



MEASUREMENT NEWS

November

1987

Issue #26



Western Vice-Chairman Bob Baumel (slightly younger version) finishing 1982 Cowtown Marathon, Fort Worth, TX. Note Canadian connection: Bob lived in London, Ontario for 8 years, and certified a few Canadian courses, before moving to Oklahoma.

MEASUREMENT NEWS

#26 — November, 1987

SOME WORDS OF THANKS

Year after year the same regional certifiers keep grinding out those courses. There's some attrition, and some new faces, but lots of the regional people have been around for a long time. It's not the easiest job in the world reviewing all those measurements. Evenings are useful for other things too. I know that the work is worthwhile - that's what keeps me in the game too. But in case anybody doubts it, let me express my heartfelt gratitude to everybody in this collective effort. Your hard and capably-performed work is genuinely appreciated.

I can think of no more suitable monument to our industry than to list here in MN the work we have done over the years. Since January 1983 over 4000 road courses have been certified. That's a whale of a lot of measuring and paper-checking, and done in the face of rising standards of quality. Congratulations to all of us for a job well done.

Lest we forget - there were certified courses before 1983, and two of the certification giants, Ted Corbitt and Bob Letson, carried a lot of the load in the early days. Their contributions are not reflected in the modern numbers, but are remembered with gratitude. Ted carried the load all by himself for a decade, and Bob's work in Southern California set a high standard of excellence. His forms and maps showed the rest of us the way when we were still stumbling around trying to figure it out.

THINGS TO BE DISCUSSED AT THE TAC CONVENTION

1) Should a record be disallowed if a 10k remeasures out to 9999 meters? If not, where should the cutoff be?

2) Is a pre-validation setup like AIMS' feasible or desirable?

3) To what extent should RRTC become involved in the growing activity toward creating "TAC Certified Road Race Officials"?

4) Should we create various RRTC titles beyond what we already have, such as:

RRTC Validator
Certified RRTC measurer
Master Measurer

5) What about elevation information? Is there a way to get the info we need without forcing measurers to obtain USGS maps, or perhaps sending us guesses? Should we institute a procedure to check this information?

6) Should we validate courses with a ridiculous amount of drop? Are they in some way different from other pt/pt courses?

CALL FOR HELP

In a recent issue of TACTIMES it was mentioned that we were casting about for a good way to measure very long road courses. The idea of certifying a 100 kilometer or 100 mile point-to-point course using calibrated bicycles is a bit boggling, especially when the number of competitors on such a course will likely be numbered in dozens, if that many. Dan Brannen did it for the recent Philadelphia-to-Atlantic City 100 km race, which was a TAC Championship, and it was a large labor. His excellent work on that course is one reason why he's the New Jersey certifier now. It's possible that we might be able to use a calibrated automobile or motorcycle to do such a course, if the right short course prevention factor can be determined.

We need some data. The only handy place to calibrate an automobile, over a decently long distance, is on an interstate highway. Those have a reasonably accurately placed milepost each mile, and they can be used for calibrating an automobile. How good a job can we do using these? We don't know because we don't have any data. HELP US GET SOME.

Next time you have to take a drive on the interstate please record some data as follows:

Name/Address _____

Date of Calibration _____ Weather _____

Make/model of vehicle _____

Tire Size _____

Speed of Measurement _____

Place Where Calibration was Done _____

Milepost _____ Odometer reading _____

Milepost _____ Odometer reading _____

Milepost _____ Odometer reading _____

etc. _____

You get the idea. Try to get 20 miles or more, and get as many intermediate points as you can.

Interpolate your readings to the nearest 1/100 mile as best you can. If you have a rallye odometer that reads in 1/100 or 1/1000 miles that would be great too. Whatever data we can get will be welcome. It's not clear now whether this will turn out to be a viable approach, but we won't know until we get some dope. So please send something in to Pete Riegel.

ANNUAL REPORT — VICE CHAIRMAN EAST
ROAD RUNNING TECHNICAL COMMITTEE

The following is a report of the activities of the Vice Chairman East during the TAC fiscal year 1987. The VC East is responsible for the certification program in the Eastern US.

1. Certifier Selection and Training. One of the most important tasks of the position. New reviewers were named for Massachusetts- Rhode Island (Vaitones), and Pennsylvania (Edwards). Final Signatories were designated for New Jersey (Brannen), and New Hampshire-Vermont-Western New York (Teschek). In general, all of the certifiers, including the most recent appointees, are performing their volunteer duties very effectively as evidenced by the rapidly growing numbers of certified courses.

An additional reviewer, Doug Loeffler, was appointed in Florida to assist Basil Honikman, who must give his primary attention to the functions of TACSTATS. Doug may be involved in the future in the training of measurers and certifiers in Latin America.

2. Measurers Training. In addition to the considerable guidance provided by reviewers and certifiers, I worked with individual measurers in many states along the eastern seaboard. Clinics were held in Albany, Syracuse and Crown Point, New York, which subsequently produced several competent measurers in upper New York State.

3. Assistance To Other TAC Entities.

- (A.) TACSTATS - considerable consultation and other assistance was provided to the Honikmans to help with the establishment of the new national records keeping center. Proposed the Race Director Guideline Series and prepared one of the series articles for TACTIMES newsletter.
- (B.) Race Walk Committee - Working with TACSTATS, a special effort was made to assist with the development of race walk road records program, a project which was only marginally successful due to the Race Walk Committee's lack of familiarity with the course certification program and the records performance verification process. Despite this lack of success, the first Open and Age Group Race Walk Road Records will be presented for ratification at the upcoming TAC Convention. My involvement included personal advance contact with several race directors of championship events, personal pre-race measurement checks of their race courses, and design of the draft Road Record Application Form for Race Walking.
- (C.) TAC LDR Committees - Offered advice on the resolution of problems created by the Olympic Trials qualification of several runners on uncertified courses.

Offered to assist with the development of a certification program for road race officials.

There has been no response from either committee on either of the above offers.

Assisted George Regan of the Men's LDR Championships subcommittee with several problems related to the certification of race courses to be used as 1987 TAC LDR road championships.

(D.) Validations subcommittee RRTC - Conducted several validations which included the Nike Cherry Blossom 10 Mile, the 1987 TAC Masters 5K (Atlanta), Orange Bowl Marathon, the New Bedford Half Marathon, and numerous pre-race checks of other courses.

4. Assistance To Other Agencies.

Along with the Chairman and several national certifiers, provided measurement clinic assistance at the 1987 RRCA Convention.

Provided information on certification to Running Times, Running Journal, and Running In Georgia.

5. Technical projects.

Worked with the Chairman RRTC on two technical experiments - (1) the use of folding bicycles as course measurement devices and (2) the application of 1000 foot calibration courses.

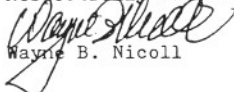
From the folding bicycle project we concluded that folding bicycles with small circumference wheels were less accurate and inconsistent as measuring tools. These bicycles, however, revealed the less obvious effects of road roughness and road incline on measurement results, pointing out the need for future study in these areas.

The 1000 foot calibration course project to date is deemed highly successful, reducing overall course measurement time and effort and providing safer locations for calibration without any perceptible loss of course accuracy.

6. 1988 Goals.

- (A) Continued training and appointment of national certifiers with attention to those states with no resident certifier. Tennessee, Delaware, Mississippi and Illinois will be reviewed to determine how their certification activities should be handled.
- (B) Preparation of other Race Director Guidelines articles for TACTIMES....
- (C) Assistance to the Women's Olympic Trials Marathon Measurement Team.
- (D) Assistance to the Validations Chairman in the preparation of course validation guidelines and the conduct of official validations.
- (E) Assistance to the Chairman RRTC in the preparation of narratives on the functions and responsibilities of the RRTC that should be included in the By-Laws under Article 17 (Special Committees).

Respectfully submitted,


Wayne B. Nicoll

ANNUAL REPORT

VALIDATIONS CHAIRMAN, RRTC

The chart presented below represents validation activity completed and/or currently assigned for 1987. Attention is drawn to the following:

Video-tape Reviews have been used in lieu of a new validation for courses previously validated that have produced new pending records. Video-tapes used for this purpose must be reviewed by the original validator and clearly show the start point, finish point, turnaround point(s) and any other restrictions on the course. The tape must address any concerns that are expressed in the original validation report. If there are lingering questions, a new validation will be instigated.

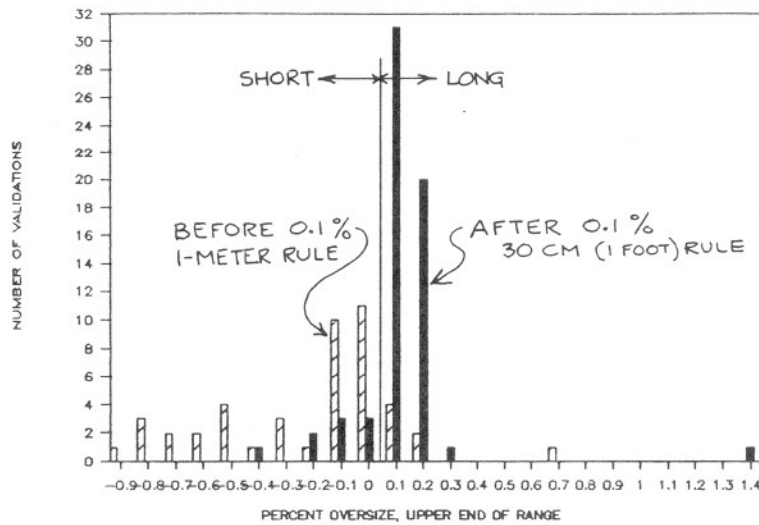
Race Walk and Ultra Running Loops have been added to broaden the RRTC's scope of responsibility. Validations include both ultra running loops and race walk road loops. Results of these validations have rendered the first race walk road records ever scheduled to be presented to a TAC Convention for ratification.

Distance	ID #	Name	Measurer	Validator	Date	Length
1 Mile Loop	not yet listed	NYRRC 100 Mile	Bill Noel	Bob Baumel Dan Brannen	6/12/87	1.01366 Miles
2.5 K Loop	WA83035TD	PNAC Dec. Walk	Tom Duranti	Tom Knight	7/16/87	2,500.55 Meters
2.5 K Loop	WA86025TD	Grand Walk	Glen Greisz	Tom Knight	7/15/87	2,501.95 Meters
2.5 K Loop	FL87001WN	Race Walk Loop	Joe Valdez	Wayne Nicoll	1/12/87	2.5025 Meters
5 Kilometer	TX86074KL	Library Run	Chuck Hull	Kevin Lucas	11/25/86	4995.44 Meters
5 Kilometer	GA87006WN	TAC Nat.Masters	Bill Eppright	Wayne Nicoll	5/24/87	5004.7 Meters
10 Kilometer	FL87002WN	Red Lobster	Wayne Nicoll	Bob Teschek	4/7/87	10009.2 Meters
10 Miles	DC85007RT	Nike Cherry Elsm	Bob Thurston	Wayne Nicoll	11/16/86 5/16/87	10.0088 Miles Review, Accept
Half Mar.	HI83002TC	Windward	Carl Ellsworth	Tom Ferguson	6/13/87	13.09409 Miles
Half Mar. & 20 K	MA86003JMC MA87002SV	New Bedford New Bedford	Ray Nelson Ray Nelson	Wayne Nicoll Wayne Nicoll	9/6/87 9/6/87	13.113 Miles 20008.63 Meters
Marathon	FL86042BH	Orange Bowl	Doug Loeffler	Wayne Nicoll	1/10/87	42302.4 Meters
Marathon	AZ86047TK	Phoenix City	Tom Knight	Pete Riegel	7/11/87	42279 Meters
50 Miles	CA86039RS	W.Coast Univ.	Bob Hickey	Tom Knight	6/10/87	50 Miles & 369 Feet
<u>Currently assigned, not yet completed:</u>						
5 Kilometer	CA86068PR	Carlsbad 5000	John Collias	Wayne Nicoll	8/17/86	5,0033041 Meters Review
5 Kilometer	NY86005ET	JP Bullfeathers	David McPhee	Dan Brannen		
12 Kilometer	OK85074BB OK86057BB	Mowhawk 12 K Mowhawk 12 K	Glen Lafarlette Glen Lafarlette	Bob Baumel Bob Baumel		
12 Kilometer	WA86008TD WA86009TD WA86010TD	Lilac Bloomsday Lilac Bloomsday Lilac Bloomsday	Mike Renner Mike Renner Mike Renner	Bob Baumel Bob Baumel Bob Baumel		

Respectfully submitted,

Sally H. Nicoll
Sally H. Nicoll, Chairman

VALIDATIONS



COURSES ARE BETTER THAN EVER!

The above chart shows how United States courses have checked out when expertly re-measured. Most of the data was presented in NRDC News last year, and it has been updated to include the results of this year's validations.

In late 1982 the old measure-one-meter-from-the-curb rule was replaced with the 30 cm (1 foot) offset. At the same time the extra and controversial short course prevention factor (SCPF) of 0.1 percent was brought in. Two major effects of the change may be seen:

1) Under the old rule, 38 courses were found short, while only 7 measured out to greater than the nominal distance. Under the new rule, only 9 courses have been found short, while 53 exceeded the nominal distance. The rule change has generally succeeded in producing courses that are not short.

2) Under the old rule, the measurements are more spread out, while the grouping for the newer courses is tighter. This means that we are now getting most of our measurements closer to what they are supposed to be. Much of this is undoubtedly because of recent emphasis on cutting tangents properly and following the shortest possible route within the legal boundaries of the course.

The new procedure seems to be working.

FINISH LINES	
TIME	PLACE
0:44:13	1187

Finish Line Sub-Committee
 Alan Jones, Chairman
 3717 Wildwood Drive
 Endwell, NY 13870
 (607) 754-2339

CERTIFIED OFFICIALS

In the September 1987 Measurement News I discussed the issue of certified officials for road racing. As a result of the column, I received a letter from Frank Greenberg, Executive Vice Present of TAC. Frank suggested we contact Ken Caouette who is Chairman of the Officials Committee of TAC. Ken has been contacted by the road running community before on this topic and nothing happened. Therefore, before we go to Ken we should decide if we need and/or want officials. I've talked this over with Pete Riegel and he has agreed to put a discussion of this issue on the agenda of the RRTC committee meeting to be held this December in Hawaii. Unfortunately, (and I really mean unfortunately) I will not be attending the meeting so I hope that those of you who will be there will express your opinion on this topic. This is not the first time this issue has arisen and, I am sure, it is not the last time it will come before us. It is unclear whether this is a proper topic for us or for the Long Distance Running committees. Many people feel the system is fine the way it is and "if it ain't broke, don't fix it." On the other hand we all know of poorly handled finish lines where only the first few people got the correct times. However, if an official were to arrive on raceday and didn't like the procedures put in place by the race director, it would probably make for mass confusion to try to retrain volunteers on the spot. What are your thoughts?

FINISH LINE COMPANIES

Another issue that was discussed at the RRTC meeting in Tampa last December is the rating of finish line companies. It was decided that it would not be proper to actually rate the companies. In the meantime, Road Race Management and TACTIMES have published lists of finish line companies.

The August 1987 issue of Road Race Management contained part 1 of their "Finish Line Company and Equipment Rental Guide" which covered those companies which operate mostly in the East, South, and part of the midwest. The September issue covered the Midwest (concluded), Mountain, Pacific, and additional entries. RRM wisely did not try to rate the companies but included the answers to questionnaires returned by each company. The two issues cover 59 companies. Each issue has a large matrix of the company names with the services offered. It is interesting to note that over half of the companies offer course measurement according to TAC standards.

Now if we can only get RRM to stop calling our publication Management News.

TACTIMES took a different approach. They listed those companies which follow the TACSTATS guidelines for race results. Of course, this does not guarantee that each company runs a good finish line but it indicates a commitment beyond setting of a chute, determining award winners, and then disappearing. As those of us who have gone through the procedures required to have a course certified know, the paper work is the hardest part. So it is with race results. It's kind of exciting out there on race day trying to keep ones head when all about are losing theirs. However, it is a very different task to sit down and prepare the results for TACSTATS, fill out the "Application for Recognition of Road Race Performances", and send it off to the state record keeper. It is often one of those jobs that is going to be done "tomorrow."

PRINTED RESULTS

While we're on the topic of race results, I'd like to encourage all race directors to provide a complete printout of results to all finishers. In this day of computerized results, it should be possible, in small races, to hand out results

as the race is going on. In every local race I score I do this. The runners love it! For large races, of course this is impossible. I have seen some lovely results booklets which are sent to all competitors. The booklets done by the Huntsville Track Club under Harold Tinsley and Norm Harris are examples. Many races send postcard results with time, place, and, perhaps, place within age-group. This is certainly better than nothing. However, I personally like to see the entire results so I can see how my friends did and how my performance stacks up against others.

I have been rather fanatical about the issue of printed results ever since I ran in the Pennsylvania High School Cross Country championship in 1953 (in 14 inches of snow!) at Penn State. After the race we showered and went out to our bus. I couldn't believe it when someone came down the aisle passing out complete printed results! At that time only coaches got results (if lucky). The runners never saw them let alone receive copies of their own. I attended Penn State the next year and saw how the meet was run. It was basically the same method used today in all road races - a tightly controlled chute, select times, etc. with a fast typist cutting a mimeograph stencil from a results board set up in the gym.

A NOTE TO THE FINISH LINE SUB-COMMITTEE

I would love for those of you on the Finish Line Sub-Committee (names listed below) to provide me with material for our corner of Measurement News. If you don't want to write an article, just give me some ideas of topics. Also, IACTIMES is always looking for articles for their "Guideline Series". Their July/August issue had a fine piece on select timing by Carl Johnson, NC Record Keeper. Select times are such a simple concept but so seldom understood by people putting on their first race.

BAR CODES (continued -- again)

In the September issue I mentioned Jack Moran and I are testing new material (Tyvek) for bar code labels. I now have the labels but don't have any upcoming races on which to test. I would love for someone to test them. Let me know how many you want. I'll sell them to you at my cost which is 2 cents a piece. These are blank labels. You need a

means to print bar codes in order to use them.

SALLY NICOLL

I was deeply affected by the news that Sally Nicoll is fighting cancer. I haven't known Sally long but she is one of those people whom you just plain like from the first meeting. We are all with you, Sally, as you fight the good fight against this thing.

WHAT EVER HAPPENED TO CLAIN JONES?

I hope you won't mind if I end on a personal note. Many ask what Clain is doing these days. As most of you know, Clain made the Jones Counter from 1973 until 1982 when he went off to Cornell to major in agricultural engineering and transferred the business to Bill Noel of the New York Road Runners Club. During those years Clain made 2341 counters and I understand Bill Noel has been selling close to 400 a year as Clain was doing his last few years. Therefore, Bill should have sold about 2000 by now. Clain graduated from Cornell in 1986 and is now in his second year of graduate school at the University of Washington in Seattle where he is studying environmental engineering in the civil engineering program. He loves the Northwest. Those of you who study the certified course list will see some courses that Clain measured a few summers ago -- which made him appreciate the work all of you do to measure and certify courses.

Finish Line Sub-Committee Members:

John Boyle	Neil MacDonald
Mark Crook	Fred McCormick
Jack Dowling	Jack Moran
Christopher English	Sally & Wayne Nicoll
Bill Grass	Rick Staback
Alan Jones	Allan Stenifeld
Walt Jorgensen	Fred Torres
A.C. Linnerud	Ken & Jen Young
Philip Lockwood	

Alan Jones, Chairman



Metro Parks Track Club
P.O. Box 36452
Louisville, Kentucky 40233

Pete Riegel
3354 Kirkham Road
Columbus, OH 43221

Dear Pete:

In reading the September issue of MN, I came across several reference to "SOSS".

Please send me any information on "SOSS" and how it relates to course measurement.

Thanks,

John Spalding

John Spalding
Metro Parks

Dear John,

"SOSS" means "sum of shortest splits". If you look at the data you can see that sometimes rider 1 does a better job, and sometimes rider 2 does it. Your course, "Corporate Cup 5k" (KY87066PR) is a good example. As you can see Bradford rode Finish-to-3 better than you did - He rode his working constant for the distance, while you exceeded yours. Thus he got .1068 miles for the distance while you got .1095.

Since he was doing the layout he got exactly 1 mile each for the rest of the splits, but you did better at 3-to-2 and 2-to-1. Then he beat you on the last split. If you add up all the shortest splits (circled distances) you come up with 4996.5 meters, which is shorter than the shortest overall measurement.

That's what SOSS means. It's something to look out for. I don't insist that SOSS be awfully close to the measured value, because it's a bit more complicated than I would like. But on courses for major races I do give it a look, and request changes sometimes if it's off by too much.

In your case, the SOSS effect ate up 3.5 meters of your 5 meter short course prevention factor (the extra 1.001 built into calibration).

If you have further questions, please get in touch.

Best regards,

Pete

COURSE MEASUREMENT DATA SHEET

Name of Course or Race Name Corporate Cup 5K

Name of Measurer #1 Jack Bradford Working Constant #1 15838

Date 7/19 Start: Time 10:30 a.m. Temperature 78F

Finish: Time 11:00 a.m. Temperature 79F

Name of Measurer #2 John Splading Working Constant #2 15770

Date 7/19 Start: Time 10:30 a.m. Temperature 78F

Finish: Time 11:00 a.m. Temperature 79F

Measurement Data. Use the first measurement ride to lay out the start/finish points and all intermediate split points. Use the second ride to check the location of those same points. Do not use two sets of marks!

Measured Point	Counts for Measurer #1		MILES	Counts for Measurer #2		MILES
	Recorded	Elapsed		Recorded	Elapsed	
FINISH	74000	00		19000	0	
3 Mile	75692	1692	<u>.1068</u>	20727	1727	<u>.1095</u>
2 Mile	91530	15838	<u>1.0000</u>	36485	15758	<u>.9992</u>
1 Mile	107368	15838	<u>1.0000</u>	52235	15750	<u>.9987</u>
START	123206	15838	<u>1.0000</u>	68017	15782	<u>1.0008</u>
			<u>3.1068 mi</u>			<u>3.1082 m</u>
			<u>4999.9 m</u>			<u>5002.2 m</u>

SUM OF SHORTEST SPLITS (S.O.S.S.)

$$SOSS = .1068 + .9992 + .9987 + 1.0000 = 3.1047 \text{ mi}$$

$$= 4996.5 \text{ m}$$

Preliminary Course Length	start-to-finish counts	divide by	working constant	=	measured length
Measurer #1	<u>49206</u>	/	<u>15838</u>	=	<u>3.1068316</u>
Measurer #2	<u>49017</u>	/	<u>15770</u>	=	<u>3.1082435</u>
Difference between lengths #1 and #2		divide by	length #1	=	Measurement comparison (less than 0.0008?)
<u>0.0014119</u>		/	<u>3.1068316</u>	=	<u>.0004544</u> (YES) [yes or no]

IMPORTANT. Before you leave the course, compare the two measurements. They should agree to within 0.08%. If the two preliminary measurements do not agree to within 0.08%, something is wrong. Fix it! Then go to the calibration course and recalibrate.

If either of the **Constants for the Day** (for measurements #1 and #2) are **not** the same as the **Working Constant**, recalculate the length of the course here.

Final Course Length	start-to-finish counts	divide by	constant for day	=	length of course
Measurer #1	<u>49206</u>	/	<u>15838</u> ✓	=	<u>3.1068316</u>
Measurer #2	<u>49017</u>	/	<u>15770</u> ✓	=	<u>3.1082435</u>

The length of the race course as measured by the calibrated bicycle is the *lesser* of the two lengths calculated above.

Measured course length 3.1068316. Desired course length 3.1068560
 Use a steel tape to add or subtract distance as required to bring the **minimum** length to the same value as the desired course length.

How much did you add or subtract, and where (start, finish, turn-around point)?

No change ✓

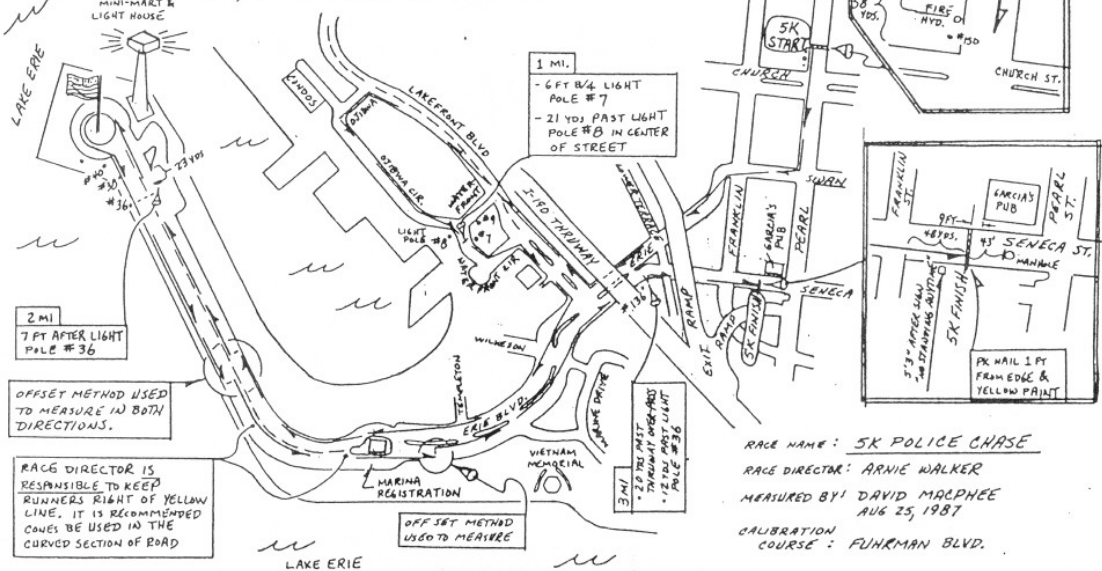
Note: You need not adjust intermediate split points unless certification is desired for those points as well. Did you adjust the intermediate points and, if so, how?



- NOTES:**
1. COURSE IS 100% CURVED, RUNNERS MUST STAY IN THE ROAD AT ALL TIMES.
 2. RACE DIRECTOR SHOULD NOT PRINT MILE # NUMBERS IN THE ROAD, BECAUSE THESE ROADS ARE USED FOR MANY OTHER RACES. THIS MAP'S DESCRIPTIONS ARE SUFFICIENT TO FIND MILE POINTS. PAINTING SMALL MARKS IS OK.
 3. MAP IS NOT TO SCALE.
 4. THE HANDOFF FUN RUN, WHICH SKIPS THE LAKEFRONT BLD LOOP, IS 3.55 KILOMETERS OR 2.21 MILES.

MAP OF THE BIMONTH

CAUTION - 2 PK NAILS 10 1/2 FT 3/4 LIGHT POLE #170 ARE FOR CHECKERS BK FINISH



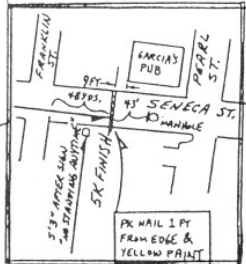
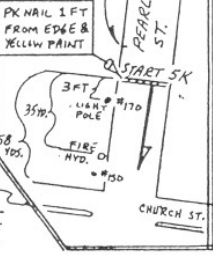
2 MI
7 FT AFTER LIGHT POLE #36

OFFSET METHOD USED TO MEASURE IN BOTH DIRECTIONS.

RACE DIRECTOR IS RESPONSIBLE TO KEEP RUNNERS RIGHT OF YELLOW LINE. IT IS RECOMMENDED CONES BE USED IN THE CURVED SECTION OF ROAD

1 MI.
- 6 FT 3/4 LIGHT POLE #7
- 21 YDS PAST LIGHT POLE #8 IN CENTER OF STREET

OFFSET METHOD USED TO MEASURE



RACE NAME : 5K POLICE CHASE
 RACE DIRECTOR : ARNIE WALKER
 MEASURED BY : DAVID MCPHEE
 AUG 25, 1987
 CALIBRATION COURSE : FUHRMAN BLVD.

CERTIFIER ID CODES AND NAMES
FOR ALL ID'S ON COURSE LIST TO 1 SEPT 1987

ACL	A C LINNERUD	JL	JIM LEWIS
AP	AL PHILLIPS	JMC	JOHN MCGRATH
AS	ALLAN STEINFELD	KL	KEVIN LUCAS
BB	BOB BAUMEL	LE	LEN EVENS
BG	BILL GLAUZ	MR	MIKE RENNER
BH	BASIL HONIKMAN	PC	PAUL CHRISTENSEN
BN	BILL NOEL	PR	PETE RIEGEL
BS	BRIAN SMITH	PT	PATRICIA THORNTON
BT	BOB TESCHEK	RE	BOB EDWARDS
BU	BEN BUCKNER	RL	BOB LETSON
CEG	C E GEORGE	RR	RICK RECKER
CJ	CARL JEANSONNE	RS	RON SCARDERA
CW	CARL WISSER	RT	BOB THURSTON
DB	DAN BRANNEN	SH	SCOTT HUBBARD
DK	DAVID KATZ	SK	SCOTT HUBBARD
DM	DAN MILLET	SV	STEVE VAITONES
DR	DAVID REIK	TB	TOM BENJAMIN
ETM	E T MCBRAYER	TC	TED CORBITT
FC	FELIX CICHOCKI	TD	TOM DURANTI
FH	FINN HANSEN	TF	TOM FERGUSON
GD	GEORGE DELANEY	TK	TOM KNIGHT
GLD	GORDON DUGAN	WG	BILL GRASS
GN	GREG NELSON	WH	BILL HUGHES
HWC	HAL CANFIELD	WN	WAYNE NICOLL
JD	JOHN DEHAYE	WS	WADE STOCKMAN

Number of courses certified by TAC Certifiers as of 1 September 1987

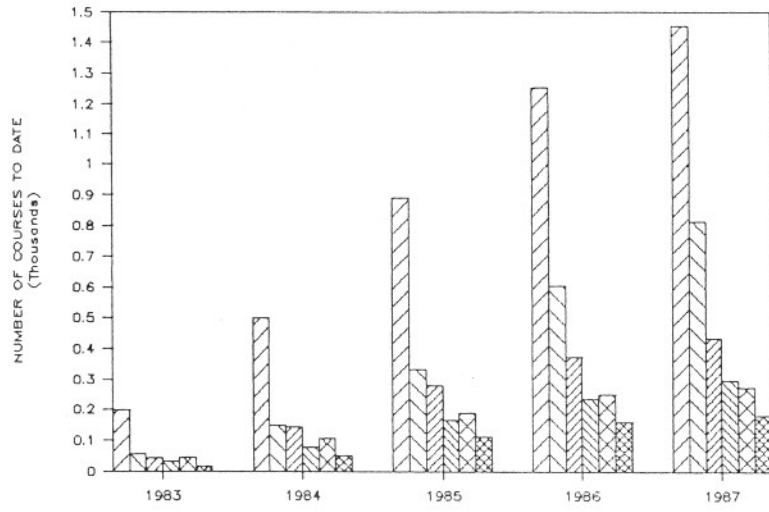
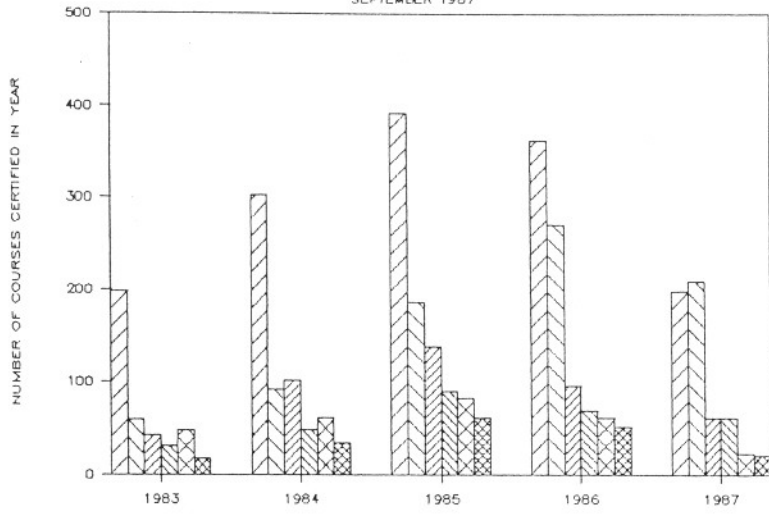
PR	538	PC	115	SH	48	WH	12
WN	351	RR	104	BT	46	TF	9
BB	304	JL	104	GN	40	CEG	8
TC	299	BH	99	DB	37	SV	6
ACL	263	JMC	86	CJ	33	WS	5
RT	214	AP	85	DK	22	HWC	3
GD	175	WG	81	BN	20	PT	3
CW	173	BG	64	GLD	19	BU	2
TD	156	TB	58	FH	18	GSN	1
RS	154	ETM	58	DM	17	FC	1
RL	152	DR	52	MR	15	SK	1
KL	136	AS	52	LE	13	RE	1
TK	130	BS	50	JD	12	CA	1

Measurers who have 25 or more
courses on the TAC Certified
Course List as of 1 Sept 87

LINNERUD	232	KNIGHT	48
NICOLL	160	COURTNEY	48
LAFARLETTE	141	WISSER	46
THURSTON	130	DURANTI	43
SCARDERA	108	GREISZ	39
LUCAS	82	SISSALA	35
RECKER	74	HICKEY	35
RIEGEL	73	LEBLANC	35
J SMITH	65	EDWARDS	30
LEWIS	64	BRANNEN	29
PIERCE	64	KATZ	29
D WHITE	59	BAUMEL	29
HUBBARD	58	W TUCKER	28
MCBRAYER	54	VOLMER	27
CHRISTENSEN	54	LETSON	26
TESCHEK	49	HESELBART	25

TAC CERTIFIED COURSES

SEPTEMBER 1987



10k
 5k
 8k
 5m
 M
 HM

HONOLULU MARATHON — HOW IT CAME OUT

Readers of MN have seen discussion of the Honolulu Marathon course, and of the differences of opinion relating to the length of the course as obtained by Giovanni Bartolini, who originally measured it, and by Andy Galloway and Len Wallach, who measured it a few years later for AIMS.

Race Director Jim Moberly decided to take the bull by the horns and lay the matter to rest. The AIMS annual meeting took place in Glasgow in September, and Jim learned that Andy would be stopping in Honolulu on his way back to New Zealand. Last-minute calls to me (Pete Riegel) and Andy got a measurement date set up. Andy and I arrived in Honolulu late Friday and left late Sunday.

For those who prefer a single, official number stating the measured length of the course, it came out to 42230 meters, well above the 42195 required.

Andy and I agreed that the controversial sidewalk calibration course on the Ala Wai Canal was not the one we wanted to use, because of the need to swerve and the insane number of pedestrians who are reluctant to get out of the way. In addition, because of the need to get things done fast before the traffic built up, we wanted to be able to get our calibrations done quickly, and felt that on-site calibration courses were a better way to go than was using a calibration course that required vanning the bikes back and forth.

The measurement was therefore based on two separate 1000 foot calibration courses we laid out the day before on Ala Moana Drive (near the start) and on Kapiolani Drive (astride the finish). Because of the difference in texture between the calibration courses (Ala Moana was rougher) and the temperature rise during the day, we experienced high variation in calibration, amounting to about 2 meters per kilometer for all three riders. All used pneumatic tires.

We were aided in the measurement by Giovanni, who showed up in the early morning and gave me a summary of a remeasurement of the course he did this spring, in which he got a value of 42233 meters for the course as we measured it and as it was certified. He volunteered to be our data-taker, and that helped a lot. Andy, Jim and I had only to stop and read our counters out loud to Giovanni, who wrote things down. This got all our data in one place in a consistent format - a big help.

Since the course was identical to that certified in 1983, and since we found it acceptably oversized based on the average constant, I considered the measurement to be a validation of an existing course. If I had been laying the course out from scratch the various short-course prevention factors would have forced the addition of an additional 52 meters.

However we slice it, the course is OK. We never did resolve the big difference between the course as certified and Andy's former measurement, but I would guess it was a combination of the Ala Wai calibration course and race-day restrictions on the wheelchairs that may have lengthened the as-run course somewhat.

Two mistakes were made during the course of our measurement. In the first, all riders rode the southbound lanes on Ala Moana, while the northbound lanes

are actually 12.6 meters shorter. I arrived at this figure by consideration of road dimensions and geometry, and reduced all our measured values accordingly.

It would have been possible to specify a staggered starting line, but since I considered this a validation of an existing course I choose not to do this, since that would change the course, requiring the addition of an additional 52 meters to comply with TAC layout procedure. I felt that a change to the course was not a desirable thing to do if it could be avoided.

The second mistake was mine alone. While turning from Wailua onto Hawaii Kai Drive (left lanes only in this portion), I inadvertently took the whole-road SPR, thus getting a markedly lower value for my ride (compared to the others, who rode the proper route) from mile 15 back to the half-marathon mark. I decided to use Andy's value for my own in this stretch - the difference was about 7 meters added to my measurement of the course.

The considerable discussion concerning what lanes were to be available to the runners on Kalaniana'ole Highway led me to simplify and assume that runners had the entire southernmost three lanes on this road, and measure that way. The organizers can come as they wish. KHwy is so straight that it makes little difference to which lanes the runners are restricted - they could take the whole road and the distance would be little affected.

I remain puzzled at the comparison between Andy's ride and Jim's. Jim's ride yielded the lower measurement value than Andy's, but I thought I saw Andy taking a consistently shorter path than Jim. The difference is not a lot, and maybe some artifact of calibration variation accounts for it. In any case, the three rides agreed within 28 meters, or 0.066 percent.

DOWNHILL PLUNGE WR FOR BRENDA WEBB? 15:05 AT CHIQUITA ALL-FOR-ONE CLASSIC

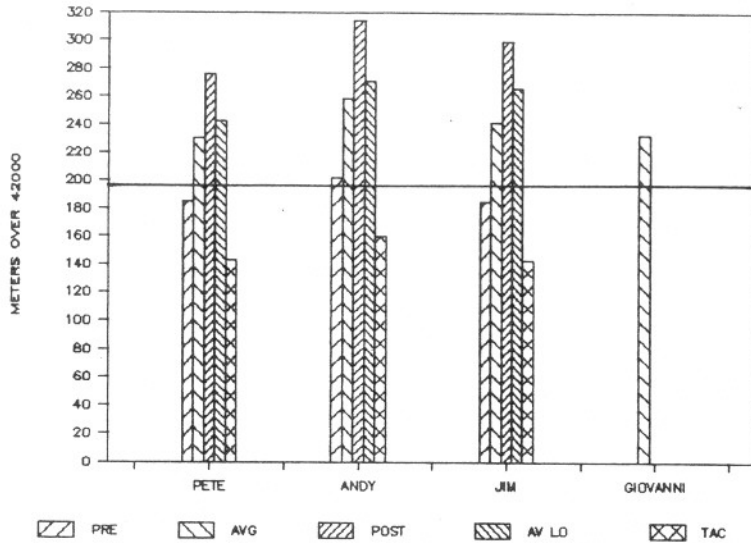
I was alerted to this by Kevin Rhea of Ohio Runner who called 10/19 to inquire whether the course was certified. 10/21 Don Connolly called. He's an active race director in the Cincinnati area who I'm aware of principally because he has measured quite a few courses down there.

He said Chiquita (the banana people) had provided some prize money and it induced Brenda Webb to burn a 15:05 on the course, which goes up and down in the first mile, then drops 180 feet in the next 2 1/2. He says he has lots of stopped times and a videotape of the event. Also starring were 11 men and 5 women who may have set age records. There were around 400 people in the race.

He was a little concerned because he had gone around a couple of parked cars on curves when he measured, and was afraid he might come up short. Offsetting this were some coned restrictions that forced the runners into a longer path, and it seems to me that there's a good chance things may come out OK when checked. Sounds like he had his act together.

He asked me what to do, and I said "play it by the book" and send in the record applications to TACSTATS and I'd alert the players as well.

HONOLULU MARATHON



MEASUREMENT RESULTS - HONOLULU MARATHON

September 27, 1987

BASIS OF MEASUREMENT	PETE RIEGEL	ANDY GALLOWAY	JIM MOBERLY	GIOVANNI BARTOLINI
PRECAL	42184.9	42202.1	42184.8	
POSTCAL	42275.4	42314.3	42299.1	
AVERAGE	42230.1 (a)	42258.1	42241.9	42232.5 (c)
AVG LOW (d)	42242.1	42270.8	42265.9	
TAC STD *	42142.8	42160.0	42142.7 (b)	

* TAC STD basis includes SCPF of 0.1 percent. All others are true distance, not including the extra 0.1 percent.

(a) - Official result for a validation of an existing TAC certified course. Since distance exceeds 42195, no additional distance is required.

(b) - Official result for layout of a new course. If the course had not been certified, an additional 52 meters would have to be added.

(c) - Result of a measurement of the course performed by Bartolini a few weeks before the measurements of Riegel, Galloway and Moberly. Bartolini also laid out the original TAC certified course (HI83005TC) that was validated.

(d) AVG LOW is the average of the lowest of the 4 precal rides and the lowest of the 4 postcal rides. Included for possible interest of the reader.

GUIDANCE TO RACE COURSE MEASURERS ON THE USE OF THE 1000' CALIBRATION COURSE

In an effort to reduce the difficulties inherent in measuring, locating, and calibrating on established half mile, mile, or 1000 meter calibration courses, Pete Riegel, national chairman of the Road Running Technical Committee, has authorized the use of 1000' or metric equivalent calibration courses at the race site. This new procedure will allow measurers to select a shorter, more protected course that is in the vicinity of the race course to be measured. Since calibration and recalibration can take place immediately before and after the race course measurement, the calibration data obtained should be more representative of the measurement data produced on the race course.

The following procedures are in effect:

- 1) The calibration course must be laid in the proximity of the race course start or finish.
- 2) The calibrated bicycle cannot be transported by vehicle from the calibration course to the start of the race course measurement.
- 3) It is not necessary to use a tension device on your steel tape. Simply apply a strong pull that provides sufficient tension to straighten and slightly stretch the tape.
- 4) A 100' or longer steel tape is recommended. Use the usual taping procedures described in the measurement procedures manual.
- 5) It is not necessary to complete any paperwork, however, you may want to document the location of the end points of your course for future use. A certification code number will not be issued. On question 7 of the race course application simply note that you laid a 1000' course at the site.
- 6) You need only measure the course one time.
- 7) It is not necessary to calculate the effects of temperature change on your steel tape. If the temperature is above 68 degrees F make no adjustments for temperature. If the temperature is below 68 degrees F, the following adjustments are suggested to increase the probability that your course is at least 1000 feet.

<u>Temperature (F degrees)</u>	<u>Add the distance below in inches</u>
60 -67 degrees F	One Half Inch
50 -59 degrees F	One Inch
40 -49 degrees F	Two Inches
30 -39 degrees F	Three Inches
20 -29 degrees F	Four Inches

This chart is designed to simplify the correction procedure by using degrees fahrenheit and inches. The metric buffs are free to convert or create their own scale. The error in this scale leans toward increasing the course length, thus protecting the race course.

- 8) Ride the calibration course at least four times before and after the race course measurement.

Other Observations and Suggestions:

If you are laying a long point to point course, you should consider laying a calibration course at both ends. Both Pete and I have been pleased with the outcome using double calibration courses on a 30K and a marathon course.

There will be times when you will transport the bicycle during the measurement (taking a lunch break, measuring in segments, etc.) but be sure to adhere to the requirement in # 2 above.

I have laid about a dozen 1000 foot courses. I have imbedded PK nails and marked and recorded the end locations. I have already used one of the courses several times for other course measurements. It is a nice feeling to know you are returning to a safe, convenient course that is time saving and properly measured.

These procedures are subject to change as we gain more experience in the use of the 1000' course.

Wayne
Wayne B. Nicoll
Vice Chairman-East
Road Running Technical Committee

October 26, 1987

1987 VALIDATIONS

COURSE	NOMINAL DISTANCE	VALIDATION MEASUREMENT	PERCENT OVERSIZE
NYC ?????	1 mile	1.01366	1.366
WA83035TD	2500 meters	2500.55	0.022
WA86025TD	2500 meters	2501.95	0.078
FL87001WN	2500 meters	2502.5	0.100
TX86074KL	5000 meters	4995.44	-0.091
GA87006WN	5000 meters	5004.7	0.094
FL87002WN	10000 meters	10009.2	0.092
DC85007RT	10 miles	10.0088	0.088
HI83002TC	21097.5 meters	21072.89	-0.117
MA86003JMC	21097.5 meters	21103.32	0.028
MA87002SV	20000 meters	20008.63	0.043
FL86042BH	42195 meters	42302.4	0.255
AZ86047TK	42195 meters	42279	0.199
CA86039RS	50 miles	50.06988	0.140
CA86068PR	5000 meters	5003.304	0.066

10/04/87

To: Pete Riegel, 3354 Kirkham Road, Columbus, OH 43221
From: Jim Lewis, 2900 John Ave., Lincoln, NE 68502

Dear Pete,

I need your advice regarding the Heartland Hustle 10K. I have enclosed a map.

First let me apologize for not being more active. This year I was chosen as President of the Faculty Senate here at Nebraska. It has been like adding a new full time job onto my job as a Professor. Add in duties to the local club, courses to certify, etc. and there just in no time to ponder important questions about measurement and then write reasoned responses. I should say that I continue to believe that measurement should never claim an accuracy greater than that which one believes to be the accuracy of the measurement instrument. Thus I would hate to play a role in denying a record because I found a 10K to be 9998 meters or because I found a marathon to be 5 meters short. I simply do not believe that I can be that accurate with a Jones Counter. (A quick calculation has just convinced me that a 1 count difference in one out of four calibration rides on a 1000 foot short calibration course will make a 3.5 meter difference in the apparent length of a marathon course.) If I can find the time to develop this thought I will write soon.

Back to the Heartland Hustle. It is offering a \$50,000 prize for a world record. I have approved the measurement and certified the course. Basil and I have been asked to come to the race, remeasure the course and see that the course is properly monitored, timing is ok, etc. Having read your comments on cones, I want your advice. As you can tell from the map, the location for the cones is defined geometrically, "along center line" and "cones at two curves follows the radii of the S.E. corner." There is no evidence that any particular cone location is specified or that any nails or paint marks are in place. Do you find this lacking? I think the description of the center line is fine but am somewhat worried about the two curves. It is clear to me that the race director is trying to do a careful job and his effort to have Basil and me at the race at his expense is part of this effort. If his race has the 8-10,000 he expects then it will be necessary to divide the road because runners will be going both ways at the same time at the two major intersections. I would like to call you Wednesday night to see if you have any advice. (The race is October 10.)

Thanks,



Jim
402-472-7243 (o)
402-489-4130 (h)

ANOTHER CASE OF PRE-VALIDATION

Jim Lewis called me on October 8 to discuss the Upcoming Heartland Hustle 10k, to be held in Davenport, IA on the coming weekend. He reported that the organizers had lined up 6 sub-28 men, and had cornered some pretty fast women too. The object of this exercise was to offer a huge cash prize for a WR, provide the runners with a flat, fast course to do it on, and hope for the best.

In order to allay their pre-race anxieties they had Karl Ungurean, a meticulous measurer, lay out the course. It's now all certified (IA87021JL) and ready to go. In addition, they wanted to be able to proclaim an "instant WR" if such a time should indeed happen, and engaged Basil Honikman to do the finish line. They also arranged for Jim Lewis to come out the day before the race and check out the course. Jim was observe the race to see that it was run as it was certified and checked.

By doing it this way they would have everything already done that would normally be done after the race if a WR or AR time was run. Jim was curious whether I had any misgivings or objections. I didn't.

RRTC has already done this for the Shea Stadium 100 miler that was put on by NYRRC this year. Bob Baumel flew to NYC and checked out the 1 mile loop that is available for measurement only on race day, because it's mostly coned in a big parking lot that's normally full of cars. Bob's effort turned out not to have an effect on this year's race since no really fast 100 mile times were recorded. He did, however, manage to check some of the past years' courses.

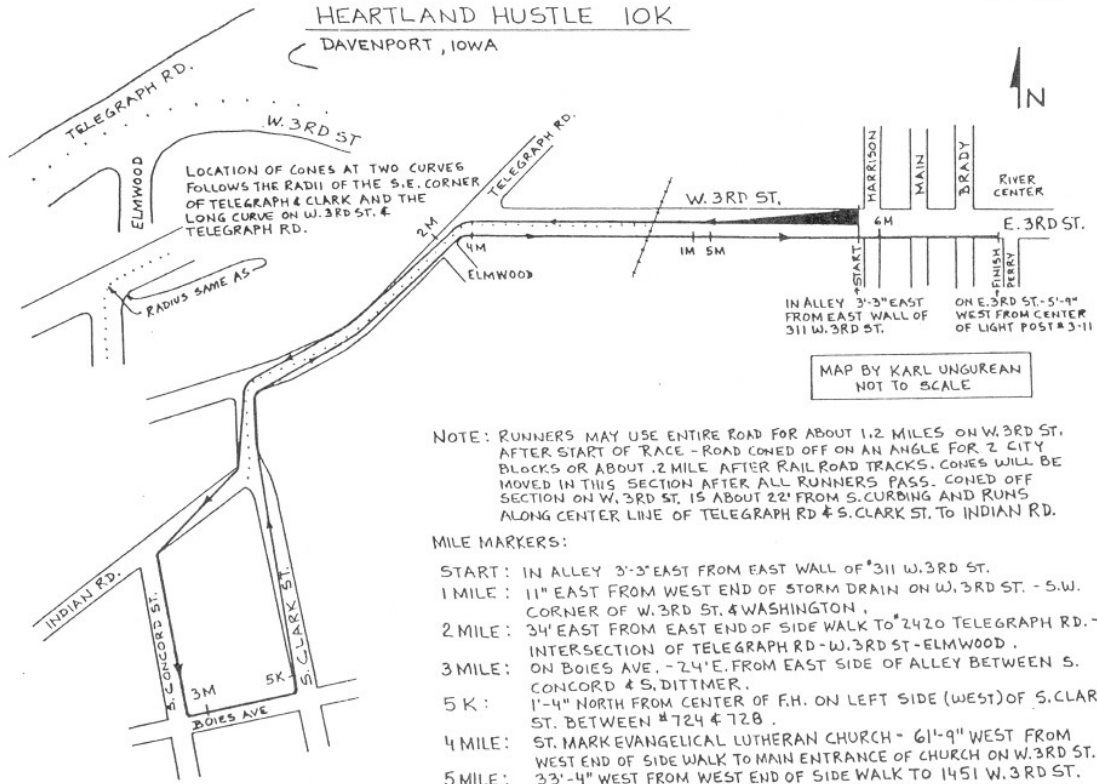
At the time of this writing I have no idea whether an AR at the Hustle would require yet another validation measurement. Since the course map is available to anybody with two dollars and a postage stamp, any strong doubters would be free to measure the course themselves and bring up any objections they might have.

If the above looks familiar, it ought to. It's the AIMS procedure. They require this process for all their AIMS marathons. Their view is that an on-the-spot examination of course and procedures is better than an after-the-fact look as TAC does it.

The main difference between pre-validation and post-pending-record validation is who pays for it. In the pre-validation the organizers are paying for the services of the experts in advance. It may well turn out to be that the money is wasted - except for the peace of mind it gives the race director, who has worries enough before the race without having to sweat out the possibility that the validation might negate his whole effort if something is found not right. But compared to the cost of the athletes the cost of technical excellence is small, and maybe well worth it. If the Hustle people wanted to let the TAC system handle it, they would be obligated to pay nothing at all, since we would automatically send a validator, at TAC expense, to check out the course, and the timing procedures would be examined by telephone and mail.

October 13, 1987 - The race is over, and no big records were set. Readers are invited to contribute their thoughts on this matter.

HEARTLAND HUSTLE 10K
 DAVENPORT, IOWA



NOTE: RUNNERS MAY USE ENTIRE ROAD FOR ABOUT 1.2 MILES ON W. 3RD ST. AFTER START OF RACE - ROAD CONED OFF ON AN ANGLE FOR 2 CITY BLOCKS OR ABOUT .2 MILE AFTER RAIL ROAD TRACKS. CONES WILL BE MOVED IN THIS SECTION AFTER ALL RUNNERS PASS. CONED OFF SECTION ON W. 3RD ST. IS ABOUT 22' FROM S. CURBING AND RUNS ALONG CENTER LINE OF TELEGRAPH RD & S. CLARK ST. TO INDIAN RD.

MILE MARKERS:

- START: IN ALLEY 3'-3" EAST FROM EAST WALL OF #311 W. 3RD ST.
- 1 MILE: 11" EAST FROM WEST END OF STORM DRAIN ON W. 3RD ST. - S.W. CORNER OF W. 3RD ST. & WASHINGTON.
- 2 MILE: 34' EAST FROM EAST END OF SIDE WALK TO #2420 TELEGRAPH RD. - INTERSECTION OF TELEGRAPH RD - W. 3RD ST - ELMWOOD.
- 3 MILE: ON BOIES AVE. - 24' E. FROM EAST SIDE OF ALLEY BETWEEN S. CONCORD & S. DITTMER.
- 5 K: 1'-4" NORTH FROM CENTER OF F.H. ON LEFT SIDE (WEST) OF S. CLARK ST. BETWEEN #724 & 728.
- 4 MILE: ST. MARK EVANGELICAL LUTHERAN CHURCH - 61'-9" WEST FROM WEST END OF SIDE WALK TO MAIN ENTRANCE OF CHURCH ON W. 3RD ST.
- 5 MILE: 33'-4" WEST FROM WEST END OF SIDE WALK TO 1451 W. 3RD ST.
- 6 MILE: ON W. 3RD ST. IN LINE WITH EAST SIDE OF HARRISON ST.
- FINISH: ON E. 3RD ST. 5'-9" WEST FROM CENTER OF LIGHT POST # 3-11.



**The
Athletics Congress
of the
USA**

Jim Lewis
2900 John Avenue
Lincoln, Nebraska 40211

The Governing Body for Athletics in the United States
including Track and Field, Long Distance
Running and Race Walking for
men and women and boys and girls
at all age levels.

SALLY H. NICOLL .
Ragged Mountain Club
Potter Place, New Hampshire 03265
(603) 224-0413
(603) 735-5284
September 24, 1987

Dear Jim,

This is in response to your telephone call received by Wayne regarding proposed "pre-race validation" activity for the Heartland Hustle to be held in October.

Technically validation activity does not begin until the race has been held and the results indicate a record(s) pending. As you well know, I have encouraged race directors who expect to attract a field of potential record setters and/or who are offering considerable prize money, to ensure the accuracy of their results in advance of the event by seeking expert technical assistance. I am delighted to learn that Ed Froelich falls in that group.

As a national certifier, I would see your role as performing a measurement check of the certified course prior to the event to determine that it is at least the standard distance. If adjustments are in order time should be allowed to make them under your supervision. On race day you would act as the course inspector, assuring any and all restrictions are adhered to and that the course was run as certified. I suggest you either sign the records application form as the course inspector or write a supportive statement to be attached to the records application.

When the race is over and all documentation is in order, should there be a pending record(s) the validation activity will begin. It may then become appropriate for you to be designated the validator and I would immediately provide you with the current forms for validation reporting, based on your pre-race and race day activity. The rule book requires a post race validation in certain instances such as Open Records. Therefore, it may be necessary for me to dispatch another RRTC member to perform the post race validation with costs covered by TAC/USA. I have discussed this with Basil Honikman (who tells me he will also be present at the Heartland Hustle) and he is in agreement. With your pre-race assistance any validation activity should be a pleasant formality!

Keep me posted on developments and good luck with this project. It is a giant step in the right direction!

Sincerely,

Sally
Sally H. Nicoll
Validations Chairman
Road Running Technical Committee
TAC/USA

cc: TACSTATS
Ed Froelich
Peter Riegel

Sept. 9, 1987

Peter Riegel
Chairman
R.R.U.C.

Dear Peter Riegel:

I love the new compact format of the new course list.

My only worry about it is the incorrect (rounded off, actually) distances given for the odd-distance courses. This could lead to some annoying confusion. I can envision the list for Connecticut being reprinted in the local press, causing runners to assume a course is the listed distance, 2.8 miles, when, in fact, it's only 2.763 miles. That would destroy the whole purpose of course certification.

I realize that you don't want more than four character spaces in that first column, but we've got to have the correct distance stated, at least to the third place to the right of the decimal point, rounded down, never up. I would suggest, for a course certified as 4.748 miles, that the far-left column read "4m+", and that the full 4.748 mi. figure be incorporated in the course name.

Sincerely yours,



David Reik
930 W. Blvd.
Hartford, CT 06105
(203) 236-9160, 8:30-9:30 P.M.

David Reik - 930 W Blvd - Hartford, CT 06105

Dear Herr Reik,

I see your word-processing rig has Germanic script, very appropriate for Reik to Riegel. But it will be hard to read when reduced. I am going to put your letter in next MN along with this offer to you and other certifiers:

Your suggestion as to odd-distance courses makes sense. In order to keep John White and me sane, and keep us from having to look up all those certificates that have odd-distance lengths, let me put it to you like this:

Send us an edited line for each odd-distance course as you think it should appear. Use your last printout from me as a base. The actual certified distance can best appear in the course name or, if there's no room there, in the "drop/sep" column. Drop and separation are not terribly important for odd-distance courses, since no records are kept at those distances.

Best regards,





The Illinois Association
Athletics Congress
of the USA

Road Racing • Cross Country
Track & Field • Race Walking

111 W. Butterfield Road, Elmhurst, IL 60126 • 312/833-7303

October 6, 1987

Chris English
2131 West Caton Street
Chicago, Illinois, 60647

Dear Chris,

Thank you for your interest in working on Illinois TAC's LDR Officials Certification project that, we hope, will result in a hand book and an exam for road race and cross country officials.

As you know, our current officials exam is geared almost exclusively to the needs of track and field officials. Consequently, very few of the officials at our road runs and cross country meets are TAC certified.

Also, as you've already suggested, there are several TAC publications that you can utilize to put together the handbook/exam that we've envisioned: Road Race and Finish Line Management by Ken Young, et al; and John Robertson's "Sports Medicine Manual for LDR"---just to list a couple of the better-known publications. When information on our project needs reaches others (see CC's below), I hope we'll get some additional material recommendations and, especially, some general suggestions on how this project needs to be developed. And, since we know we're not the first Association to feel a need for TAC certification of road race officials, we may also get some help from other TAC organizations that have already done some groundwork in this area.

Finally, as you also know, every project needs a chairman---And I hope you'll take that on. I have talked with John Davis (our Track and Field Officials Chairman) and he suggests that we do need to establish an autonomous road race officials structure. More to the point, he has given his "blessing" to your selection as the chairman of this new group. I also need to run this by Alan Avery, our LDR Chairman. I know Alan will give his OK and I'm sure he'll want to contribute to the project.

Please let us know soon if you'll agree to take this on. If so, start assembling your committee members ASAP. John would like to be able to take something of a preliminary nature to the TAC Convention in December.

Sincerely,

Ray Vandersteen
Executive Director

CC: Ken Young, et al
John Robertson
John Davis
Alan Avery
Ken Caouette (Officials)
Pete Biegel, Bill Grass (RRTC) ✓
Don Kardong, Harold Canfield (men's LDR)
Julie McKinney (women's LDR)
Basil & Linda Honikman (TAC Stats)

THE ATHLETICS CONGRESS
OF THE USA
Road Running Technical Committee
Peter S. Riegel, Chairman

3354 Kirkham Road
Columbus, OH 43221
614-451-5617 (home)
614-424-4009 (office)
telex 245454 Battelle

October 9, 1987

Ray Vandersteen - 111 W Butterfield Rd - Elmhurst, IL 60126

Dear Ray,

Thanks for sending me the copy of your letter of October 6 to Chris English.

We in RRTC have pondered the idea of setting up a network of road race officials to see whether we can't get better technical competence brought to bear in the road racing world. So far we have not made much headway because we're short of competent people. Our various experts have become regarded that way because of their past histories, which vary a lot. The highly-regarded measurers got that way because they have successfully measured a lot of courses and their work has been seen to be of high quality.

The well-regarded finish line people are harder for me to pin down. Perhaps TACSTATS is a better source for that sort of information.

In any case we have not yet decided to give anybody a label as an "official" beyond their present labels as members of RRTC.

Wayne Nicoll and Alan Jones have shown some interest in the subject of accreditation of road racing officials, so I'm passing your letter on to them.

This task is massive beyond belief. It has taken us years to grow to the point where we have the relatively few measurers we regard as top-notch. I think a training program is a good idea, but credentials should not be awarded solely on the basis of attending a class and passing an examination. Extensive experience is required, and this will take time.

If the acquisition of experience is made a part of the process it may work. We in RRTC, the regional certifiers, and TACSTATS - are presently the final judges of who's competent and who is not. We don't keep official lists, but we know who is who. Creation of an official list of competent people can be fraught with peril, because once somebody gets on it's tough to remove them if they don't work out. Also, those who don't get on the list will be offended. If, on the other hand, it's kept unofficial, those who are competent can be recommended by us to those who have the need, and the incompetent will not be recommended.

I may as well state flat-out that any system of creating "officials" that does not have RRTC's support may create great problems for the sport. So far things are working better each year. We do not have legions of competent people yearning to work on the technical side. As soon as we identify one, through observation of good work - we try to enlist them in RRTC service.

That's how we've grown to our present strength. First we judge the work - then we decide whether we want them on board.

Some people have inquired about becoming RRTC certifiers or officials. We generally answer such inquiries with a statement that they should first get half a dozen courses certified. This discourages some people who feel that it should be easier than that. But it's the only way we know to assure that a person really knows what he's doing.

You may find that RRTC cannot give you the degree of support that a first-class effort requires - and we aren't interested if it's not going to be first-rate. Our people are already burdened to the point of burnout, and I am not sure just how much more work we can take on top of what we're already doing. I think you can count on us for some help, but maybe not all you'll need.

You have my guarded support in this effort. It's worthwhile, but it needs to be approached with extreme care.

I'll be happy to discuss this with you further.

Best regards,



FAREWELL TO PAUL CHRISTENSEN

Paul Christensen has resigned as Oregon certifier, and has been replaced by Tom Knight. Paul was one of the measurers of the 1984 Olympic Marathon course, RRTC's first Western Vice-Chairman, and one of the principal authors of Road Race and Finish Line Management as well as a contributor to Course Measurement Procedures. Our sincere thanks go to Paul for the good work he has done, and our best wishes for the future.

CERTIFIED MARATHON COURSES

Olympic Trials hopefuls can reassure themselves concerning the courses that they plan to run. A list of currently-certified marathon courses is being kept up-to-the-minute by Pete Riegel. The courses are screened as they are received, and all the marathons are kept on a separate list, which is as up-to-date as it can be. A current list of certified marathon courses may be obtained by sending \$4.00 to Pete Riegel.

CORRECTION

From Jennifer Young:

Wayne's letter of May 21 was misleading. Wayne asked Ken how he handled times from running watches. Ken said that he added a second. Wayne then interpreted Ken's statement to mean that Ken accepted records taken on splits from a single running watch. Such is not the case.