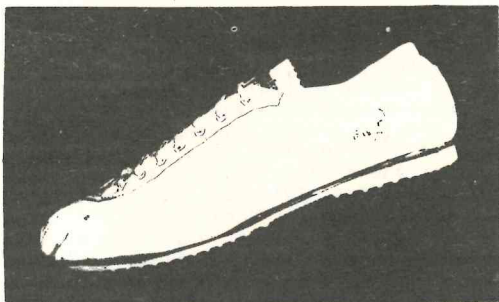


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THE ULTRA-LONG DISTANCE RUNNING KINGS
PROFILE #1 DONALD TURNER
by Ted Corbitt, N.Y. Pioneer Club

Don Turner, Epsom and Ewell Harriers (England), age 25, 5'10 $\frac{1}{2}$ "¹¹, -148 lbs. Works as civil servant in Exchequer and Audit Department, 9:00 AM - 5:30 PM, Monday through Friday.

BEST TRACK TIMES: 1 Mile 4:58;
3 Miles 15:48; 6 Miles 32:05 (in course of 1 hour run); 10 Miles 54:06; One Hour Run 11 Miles 141 Yards 0' 4"; 15 Miles 1:21:46; 25 Km 1:24:40; 50 Miles 5:32:10; 6 Hours Run 52 Miles 1110 Yards (World Record).
BEST ROAD TIMES: 10 miles 54 minutes; 15 Miles 1:24:52; 20 Miles 1:53:45; Marathon 2:30:48; 30 Miles 3:07:37; London-Brighton 5:37:59 (1962); Comrades Marathon (54 Miles) 6:07:08; 100 Miles 13:43:54 (1959).

TRAINING PROGRESS: Turner started training at age 19 years 10 months. Until last year he concentrated on heavy doses of slow running to build up strength and stamina, feeling that these factors should be gained before concentrating on speed. On training runs at 8 miles an hour, he recorded 2:30:48 for the marathon. He speeds up the pace in the winter when his mileage is about 90 a week. Summer training is slow, reaching a peak of 170-180 miles a week by August. He has logged up to 200 miles a week. Currently he plans to improve his marathon time via interval running and to put less emphasis on mileage (while concentrating on the marathon).

Turner does no weight training or calisthenics because he would rather spend his available time running. Four or five weeks before a long race, he runs the distance of the race in practice. He runs numerous 30 mile workouts and he runs a 26 miler every Thursday throughout the year. For two months before the '62 South African Comrades Marathon, he ran 32-34 miles every Sunday. He does not consider this number of long runs essential for the experienced 50

miler, but they give him confidence. Turner runs at an even, slow pace all the time and he feels that such long runs give him a superior foundation.

Turner trains once a day, usually, because he feels that one long run is better than two shorter runs. He now takes a day off before a big race.

Turner's mileage progression in preparing for 50 miling has gone as follows: In 1957 he ran 1,060 miles; 1958, 2,660 miles; 1959, 5,063 miles; 1960, 5,269 miles; 1961, 5,637 miles; and 1962, 5,200 miles. He trains on the road 99% of the time. He runs cross-country on week-ends in winter.

Turner likes ultra-long distance running because he is better at it than at other distances. He runs for the success it can bring and not just for the sake of it. He feels that as the racing distance increases from 100 yards to 100 miles, ability becomes less and less important and training becomes more and more important. He believes that the South Africans shine at ultra-long distance running because of the tradition they have in 50 miling through the Comrades Marathon. The Comrades race gets much publicity and everyone is encouraged to run. The London-Brighton run gets comparably little attention and it has a time limit of 8 hours 45 minutes. In South Africa they come in up to 11 hours or more and 75% of the starters are in the race because they have been egged on by others or because of the publicity. It is a feat to finish and many runners are in it just to prove they can do it, many having never raced before.

Turner advises the novice 50 miler to do plenty of slow training and to build up progressively to a fast 50 miles. The average mara-

thoner should run some long runs in training, but such efforts need not to overly fast. The first 50 mile race should be run with the idea of finishing and not for speed. In the 1959 London-Brighton run Turner covered the first 30 miles in about 3h 15 min., much faster than he had intended, but then he suddenly felt good, as if he hadn't been running at all. He "roared" through the field until he was within 200 yards of the leader $\frac{1}{4}$ miles from the finish where he first felt tiredness, leaving him second. Turner has followed a similar pattern in subsequent 50 milers. He is a peerless finisher at 50 miles. Four weeks after the '59 London-Brighton run, Turner raced 100 miles but felt some residual fatigue from the Brighton effort and he "suffered" during the 50-80 mile stages but recovered to finish in good shape.

Turner has never been seriously injured and he runs through any odd twinges in the legs, possibly reducing the pace or distance but doing everything possible to continue running.

Turner takes a vitamin pill each day to try to ward off colds. He eats a lot and he eats everything. He also eats a reasonable meal before a 50 miler, feeling that one needs something inside for a race lasting 6 hours. He is prone to getting stitches and he feels that these can be caused by an empty stomach before the race. He is now getting to the point that during long races he doesn't want much in the way of refreshments and he uses only sponges during a standard marathon. However, in training he stops for drinks and will eat and drink anything then.

Turner has run 25 marathons, five 30 milers, four 37 milers, six 50 milers, and a 100 miler. In the six 50's he has stopped for toilet activities only twice (at 5 miles in his first Brighton race in 1958 and at 18 miles in the

WALK YOUR WAY TO THE 1968 OLYMPICS
by Chris McCarthy (US record holder 50Km (track) and US fast times in the 1964 Olympic Games)

Need some sweatsuits? Shoes? Track suits? Traveling Bags? How about some expense paid trips? A couple of months in a training camp, a chance to face the starters gun in the Olympics. All these things plus more (National AAU Championship medals, emblems, All-American scrolls, trophies, merchandise, etc.), can be yours. Yours by 1968. But only if you start right now.

No this is not a pipe dream, an "LSD lift". Naturally everyone can't have all of these things. Only three at most. But you could be one of them. In 1964 I was.

How is it done? Simple. Well simply stated, if not simply done-but reasonably simple, feasibly simple. Just take up the 50 Kilometer Walk. Why the 50 KM? Because the 50 Km is the only event left that is wide open on our Olympic Track and Field Team. The only event where a lot of ordinary guys-including many distance runners, who may not even know about it-have as much chance as any other ordinary guy of making the team. For the fact is, as we look at it now, in mid-1966 it is still not too late to make the team at fifty-km.

Let's look at that factual situation. In 1964, at Tokyo, our three men were McCarthy (myself), Bruce MacDonald and Mike Brodie. I retired at the end of '64 and have done nothing since. MacDonald was on his 3rd Olympic trip. As long as the 50 Km remains so easy to make, he can be expected to try for it.

(continued on next page)

Comrades). He is often tempted to stop early in the race but finds that if he hangs on the feeling usually passes. He stopped 3 times in the 100 miler. He hopes to run in the Boston Marathon classic one day soon.

But he won't train either long or hard for it. He is not training now. Brodie is young and tough, but he has not been in shape since 1964 and goes into the Army in June, 1966. Who else is there? Well, Dean Rasmussen won the 1965 50 Km title, but he is a Merchant Marine officer now and out to sea. Cross him off. Paul Schell of Massachusetts won the 40 Km title in 1965, but he is rather slow, not a strong contender, really. There is Jack Blackburn of Columbus, but he did not make the team in 1960 or 1964, and trains even less now. Who does this leave? Well, there is Carl Johansen of Pittsburg, a student in the Pacific Northwest who had a fast (4.44) 50 Km last fall. He is young (20) and expected to be a threat. Who else? Nobody right now. Maybe a kid named Brewer from Southern California- maybe another kid named Walker, but it is thin going-very hard indeed to see anybody at all--let alone anybody good. I mean I say that some of you distance runners might be getting measured for your Olympic Blazer one of these days.

Suppose you are interested, what will you need? Well, there is one thing that must be stressed from the outset. You must be able to straighten your legs fully. This is a requirement of race walking- which makes it differ from ordinary street walking-and it is strictly enforced, in National and International races. Fortunately almost everyone can do it. It's really quite simple, even "natural". All you do is straighten out your supporting leg at the time the traveling leg passes by. You don't have to bend your leg backwards, overstraighten it or strain it; all that is needed and required is that it be straight. If you can meet this requirement, keep reading.

The other thing you will need now, in mid-1966, is a fairly good distance running background. You will need the stamina to finish the distance. And the distance is quite long-five miles longer than the marathon. And it is long in time

too-four and one half to four and three quarters hours in time. (Actually, 4.55 made the team in 1964). If you are around three hours or better for the marathon you have reason to be optimistic about the 50 Km walk. A lot of the problems are similar (loss of body fluids, sugar, salt, etc.). The general racing "savvy" you have picked up in your running training and competition will also hold you in good stead here. The leg muscles are definitely different, but the strain on the rest of the body system is similar.

The last thing I want to say, by way of introduction is that where-as making the U.S. Olympic Team in the 50 Km Walk is relatively simple (in other countries, e.g. Britain and the Soviet Union, you wouldn't have a chance), I would be less than candid by implying that the event itself is simple. I should stress this last point. Making the team is simple; not the 50 Km walk. In fact, in that enigma lies your hope. Were the 50 Km an easy event, were it something that a guy could whip into shape for in a couple of months (like Hal Higdon tried to do in 1964) then you would stand far, far less chance of making it. As you go along and train for the 50Km you will soon discover that it is tough-very tough, fully as tough as the marathon to train for and even more time consuming. But the great spur you will have is the knowledge that every mile you put in over 20 in a workout, every half hour walked past three hours is separating you from less determined, less hungry, opponents. You can get some inspiration from the fact that it's only because the event is tough that you have any chance at all. Were it any easier the glamour boys, the Lingrens, Ryuns, etc., would be dominating it. Remember too, there are good walkers in America; Laird, Mortland and DeNoon for example. But those guys are interested in the 20 Km walk. And rightly so. The 20 Km is a better event. It is more interesting to train for and more interesting to race.

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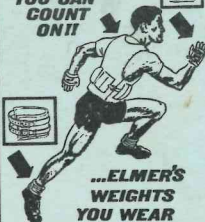
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