

MEASUREMENT NEWS



November

1993

Issue #62



Ted Corbitt grabs some water during his 77-mile walk in the event that's named after him: the Ted Corbitt 24-Hour Run.

Friends and fans of Ted Corbitt will be happy to read the article inside. Ted is still pounding the pavement, and still outlasts most of the pack. .

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#62 - November 1993

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NEW FAX NUMBER

Pete and Joan Riegel have been using Pete's FAX at work for FAX communication. With business economies increasing, this is becoming more difficult. Please note that the new FAX number for Pete and Joan is now in their home. The number is:

Pete and Joan Riegel - FAX 614 451 5610

NEW APPOINTMENTS

Wayne Nicoll announces the promotion of two certifiers. Ray Nelson is now National Race Course Certifier for the states of Rhode Island and Massachusetts. Gene Newman assumes the same position for New Jersey. Both are now Final Signatories on the Road Running Technical Council. Congratulations, Ray and Gene.

CHANGES OF ADDRESS

Tom McBrayer has moved. His new address is:

E. T. McBrayer - 4021 Montrose - Houston, TX 77006-4956
phone and FAX: 713-523-5679

Wayne Nicoll has a new ZIP code. His address is now:

Wayne Nicoll - Ragged Mtn Club - PO Box 62 - Potter Place, NH 03216
phone: 603-735-5721

A. C. Linnerud has a new telephone number: 919-233-8150

PHOENIX MEASUREMENT SEMINAR

The dates for the measurement seminar are May 21 and 22, 1994. The place is Phoenix, Arizona. The general plan is to have people arrive Friday afternoon and evening, all coming to one hotel. On Saturday and Sunday we will occupy our time with comparative measurements of a course, and an informal exchange of ideas and general fellowship. Some foreign measurers will be present. The seminar will officially conclude on Sunday afternoon.

If some desire, an excursion to the Grand Canyon may be arranged for Monday.

Details, aside from the date and place, are not yet fixed in stone. Felix Cichocki, Arizona and New Mexico certifier, will be handling most of the on-site details. When more is known, you will see it in MN. If you are interested in coming, please contact Pete Riegel.

BY JOHN HANC

Ted Corbitt Marches On

As a boy growing up in South Carolina in the 1920s, Ted Corbitt recalls, "I had this urge to run."

And so, Corbitt ran. First, to the mailbox down the lane from his father's farm. And later, when the family had moved to Cincinnati, on the track. Corbitt ran despite being barred from competing in certain meets because he's African-American. Corbitt ran despite a "horrible" 45th-place performance (clocking 2:51) in the 1952 Olympic Marathon in Helsinki, when Emil Zapotek of Czechoslovakia won the gold and Corbitt, by then living in Brooklyn, suffered a side stitch from eating a pre-race steak at the behest of his teammates. Corbitt ran despite doing so at a time when people who ran long distance were viewed as strange—and when African-American men running through the streets of New York City were certain to draw attention. Corbitt was stopped for questioning by police on numerous occasions.

Corbitt ran despite all this—and eventually the rest of the world caught up with him. So on the weekend of July 17-18, the 73-year-old "father of long distance running" decided to walk instead, in a race in his honor. Now suffering from an asthmatic condition that keeps him from running, he managed to walk briskly around the 2.55-mile track at Roosevelt Island for an entire day, covering 77 miles and 644 yards in the Ted Corbitt 24-Hour Run, a collaboration between the NYRRC and the Broadway Ultra Society.

The race, which began at 9:30 AM on Saturday and con-

cluded under brilliant, sunny skies the following day, was held ostensibly to commemorate the 20th anniversary of Corbitt's 24-hour American record of 134.7 miles, which he set in Walton-on-Thames, England, in 1973. But that wasn't the real reason. "We're really honoring him," said Stu Mittleman of Manhattan, one of three former national 24-hour record holders who participated in the Corbitt race. "The 134 miles he ran in England is not the mark of this person. It's his composure, his humility, his quiet charisma."

These are words often used to describe the soft-spoken, dignified Corbitt. But you don't set records in ultra distance running without being tough as well. In 1981, Mittleman recalls, he was battling Bill DeVoe in a 100-mile championship race at Flushing Meadow Park. Halfway through the race, DeVoe began cramping up. "The guy was really breaking down," said Mittleman. "Ted Corbitt was standing on the sidelines watching the race, and [DeVoe] turned to Ted and said, 'What should I do about my body?' Ted scratched his chin and said, 'Ignore it.'"

There's no way to ignore Corbitt's accomplishments in the sport of road running. In addition to his 24-hour record, he held American track records for 25, 40, 50, and 100 miles; was the 1954 American and 1955 Canadian marathon champion; was a member of the Pan American and Olympic Marathon teams; and became the second man in history to complete 100 marathons. And while those competitive records were formidable enough, Corbitt's most lasting mark on

the sport came behind the scenes.

In 1958, Corbitt helped organize the Road Runners Club of America and its New York affiliate, which became the New York Road Runners Club. He was the first editor of the Club's newsletter, the precursor to the magazine you're reading now, and played an active role in organizing and directing Club policies and events (he continues as an emeritus member of the NYRRC Board of Directors). In addition, Corbitt was instrumental in establishing protocols for course measurements that are now used in road races worldwide.

These are the contributions he's proudest of. And just in case some of the 500 participants in the Club's Roosevelt Island Summer 5K—held after the 24-hour race—didn't know what those contribu-

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TED CORBITT

continued from page 17

Innamorato reminded them. Over the public address system, he regaled the crowd with facts, figures, and stories about Corbitt's long career, as the trim figure strode around the track one more time.

"Normally, I'd be embarrassed by all the attention," Corbitt said afterward. "But I'm for racing, so any excuse to put on a race is okay with me." It was Corbitt's race, however, that got most of the attention. He managed to walk farther in 24 hours than many of the other competitors could run, finishing 26th out of 60. Frank Deleo of Brooklyn was the winner with 134 miles and 1060 yards—within yards of Corbitt's 1974 record, which has since been broken.

Corbitt's secret was his endurance. While most of the competitors stopped for naps and meals, Corbitt just kept going and going and going. "Most people at age 73 want to know what's on TV," said Innamorato in amazement. "And here's Ted, out there walking for 24 hours, looking like a million bucks at the end."

Corbitt was encouraged with his own performance and says he hopes to ease back into running after his retirement, later this year, from his job as a physical therapist at the International Center for the Disabled. Said Corbitt, "I've still got the urge to run."

NY RUNNING NEWS AUG/SEPT 1991

THE USATF CONVENTION

RRTC meetings at the USATF convention are scheduled for Wednesday and Thursday, December 1 and 2, at 8:00 PM. A tentative agenda includes:

- 1) Filling the vacant position of Validations Chairperson
- 2) The Phoenix measurement seminar
- 3) Measurement of the US Men's and Women's Olympic Trials marathons
- 4) Measurement of the Olympic Marathon
- 5) Foreign language capabilities
- 6) Certification of foreign courses
- 7) Expired Courses
- 8) Avoiding conflicts of interest

DO YOU SPEAK A LANGUAGE OTHER THAN ENGLISH?

As measurement techniques spread around the globe, people seek assistance. Their native language is usually not English. If we can identify people who are somewhat fluent in various languages, then perhaps we can be of greater assistance to these people. Please let Pete Riegel know if you can speak or write a foreign language.

INTERNATIONAL CERTIFICATION BY USATF?

Although the techniques of measuring are becoming more widely known, the typical non-US measurer has no place to go once he completes his work. With a few exceptions, other federations do not have their own records systems, nor do they have listings of accurate courses.

A few measurers have already taken advantage of our willingness to certify anything, anywhere, as long as USATF standards are followed. Should we make more of an effort to promote this? Although a USATF certification would have no official status in a foreign country, it would provide some legitimacy to courses that otherwise have none. It might also serve as encouragement to other federations to establish their own course certification systems. As more and more of the fast times are run outside the US, this would assist the media in sorting out what is legitimate from what is not.

Once established, it could grow into an internationally-accepted form of road course certification.

INQUIRING MINDS WANT TO KNOW

Reliable sources report that USATF, as we know and love it, has no connection with the City of Waco, Texas, nor with Branch Davidians.

Inquiries concerning the above should be directed to the US Bureau of Alcohol, Tobacco and Firearms in Washington, DC.

COMPUTER SCORING SYSTEM

Dan Brannen reports that the 1993 USATF 24 Hour Run National Championship was the best ever. Not only was the field of record size (166 runners), but 35 new USA National Open and Age-Group Record times were run. Anyone who has ever participated in the timing of 166 people running laps has an appreciation of what a labor-intensive task it can be to log all those times. It requires hard work and long hours by many volunteers.

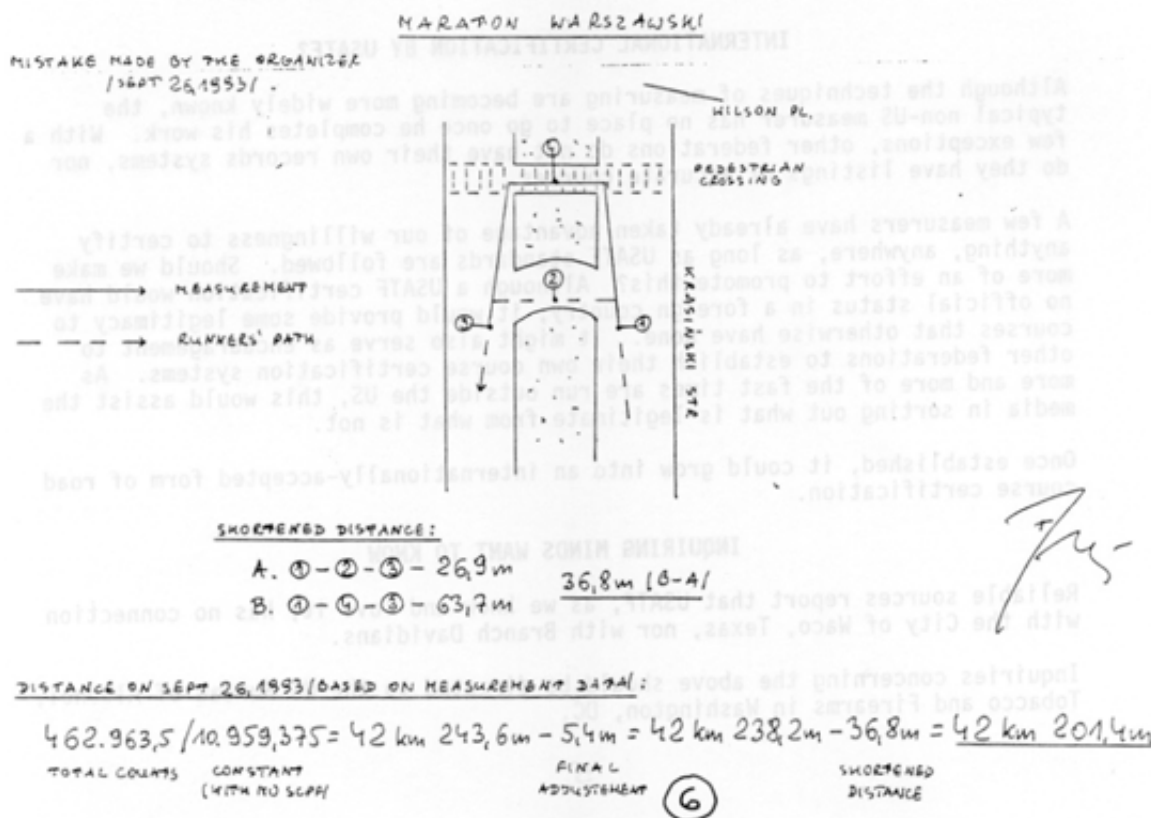
The race was put on by the Toledo Road Runners, and they used a computer scoring system which reduced the number of required timing volunteers drastically. Read about it in the following pages.

A RACE DAY MISTAKE - WHAT TO DO?

Tadeusz Dziekonski laid out a course for the Warsaw Marathon which included the full 42 meters of short course prevention. On race day, a routing error caused the runners to cut off 37 meters. Should performances on the course be recognized?

Note that this was an international AIMS course on which it is assumed that the original measurement was absolutely correct. In the US it would not be a problem, since the validation measurement would resolve the question.

If the record would be accepted when the shortening was due to a mistake, how would this be different from a shortening done on purpose? Could this lead to people eliminating the SCPF on their courses?



Appendix

to the measurement report of the Maraton Marszawski /Poland/

Around 10 days before the race day I was asked by the Race Director - due to police request - to make small alteration on the course.


I told him to inform you about it by fax.

I made this alteration on September 25 - using a steel tape. After that I moved the finish line and 40 K point 16,6 m forward /see sketch/.

Unfortunately between points 39 K and 40 K - near Wilson pl. - runners were directed the wrong way. I checked it and found out that the course was shortened 36,8 m but I think that the results should be recognized as a correct /see enclosure/. I ran full distance - although I was directed the wrong way - in a time of 2:54.48 /34th place among more than 800 runners/.

copy to Peter Riegel


Tadeusz Dziekoński
/measurer/

 TADEUSZ DZIEKOŃSKI
ul. Czerwona 4 m. 8
(skrzynka pocztowa 74)
15-057 Białystok
POLAND

Białystok/Poland, Sept 29, 1993



USA Track & Field

Road Running Technical Council
Bob Baumel, OK, SD Certifier

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1993-10-03

Pete Riegel
3354 Kirkham Road
Columbus, OH 43221

Dear Pete,

Here is a question that will soon be very important to me and probably most other certifiers: Precisely what procedures have been developed to deal with the automatic 10-year expiration of certifications? This didn't affect me at the beginning of this year, because I didn't have any active certs from 1982. However, I will have a great many active 1983 certifications to deal with. There are two here in Ponca City: OK-83102-BB and OK-83024-BB (In both these cases, I may decide to remeasure because I know some construction has taken place—which probably didn't change the distance significantly, but it may be best to be safe). There were quite a few active 1983 certs for courses measured by Glen Lafarlette, and some by Joe McDaniel and Jim Smith, and maybe some by measurers who can no longer be traced.

There are other interesting cases I'll have to deal with: There's at least one 1983 Oklahoma course listed with an "A" code (though I don't know whether it's really still an active race) measured by Jim McFadden—who probably *can* be traced—but I would consider his measurements suspect because one of his other courses (OK-86036-BB) was found grossly short when checked by Lafarlette in 1989. There's the marathon in Gage (OK-83111-BB), which is definitely still active, and was measured by me, although I don't intend to drive halfway across Oklahoma to check it out, so I assume I'll need a statement from the current race director that they're still using the course I measured. Then there's the Springbank 5 km loop in Canada (CAN83029-BB), which I visited in Sept 1989 and did an informal validation (which it passed), as described in my Jan 1990 *MN* article. Actually, as noted in this Jan '90 article, I discovered that until this Sept '89 visit, they had *not* been using the correct turnaround, and were running a short course. They did use the correct turnaround in the Sept '89 race (which I attended), and have presumably done it correctly since then. In this case, it would seem reasonable to say that my Sept '89 visit reset the clock on this certification from 1983 to 1989.

Do we have standard procedures for dealing with these situations? You should publish your answer to this question in *MN* because many other certifiers are surely in the same boat.

Best regards,

Bob



USA TRACK & FIELD

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October 8, 1993

Bob Baumel - 129 Warwick Road - Ponca City, OK 74601

Dear Bob,

In regard to your inquiry about expired courses: Basically, the courses remain certified, but will not be listed except upon direct request by the race director, who must say he has checked the course against the certificate and it is as certified. The race director should submit a copy of the certificate, with map, with a small, signed note at the bottom. That's all it takes. Race directors need do nothing at all unless they want to be listed for another ten years. If this is not a concern, I would advise them not to bother. I strongly suspect few courses survive ten years with absolutely no changes to the course or its landmarks.

Almost every course that reaches 10 years of age is inactive, and the automatic cull is easier than trying to poll all the race directors (who have moved or are no longer race director).

Similarly, courses that are listed with "D" status remain certified. The "D" indicates only that the certifier believes they are no longer in use or have been supplanted by another, later, version. The only decertified courses are those listed with "F" for failing a validation measurement. Note that a "D" can mean that parts of the course have been changed. In most cases "D" is given as a result of a newer course being certified for the same race.

So, any course that physically exists as it was originally certified remains certified, although it may not appear on the list.

We will certainly talk about this at the USATF Convention. About 450 courses will expire this year.

Best regards,

A handwritten signature in cursive script, appearing to read 'Peter'.



USA Track & Field

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1993-10-17

Pete Riegel
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Dear Pete,

I enjoyed your discussion of those "burning sensations" in marathons and ultramarathons. Evidently, one doesn't need an ostomy in order to experience such discomforts (and, indeed, I can recall experiences of this type from the days long before inflammatory bowel disease or ostomy surgery became part of my life). I am also glad that you wrote to Dave Martin about the inconsistencies in the AIMS listings. It will be interesting to see how he responds.

I was, however, quite dissatisfied by your discussion of the "expired" courses. My dissatisfaction stems from two causes: First, you didn't adequately describe the *mechanics* for dealing with these situations. Secondly, I have *philosophical* disagreements with some of the views expressed in your letter.

Let's deal with the mechanics first. When you wrote "Almost every course that reaches 10 years of age is inactive," I think you were underestimating the magnitude of our present task. Last year, the problem **was** trivial, as there were only some twenty-odd surviving 1982 certifications nationwide. (And since we didn't much publicize our decision about this 10-year expiration, it's possible that none of the affected race directors ever heard about it, even if their races *were* still active.) This year, a much larger number of courses will be affected, and a significant number of these are surely still active. Nationwide, there are probably several hundred active races with 1983 certifications.

Oklahoma may not be entirely typical, but is the case I am most directly concerned with, so I will discuss it at some length. First, Oklahoma had **no** 1982 certs. For this reason, I wasn't terribly concerned when we decided on the automatic expiration at last year's Convention (except from the standpoint of formulating a statement on the new certificates), because I knew I could wait a year until I'd have to deal with any of these courses personally. Of course, that year has now passed!

As an aside, let me explain *why* Oklahoma had no 1982 certs on the list. Actually, Ted Corbitt *did* grant "full" status to some of the courses I certified in '82. However, in late 1984, shortly before Ken Young dropped all the courses certified by old rules (without SCPF), I performed a major cleanup of the Oklahoma list. At that time I decided that, for one reason or another, I wasn't happy with any of the existing '82 Oklahoma certs (even if Corbitt had granted "full" status). So I examined these certs systematically, and either recertified each one, or decided that it didn't really deserve full certification (and convinced Ken of that fact) so it got dropped from the list at the end of '84.

Turning to 1983, our present list includes 33 Oklahoma certs from '83. Four of these have "M" codes, and two others have "D" codes, leaving 27 with "A" codes. Based on my experience as Oklahoma certifier, I expect that nearly half (perhaps a dozen) of these 27 are still genuinely active. (In Ponca City alone, I know for sure that two of the three 1983 courses remain active.)

As another aside, I will explain why the 1983 certs on our list include a greater percentage of *still-active* courses than might otherwise be expected. This is because the 1983 certs now on our list comprise *only a subset* of all the courses *actually* certified in 1983. In case you've forgotten, let me remind you that when Ken Young managed the list, his philosophy was quite different from yours. Specifically, whenever a course got replaced, he simply *dropped it from the list*; thus, 1983 courses that became inactive during the period 1983–86 were culled from the list *before* you became the list manager in 1987. For example, the list now includes 33 Oklahoma certs from 1983 because that's how many were still on the list when you assumed control in 1987. Actually, I probably certified about *fifty* Oklahoma courses in 1983, but about a third of these disappeared before you took over the list in 1987. I guessed earlier that about a dozen '83 Oklahoma courses are still active. Note that this is a smaller (more expected) percentage if compared against the 50 or so courses *actually* certified in 1983 instead of the 33 courses now on the list.

(Ken's tendency to simply drop courses that got replaced has other implications as well. For example, whenever you've published a list, you've included the statement "We have no knowledge of any courses not on this list." Such a statement may be useful politically, but is *not true*. We know that Ken dropped many courses before you took over the list—and if we wish, we *can* trace most of these courses by examining old NRDC lists. There is another implication that I feel compelled to mention: It has always rankled a bit whenever you've sent me a list purporting to contain "all the courses you ever certified." I knew that these lists failed to include *all* the courses I had certified, because they omitted the courses dropped during the Ken Young years.)

Anyway, if Oklahoma has about a dozen still-active 1983 courses, there are probably several hundred such courses nationwide. (And, of course, we'll have similar numbers every year from now on.) Clearly, we need well-defined procedures for dealing with these courses. The wording on our certificates says they "may be renewed for additional ten-year periods upon testimony to RRTC that the course is still in use, and has not been altered, and that all key points (start, finish, turn-around points, cone positions, etc.) described on the attached map can still be located precisely." I suppose this "testimony" will take the form of a letter from the race director. Precisely what should this letter contain? Whom should it be addressed to? (Without clear guidance, these letters may get sent to local certifiers, to the RRTC Vice-Chairmen and RRTC Chairman, or even RRIC—the successor to TACSTATS.) And once we receive these letters, exactly what should we do with them?

Actually, the more I think about this, the more I think we need a **formal application form** for renewing these certifications. This may be the only way to make sure the race director supplies all the information we want. The form would ask whether they are following the course faithfully according to the map (i.e. correct streets/roads), and whether they are following all coning restrictions specified on the map. It would ask whether the landmarks used for documenting start, finish, turnarounds, cone positions, etc. still exist, and if the race officials can still locate all these points exactly according to the map descriptions. The form would also ask if any construction (or other alteration due to flood, earthquake, etc.) has taken place that could possibly have changed the course distance, and if so, to provide details on that construction. (Note: In the *great majority* of cases, if the race directors are honest, they will have to admit that *some* construction *has* taken place during the 10 years. We will then need to judge, based on the details supplied by the race director, whether that construction was of a nature to invalidate the certification.) In addition, the form could also ask for other information we would like to know, such as the present name of the race, and the name, address & phone number of the current race director.

The form I am suggesting would also include complete instructions on how to apply for the renewal. For example, it would explain that before starting to fill out this form, the race

director must have a copy of the course certificate/map (because the form requires checking the course against the map), and it will explain where to obtain a copy of the certificate/map if they don't currently have it. The form will also instruct the race director to send the completed (signed & dated) form, along with copy of the certificate/map to the local certifier (and this form will also tell the race director how to learn the identity of the local certifier, in case they don't know who it is—note that it's very likely not the person who signed the original certificate).

By the way, I will be perfectly happy to design a draft of this application form, assuming that you are agreeable. It wouldn't be practical to have this in time for November *MN*, but I could certainly have it in time for the Convention. For your piece in Nov *MN*, you may feel free to say that I am working on it, and will have a draft to present at the Convention, and we'll have the final version in Jan '94 *MN*. (Actually, in the hope of reaching as many of the affected races as possible, we'll need to distribute this through lots of other channels in addition to *MN*.)

Once the certifiers receive applications for certification renewal (preferably on the form I have just volunteered to design), we must know what to do with them. Your letter spoke only of the course's *listing*, but surely, the race director must receive some acknowledgment if the renewal is approved. At the very least, the certifier should add a note to the certificate (signed & dated by the certifier, and indicating how long the cert has been extended). Alternatively, considering that I have suggested asking the race director to file a formal application form, it might be more appropriate for the certifier to write a brand-new certificate. Either way, there is, of course, the question of whether the renewed certification should have the same number as the original one, or a newly-assigned number.

I believe that we previously discussed this question of whether to assign new cert numbers, although I'm not sure how it was resolved. I can see advantages either way: By routinely assigning new numbers for renewed certs, we could immediately tell (just by looking at a course's number) if it's an old cert that has expired and hasn't been renewed. On the other hand, if we *don't* change the numbers, the validation chairman will be able to more easily identify courses that were used previously—especially courses validated previously.

On this subject of courses that have been validated, there is the question of whether the validation should reset the clock on automatic expiration. For example, if a 1983 course was successfully validated in 1989, can we now say that the course is good through 1999? (Recall that in my previous letter, I noted that in Sept '89 I informally validated CAN83029-BB as described in my Jan '90 *MN* article, and I suggested that this should reset the clock on that cert.) Of course, while it may be reasonable to say that a validation resets the clock on automatic expiration, this would tend to make the bookkeeping messier.

At the beginning of this letter, I mentioned that I have philosophical disagreements with some views expressed in your letter. One such case is your statement that the courses now expiring "remain certified, but will not be listed." The wording on our certificates now says "This certification automatically expires..." To my thinking, there's a big difference between saying that the certification "expires" and saying that the course is "still certified but not listed."

As you know, the wording on the certificate was formulated by me. I designed this wording based on my memory of the discussion at last year's Convention (to the extent that I could make sense of it). Furthermore, you seemed to be perfectly happy with the wording I came up with. But now, with your statements about courses being still certified (only not listed), it seems as though you are trying to back away from what we decided last year.

There is, however, one (very narrow, legalistic) sense in which you are almost certainly

correct in saying these expired courses "remain certified." Suppose, for example, that a 1983 course is used for a 1994 race without renewing the certification, and a record time is run in this race. Would we deny this record (refusing to validate it) on the grounds that the course was no longer certified? No, we'd probably accept the old certification, and proceed with the validation anyway. I do think, however, that the first step in the validation for this type of case should be to ask the race director to fill out an application for certification renewal. Then, based on the information supplied in this application, we can decide whether there's sufficient justification to proceed with the rest of the validation.

The area where I most strongly disagree with your letter is in the interpretation of "D" courses. You wrote that all the "D" courses are still certified. You said "The 'D' indicates only that the certifier believes they are no longer in use or have been supplanted by another, later, version." And you also wrote that only those courses listed with an "F" have actually been decertified. This is contrary to the legend on our course list, which identifies the "D" as meaning "deleted from list for good cause." It is also quite contrary to the situation in Oklahoma.

It is true that in *some* cases, a course was assigned a "D" simply because a measurer listed it in response to question 6 of the certification application (as a course to be replaced) even though that older course was still usable. In Oklahoma, this is true of only a *small minority* of our "D" courses. This is because Glen Lafarlette, who has measured far more Oklahoma courses than anybody else, never answers "yes" to question 6 if he thinks the old course is still usable. This is why, for example, the list currently includes three courses for the Tulsa Run 15 km (84080, 88034, and 89041), all with "A" codes. In all likelihood, the two older versions will never be used again. But all three have "A" codes because Glen didn't request deletion of the older ones (when submitting applications for the newer versions) because those old courses *could* be used for a race if somebody wanted to do so.

Of those Oklahoma courses that do have "D" codes, the majority are courses in the Tulsa area that were decertified because Joe McDaniel told me they were destroyed by construction (or flooding in a few cases). There are also five Oklahoma courses (84069, 84070, 84073, 85041, and 87061) that I decertified because I discovered that landmarks used for documenting a turnaround no longer existed, and the turnaround could no longer be located.

Then there's OK-86036-BB (mentioned in my previous letter), which was decertified when Glen Lafarlette found it to be grossly short in 1989. This wasn't an official validation. Nobody specifically asked Glen to remeasure that course. What happened was that when this course was to be used for the 1989 Sooner State Games 10 km, Glen was hired to serve as race coordinator and operate the finish line. In this capacity, Glen found it necessary to measure to locate splits, because the original map failed to document any split positions. These measurements led to the surprise discovery that the original course was grossly short, and forced Glen to lay out a brand-new course just one day before the 1989 race. If you check the certificate for Glen's new version (OK-89035-BB), you'll find a note at the bottom saying "Course OK-86036-BB (Harvest Days 10 km) was found about 95 m **short** by the present measurements."

Pete, for all the courses I have just described (the ones destroyed by construction, the ones where a turnaround can no longer be located, and the one found grossly short by Lafarlette), **please** don't tell me that these courses are still certified!

I recall that when you first introduced "status codes" into the course list, you initially wanted to use an "I" code (for "Inactive") for the courses that certifiers ask to have dropped from the list. Fortunately, I convinced you to use the letter "D", described as "deleted for good cause." However, your present statements (that all the "D" courses remain certified) suggest that you've reverted to your earlier thinking that led you to suggest an "I" code.

I have noted that in Oklahoma, only a small fraction of our "D" courses received that designation simply because some measurer answered "yes" to question 6 of the certification application. I realize, however, that in many other states, *most* of the "D" courses may have received their designations for just this reason. These are the courses that could most justifiably be termed simply "inactive." But even among *these* courses, the majority probably would not get reconstructed correctly if some race director attempts to reactivate them.

Actually, it's hard enough for race directors to use a course correctly even in the *same* year as the course was certified! I was reminded of this only a month ago (11 Sept 93, to be exact) when, as part of my lead-up to the Cherokee Strip Marathon, I decided to run the Blackwell Cherokee Strip 10 km. This 10 km course (OK-93022-BB) had been measured by Glen Lafarlette only four months earlier (3 May 93). But they started the race at a point about 20 meters south of the correct location (shortening the course by this 20 m). After later discussing this on the phone with Glen, and pondering all the evidence I observed, here's what I think *probably* happened: Glen's original "Start" mark on the pavement apparently got obliterated by minor construction (renovation of museum building near the Start/Finish area). Once the race officials were no longer able to locate this pavement marking, they began screwing up: Instead of using the certification map to relocate the Start, they probably looked on the pavement for a mark they *could* find, possibly the 1 mile mark, and measured back from there (with a car) to relocate the Start. And then they thought they were still using a certified course!!!

I'm not sure how much this example proves. You've been in this game as long as I have, and you know how often race directors fail to use courses correctly as certified. The example does show how easy it is for them to screw up once the original pavement markings are no longer visible—which makes it *especially* likely to screw up when they try reactivating a course that has been inactive for a number of years.

Regarding inactive courses, we must also consider the likelihood of unknown road changes due to construction while the course is inactive. Of course, major undetected changes of this sort occur even in *active* courses. For example, it is well known that during a four-year stretch in the mid 50's, the Boston Marathon was about 1.1 km short because of construction that nobody noticed. (It was discovered only after it became obvious that *something* was wrong because the times were too fast!) Clearly, if these changes occur even in active courses, their likelihood is very much greater in *inactive* courses.

It is interesting to recall that Ted Corbitt's old certification application requested the name of a person "who will inspect the measured route annually to detect road changes." We no longer ask this question on our current application form, but it is still important. Obviously, when a course becomes inactive, *nobody* is monitoring it to detect road changes. For this reason alone, we would be justified in proclaiming that all courses are automatically decertified once they become inactive.

In fact, maybe Ken Young had the right idea when he simply dropped inactive courses from the list. We no longer drop them; instead we list them with a "D" code. As I see it, listing these "D" courses does serve a useful purpose—*not* because they are "still certified," but rather because the "D" listing lets people know which courses are **not** in good standing. For example, if somebody comes to us with a certificate for course OK-87061-BB, we would look it up on the list, and then say "Nope, that's no longer a valid certification. It's been deleted from the list."

For various reasons discussed in this letter, the probability becomes vanishingly small that a certification can be correctly reactivated after the course has been inactive for several years. Thus, if you think that the "D" courses are still certified, and can be reactivated

whenever some race director wants to use them, you are on *extremely* shaky ground. For all practical purposes, it is best to regard the "D" code as meaning "decertified."

It could happen, of course, that some race director does want to reactivate one of the "D" courses. His chance of success would be greatest if he can convince us that the original "D" code was in error; i.e., the course was never really inactive at all. On the other hand, if the course genuinely was inactive, what should we do? One possibility might be to ask the race director to fill out an application for certification renewal (i.e., the same application form as I have volunteered to design for the 10-year automatic expirations).

The application form I have suggested would catch *some* of the problems precluding reactivation of the certification, but would miss others. It would catch cases where a start, finish, turnaround, etc. can no longer be located, and it would catch construction changes known to the race director. Obviously, it would *not* catch construction changes that the race director doesn't know about (which could be substantial after the course has been inactive for a number of years). It also wouldn't catch cases like OK-86036-BB, i.e. the course found grossly short by Lafarlette. Here the race director could say with complete honesty that he is using the course exactly as originally certified; unfortunately, we now know that the originally-certified course was short. (In this case, it would probably be best to change the listing of OK-86036-BB from "D" to "F." Although this course wasn't officially validated, it was found grossly short by a measurement that we consider highly reliable.)

(To elaborate further on course OK-86036-BB, found grossly short by Lafarlette, this was not the *only* case, during my tenure as Oklahoma certifier, when an originally-certified course—with "full" certification by the way—was found short and recertified by some later measurer. However, it was probably the only such case in which the recertification took place after you became manager of the course list. I think that all other examples occurred during the Ken Young years, which means that the deleted courses were simply dropped from the list, and no evidence of those cases survives on the present list.)

From the strict, legalistic perspective mentioned earlier in connection with 10-year expired courses, we may ask what happens if somebody sets a record on a course with a "D" code. In this case, we should check first whether the "D" code was in error (because the course was never really inactive). If the "D" was *not* an error, we might ask the race director to fill out an application for certification renewal. Then, based on the information returned, we could decide whether to proceed further with validation.

This has been a long letter, and I am sorry. The most important part was probably my offer to design an application form for certification renewal. This is intended mainly for the automatic 10-year expirations, although it might also sometimes be useful when somebody wants to reactivate a "D" course. Please let me know whether you think such an application form is a good idea. If so, I will have a draft in time for the Convention, probably sooner.

Best regards,

Bob



USA TRACK & FIELD

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October 22, 1993

Bob BaumeI - 129 Warwick Road - Ponca City, OK 74601

Dear Bob,

It is Columbus Marathon weekend and also MN put-it-together weekend. Things will likely slip a bit, but I still expect to have MN out on time. I am not sure whether your 6 page discussion of expired courses, nor this reply, will make it in, but suspect it will.

Before we consider a mechanism to renew a course, let's take a look at the physical things we have: We have file cabinets in our basement full of certificates with maps, over 12,000 of them so far. We have courses on roads, used by race directors to put on races. If we are fortunate the former accurately represent the latter.

Having a listing expiration date, in my mind, was simply an attempt to keep the published lists to a manageable size. Others may have had a different perception. Last year we allowed 19 courses to expire. One race director requested an update, and got it. This year about 450 1983 courses will expire. If the same ratio holds, we will get 24 requests for update. Over the last several years we have certified courses at about 1200 per year, which will lead to 63 requests per year.

I would prefer to keep the paperwork and procedures to a minimum. If a race director simply sends us a copy of the certificate, with a note at the bottom saying that the course is still in use and hasn't changed, that should be good enough. The certifiers need only tell this to people who ask.

I have been aware of the shortcomings in our "status" abbreviations for some time, but we have not figured out a better way to do it. Not many certifiers use the "replaces" blank, so some states are better described than others. In my own case, in Ohio and Kentucky, it is rare for me to receive an application that says the measurement is for a course which replaces another. Most of my D's were put there because the race has the same name as another of the same distance in the same town, and represents an assumption on my part. Without A's and D's, I think the bright list reader can safely assume that the newest course is the current one. I think I still have about 6 or 8 Columbus Marathon courses that could be run should anyone care to do it, although several of them have D's.

Instead of a form to fill out, it might be more helpful to think about a better way to use the "status" column in the list. I am not content that the "A's" and "D's" really mean anything much. If we wished, we could send out lists with all the D's culled, so that the reader sees nothing but A's. This, however, leads to people asking what happened to a certain course, and it's better to give it all to them.

"We have no knowledge of any course not on this list" will have to be amended to reflect that courses over ten years old have been dropped from the listing, and it's up to the race director to get them put back. And the statement is true, not political. We have no real information for unlisted courses, aside from the fact that something may or may not have been certified at one time. Every course on the list is represented by a physical certificate on file. Unlisted courses have no certificates nor maps. Courses that Ken may have dropped are not on file, and we know nothing about them. All we may have concerning ancient courses is a box full of old typed slips from Ted Corbitt, which contain no maps nor any information except that a course was certified. These contain no information useful to anyone except, perhaps, a historian.

I question whether it is a good idea to set up a form and a standard procedure to accomplish what is likely to be a rarely-performed task. A perfect course list would be nice, but it represents work. Any additional work should produce a proportional benefit. It may be better to wait and see whether we have a problem before proposing a solution. Many race directors will not give a hoot whether they are listed or not - after all, few people besides certifiers ever really read the listings, and once the RD has his certified course, he has what he wants.

RRIC, and the Validation Chairman, have complete listings of all courses including the expired ones, so no information is lost to them when we allow listings to expire. The only ones who are affected are the public, and their need to know must be balanced against our need to keep published listings to a manageable size.

I am grateful for your letter, because it couples a statement of a problem with an offer to help solve it. The former is common, the latter is not. The shortcomings in the "status" listings are known to us, and we would like to find a better way. This may be a productive thing to discuss at the Convention. I'd suggest you bend your offered efforts to thinking of a better way to handle the "status" column.

Best regards,

A handwritten signature in cursive script, appearing to read "Pete".



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September 7, 1993

Thomas J. Ferguson - 4191 Halupa St - Honolulu, HI 96818

Dear Tom,

Jim Moberly called last Friday (3 September) with a problem. He has a 5k he wants to get certified, but he has a leg ailment that precludes bike riding. He wanted to know whether it was OK if he used a 2 meter per revolution measuring wheel. He says it is right on the money - he has checked it on the Kapiolani Park 500 meter cal course.

I questioned whether he his wheel measured fractional meters, and he said no, it just clicks off 1 meter increments. I told him to check the wheel and find out its spoke layout, and he could use these for finer calibration. He said he would fax me the dope on his wheel today, and I prepared the enclosed to send back to him.

Although use of measuring wheels is discouraged, I want to make an exception here because:

- 1) The course may not get certified unless I give Jim an option.
- 2) Jim has used the wheel before and knows how to use it, avoiding high speeds and bumps.
- 3) The wheel has a diameter of about 25 inches, and we have already got a few people (Wayne Nicoll, me, Tom McBrayer, John Disley) who have used bike wheels in a front fork as a measuring wheel, and Jim's is not much different. Big wheels seem to work OK if intelligently used.

I told Jim that he should submit his data to you. By the time he does, I will have massaged it so it is comprehensible.

I just wanted to let you know it's coming.

Best regards,

A handwritten signature in cursive script, appearing to read 'Peter'.

September 7, 1993

Jim Moberly - 415D Haleloa Pl - Honolulu, HI 96821

Dear Jim,

I am writing this before I get your wheel data because it will take me a while, and I would rather not compose it after dinner tonight when I expect to get your FAX. Your wheel, as I understand it, has two striker pegs and some spokes. I suggest you think of the wheel as measuring "HR's" or "half revolutions."

Your wheel will be considered to be set at zero when the striker peg has just finished clicking the counter, and has one HR to go to hit the next one. The spokes will divide the distance between the pegs into even increments. Call the first spoke "1" and number from there, giving you two sets of spoke numbers, each set beginning immediately after the peg hits the counter.

It is extremely important that you be very careful when the peg is near the counter, because if you should overshoot and rock back, you could have a whole meter of difference with the wrong spoke and counter combo.

Say you have 24 spokes. This will give you 12 spokes between strikes. When you calibrate on 500 meters, you may get something like the following on your 4 calibration runs:

<u>Count</u>	<u>Spokes</u>	
499	3	Your data will be different, but similar.
998	6	
1497	7	
1996	10	

$1996 + 10/12 = 1996.833$ HR's per 2000 meters = 998.41 HR's per kilometer.

Now, don't bother with the small change when you lay out the course. Just do this: Calibrate the wheel as above, recording the data carefully. Then lay out the course. Be sure you are zeroed correctly when you start. Use the wheel as though it was absolutely accurate, with one meter per click. Don't worry about the calibrated value at this point. When you get to each split, and to the end of the measurement, be sure you note the exact position of the wheel and counter. Then measure the course again, stopping at the same places you stopped before, being careful to again record the exact count and spoke at each split.

Do not reset the counter during the calibration or measurement. If it rolls over, just make a note of it but don't touch it.

Then recalibrate the wheel. I doubt it will change size much, but one never knows, and it's safer not to assume. When you are done send the data to me and I will figure out whatever minor correction is needed and let you know.

I'll send you a supplement to this after I get your FAX on my return home tonight.





Association of International Marathons and Road Races

AIMS

sponsored by **asics**

16\9\93

Mr Peter Riegel
3354 Kirkham Road
Columbus, OH 43221
USA

Dear Peter

Thank you for the report and the measurement data for the Mexico City Marathon. The figures are fine, but it is a little difficult without the map.

I looked at the previous map but need your guidance to work out the changes. Judging by your report the Marathon went very well.

Pete I need your help, can you please fax me urgently measurement details, when last measured and by whom for the following USA events.

Boston Marathon
Las Vegas Marathon
Chicargo Marathon
New York City Marathon
Portland Marathon

I have a problem with the USA courses. There is a feeling that the IAAF\AIMS measurement is not necessary because the courses have been measured by the RRTC. There is no question on the quality or professionalism of the USA measures. It was in the main their experience and input that has led to the current IAAF\AIMS measurement system.

Our system of appointing an independent measurer works very well. As an organisation you must have a set of rules for everybody. The question of the USA courses will come up at the meeting, do you have any suggestions.

Are you attending the Race Directors Conference in Portland next week?

Warm Regards

Ted Paulin

TED PAULIN

Olympic Park, Swan Street,
Melbourne, Victoria 3004
Australia
Telephone: 61-3-429 5105
Telefax: 61-3-428 5336



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September 16, 1993

Ted Paulin - Olympic Park - Swan Street, Melbourne
Victoria 3002 - AUSTRALIA by FAX: 61-3-428-5336

Dear Ted,

I'm sorry the Mexico stuff was not clear. I will make up a packet and mail it to you. It will clarify the 1993 route and the measurements that were done.

Here is our listing for the five marathon courses you wanted:

COURSE ID	LOCATION	COURSE NAME/RACE	M/KM PCT		MEASURER
			DROP	SEP	
MA 89002 WN	Boston	Boston Marathon	3.5	91	W Nicoll
NV 92001 BC	Las Vegas	Las Vegas Intl Marathon	6.4	86	B Callanan
IL 90053 JW	Chicago	Old Style Chicago Marathon	0.1	4	J Wight
NY 92003 DB	New York	New York City Marathon	0.6	59	D Brannen
OR 93005 LB	Portland	Portland Marathon	0.1	1	L Barrett

The course ID tells the last year measured. All of the measurers are RRTC certifiers.

I do not have measurement data on file for the marathons in question. Once the measurement is done, we file only the course map and the certificate. The measurer usually keeps his data, though. I can say that each course was measured in accordance with USATF/RRTC procedures, which are more stringent than the current international ones, since we require two measurements before we will certify the course, and will not certify until we possess a clear and unambiguous course map.

I had a call yesterday from Lee Barrett, who mentioned that the Portland Marathon people were unhappy with the idea that, after having Lee lay out and certify their 1993 course, they also had to have it AIMS vetted. I have no problem with this personally. If the people join AIMS, they should be prepared to abide by the AIMS rules. Still, I can understand their reluctance, since they believe their course is OK.

Bringing in a foreign expert is expensive. Although we have some AIMS measurers in the US, most signed on with the understanding that they would be measuring foreign courses, and many would be reluctant to donate their time on a project that normally they would be well paid for, if hired by the race organization. Lack of pay is not a factor on a foreign measurement, since a part of the reward is the opportunity to travel. Our certifiers routinely accept unpaid US measuring assignments when a US record is involved, but do not have the time to measure all courses before the race is run.

In most races the question of course length never arises, because times are not fast enough to raise eyebrows. However, if a WR or US record time should

be run on any of the above courses, it will be checked by one of our validators. As far as I know we are the only country to do this.

Unless a race is a USATF championship, we have no requirement in the US that the course be certified. However, we do have a national records-keeping system which covers the elite runners, but also covers the older runners. If a fast time is run on an uncertified course, it is simply ignored. We will have nothing to do with it. Runners and race directors know this, and there is upward pressure from the runners to have race courses certified.

If we did not have a records-keeping system in place, I doubt we would have a certification system either. The two are intertwined here. Most US fans know that times are meaningless if courses aren't accurate.

There are few things angrier than a 45 year old who ran an age group record, only to find that the race was not certified as advertised. Race directors who mislead the runners about this are often sorry. They receive bad press and some have been threatened with lawsuits, although I do not think any of these threats was carried out, once the blood cooled.

We allow anybody at all to do the measuring, and if their paperwork and map look good, a certificate is issued. If a record is set, the course is checked. We have found that over 90 percent of all checked courses pass the test, and about 99 percent of the expertly-measured courses pass. Using amateur measurers is the only way we can cope with the flow of new courses. We are currently certifying courses at the rate of about 1200 per year, and have been for the last 6 years. We could never approach this level if we used only our experts. Also, many of the newcomers turn into experts after they have measured half a dozen courses, and been guided by their certifier.

I think this is a weakness in the AIMS and IAAF approaches - neither system seems to provide an apprenticeship opportunity for an ambitious person who wants to get into measuring. There is no network of people who can guide newcomers. Nor is there a records structure with teeth in it. Unless this is somehow brought into being, the number of international experts will remain static.

You could perhaps beat your US problem by giving AIMS people an option - make an AIMS measurer available to help the race, urge that they use him. But if they don't, require a post-race course check if anything noteworthy happens. This might be embarrassing as it was in Lisbon, but the occasional failure reminds people that someone is looking, and keeps race directors on their toes.

Another option would be for you to declare all USATF/RRTC Certifiers to be AIMS-approved. They certainly possess the experience for it, and know the trade. This is your prerogative, should you choose to exercise it. It would not cover the case where an AIMS member course is measured for USATF certification by a newcomer, but this will be rare.

I'll be validating a course in Texas on September 25-26 and will not be in Portland. I'd like to be there to discuss this problem. I can say, however, that if AIMS chooses not to recognize our USATF certifications, there will be no hard feelings on our part. Our system is concerned only with US racing, and we have no desire to impose it on others. I believe it is a good system, and if I'm right, it will sooner or later spread. If it doesn't, it will be because others have different requirements than we do.

Best regards, Pete

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New York Road Runners Club, Inc.
Organizer of the New York City Marathon®

9 East 89th Street • New York, NY 10128 • TEL: (212) 423-2228/2233 • FAX: (212) 860-8421

Allan Steinfeld
President

via FAX: 614-424-5263

September 17, 1993.

Mr. Pete Riegel
3354 Kirkham Road
Columbus, OH 43221

Dear Pete:

I just received your September 1993 Measurement News. It seems like eons ago that I was involved with measurement seminars and measuring courses around the world.

I had completely forgotten the measurement that I did with John Disley in association with 1984 London marathon.

I appreciate your using my picture even though it is not my best side. I am afraid I must correct you on one small point of fact. As you know, I am now the President of the NYRRC, but only the Technical Director of the New York City Marathon. Fred Lebow was and still is the Race Director of the marathon.

You and the RRTC are to be congratulated on the giant strides that have been made in getting the majority of the races certified. It's nice to see that a young man such as yourself was globe hopping around the world certifying international marathons.

Hope all is well!

Best regards,

Allan Steinfeld
:ah.



USA TRACK & FIELD

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September 24, 1993

Runner's World - 33 E. Minor St - Emmaus, PA 18098
Att: Marty Post FAX 215-967-8956

Dear Marty,

Thanks for the official results of the Beijing Women's 10,000. The only thing I had heard of it up to this time was the fantastic time and a lot of "they must have been on drugs" bitching by people who should have more sense. The grumbling allegations of drug use are more demeaning to those who make the charges than to those who are defamed. If the disbelievers can't put up, they should shut up. I smell sour grapes.

I also heard of some strange splits, and I see what was meant. Was this event captured on video or film? I don't think I have ever seen such a pattern of racing. Wang, after following the leader for 17.5 laps at a WR-pace 72 seconds per lap, suddenly turns on the afterburner, increasing her pace to 66 seconds per lap for the remaining 7.5 laps, leaving Zhong and the former WR almost a full lap behind. And this done without any competition to push her. I have heard of finishing kicks, but this one dwarfs them all.

The performance of the rest of the pack was pretty impressive too.

I don't find the results all that surprising. The Chinese have always preferred to hone their skills in private, preferring not to do something in public until they can do it well. With an enormous population to draw from, and a legendary tradition of hard work, it should not surprise the world that when the Chinese women finally hit the track, they come out roaring.

We saw the tip of the iceberg beginning to emerge at the World Championships. I look forward to seeing how the Chinese women do on the international circuit, which will surely follow when they feel they are ready.

Best regards,

A handwritten signature in cursive script that reads 'Peter'.

OFFICIAL OMEGA TIMING RESULTS

WOMEN'S 10,000 BEIJING SEPT. 8

女子10000米 决赛 09/08 19:44 国家奥林匹克体育中心田径场

名次	比赛号	姓名	单位	成绩	备注
1	0542	王军霞	辽宁省	29:31.78	DNR
2	0540	钟焕娣	安徽省	30:13.37	DNR
3	0143	钱国梁	辽宁省	31:09.28	
4	0145	马丽艳	辽宁省	31:10.46	
5	0144	张林丽	辽宁省	31:14.28	
6	0416	刘利英	解放军	31:21.92	
7	0368	魏 娜	山东省	31:28.83	
8	0102	王冰梅	内蒙古	31:31.54	
9	0148	冯文会	辽宁省	31:32.15	
10	0361	王秀萍	山东省	31:32.23	
11	0147	王艳芳	辽宁省	31:32.50	
12	0389	王小梅	河南省	31:50.39	
13	0392	董 颖	河南省	31:52.59	
14	0841	李 莉	云南省	32:15.43	
15	0455	潘宏伟	广东省	32:15.69	
16	0104	周 梅	内蒙古	32:28.56	
17	0367	刘世香	山东省	32:33.71	
18	0243	王悦丽	上海市	32:33.80	
19	0353	王悦霞	山东省	32:34.70	
20	0362	陈秀英	山东省	32:57.50	
21	0576	红 莉	贵州省	32:59.03	
22	0342	吴 英	山东省	33:13.66	
23	0354	朱瑞霞	山东省	33:35.38	
24	0366	杜桂霞	山东省	33:58.12	
	0146	马中宁	辽宁省		

FEED DOCUMENT THIS DIRECTION

(215) 987-8956

FAX MESSAGE

TO: *Peter R. Rose*

COMPANY:

FAX NO: *314 451-5610*

FROM: *Marty's Fax*

NO OF PAGES:

RE: *F4*

天气 小雨转多云 气温 20°C 总转东风 二、三级

1000M	2000M	3000M	4000M	5000M	6000M	7000M	8000M	9000M	
0540	0540	0540	0540	0540	0540	0540	0142	0142	-6.6 #
02:54.70	05:56.52	08:59.14	12:02.73	15:05.69	18:10.03	21:14.31	23:59.88	26:44.80	
2:54.70	3:01.72	3:02.62	3:01.59	3:02.96	3:04.34	3:04.28	2:45.59	2:44.92	-2:46.98
注:	AB: 中地通运								
	MGR: 刘全国纪录								
	DWR: 魏世界纪录								
	世界纪录: 30:13.74								
	亚洲纪录: 30:49.10								
	全国纪录: 30:49.30								
	世界青年纪录: 31:40.56								
	全国青年纪录: 22:25.75								

note: Zhong (540) led through first 7000.

last 5 14:26.09

last 4 11:21.75

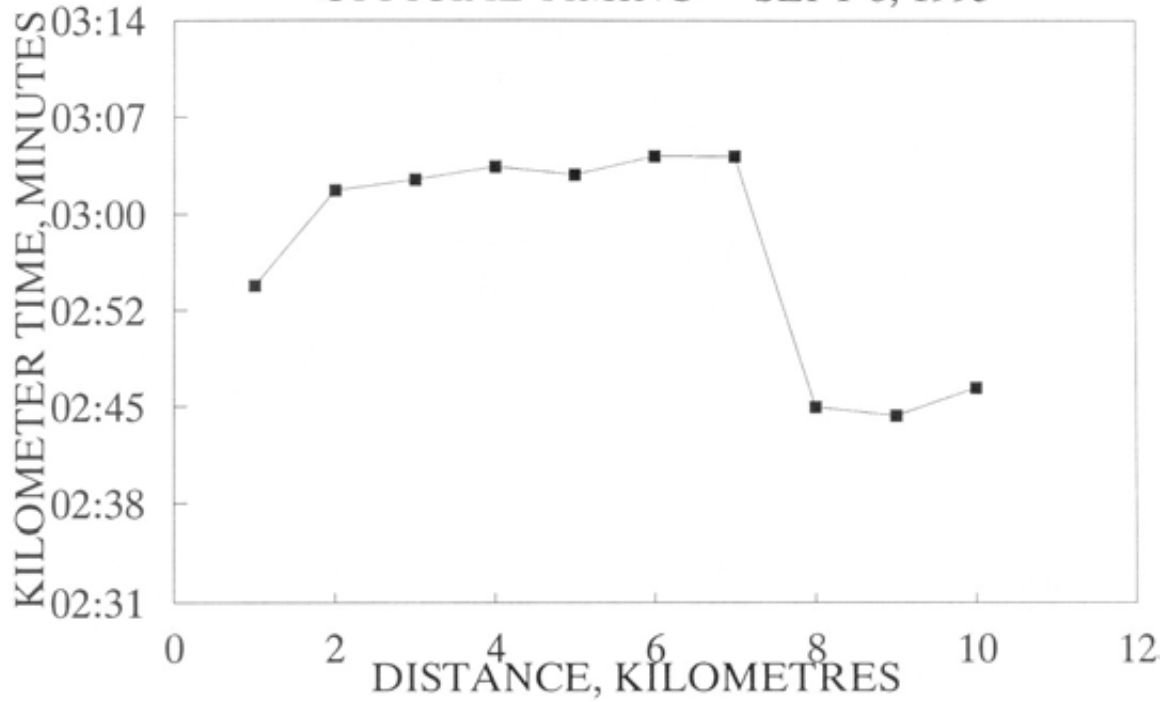
last 3 8:17.47

last 2 5:31.90

Wang at 15:05.8 at 5-K, other splits not known, but probably within a second of lead. (31)

BEIJING WOMEN'S 10,000

OFFICIAL TIMING – SEPT 8, 1993



METRES SPLIT	ELAPSED TIME	SPLIT TIME	LEADER
0			
1000	00:02:55	02:54	ZHONG
2000	00:05:57	03:01	ZHONG
3000	00:08:59	03:02	ZHONG
4000	00:12:03	03:03	ZHONG
5000	00:15:06	03:02	ZHONG
6000	00:18:10	03:04	ZHONG
7000	00:21:14	03:04	ZHONG
8000	00:24:00	02:45	WANG
9000	00:26:45	02:44	WANG
10000	00:29:32	02:46	WANG

Olander Park 24 Hour Run

1993 USA Track & Field 24 Hour Run National Championship

Welcome

Welcome to the *Olander Park 24 Hour Run*, site of the USA Track & Field 24 Hour Run National Championship. Please read this and other information carefully. It will explain procedures you need to know for this event. Please note that there are some changes in procedure from previous years.

Packet Contents

Your packet should contain the following items. If any items are missing, please check with registration.

- These Instructions
- USA T&F Rules
- (1) Bib Number
- (4) Small Pins (for Bib #)
- (1) Large Pin (for Lap Tags)
- (2) SAMPLE Lap Tags
- (50) Lap Tags
- Restaurant Guide
- T-shirt
- Lap/Distance Chart
- Sample Results/Lap Chart

Timing System Overview

The timing and scoring system used at this event was developed locally by Paradigm Technologies and has been used for the past three years. It has been continually refined and we feel that this years changes will help the contestant even more.

In a nut shell, the system consists of bar coded "Lap Tags" (with the runners name and bib#) which are deposited at the finish line each lap. The deposited tags are then scanned into a computer and the Time and Bib # are recorded.

Overall Standings can be pulled at any time as well as a Lap Chart showing your progress during the event. There are numerous controls

integrated into the system to detect duplicate tags and other possible scoring errors.

Quantity of Lap Tags

You were given (50) Lap Tags at registration. At that time you should have filled out a form indicating the total distance you expect to run during the event. Additional lap Tags will be printed, as required, based on this information. IF YOU DID NOT FILL OUT AND TURN IN THIS FORM, GO TO REGISTRATION NOW! or you may run out of Lap Tags during the Event. If you find that you are going to run out of Lap Tags during the event (i.e. lost them, running farther than planned) go to the Scoring Tent at the Start/Finish line as soon as you can and additional tags will be printed.

Lap Tag Description

The Lap Tag is made of a plastic material and printed with a resin based ink. It should survive just about anything (sweat, showers, friction, nuclear blasts!) Don't abuse them but you shouldn't have to baby them either. These tags have been field tested under similar and worse conditions without any problems.

During the event the number of tags you carry with you is at your discretion. Ten to 15 tags are probably enough for several hours of running and is not so many that the bulk/weight is a problem.

The tag has (2) holes. One hole near the center has a perf leading to the edge of the tag. Use this hole to PIN the tag to your shirt/shorts. The perf is designed to pull off with a minimum of effort but be strong enough to not break under normal running conditions.

Tags marked "Sample" have been provided for you to play with. We suggest that you pin these tags on and practice pulling them off to get a feel for the force necessary. Use/destroy these as

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you please but DO NOT use them during the event or that lap will be credited to runner "Sample".

The other hole is to be used by timing and scoring archive the deposited tags. We will be keeping all tags as a backup/audit system. If you pin through this hole, you may find that you pull your shorts off with the tag.

The printed information on the tag contains:

Your Name
Bib Number (in Box)
(2) Bib # Bar Codes
Tag Serial Number

The (3) digit Tag Serial number, located at the bottom center, is there for your convenience. You DO NOT have to use the tags in serial number order. If you do use them in order then you will always know which lap you are on. i.e. Serial number '001' will be on top as you run your first lap then '002' as you start your second lap.

Using Lap Tags

As you approach the Start/Finish line Scoring Tent pull the next tag off your pin and prepare to deposit it in the Drop Box on the table in the Scoring Tent tunnel. During high traffic times early in the event there will be Drop Boxes on BOTH sides of the course. Use either one.

If your tag misses the box, shout "DROPPED TAG" and a scoring official will pick it up for you. You do not need to stop running, we will take care of the dropped tag for you.

Course Courtesy

We expect many USA National Age Group Records to be set this weekend. Everyone is entitled to a fair shot at their record. Please support these people by giving them the right of way and not blocking the course. This is especially true of the Scoring Tent tunnel. Please

Drop your tag and move on. If you have a query, leave the course and come around to the back of the tent to conduct your business.

Scoring Queries

As they say "S___ Happens". If there is a question about the number of laps recorded, we will be happy to review the situation with you. USAT&F rules and officials will prevail. Be advised that in past years, almost every query resulted in no additional laps being credited to the runner. If a lap was missed due to our error, it will be credited to you prior to the final event results (and usually shortly after being brought to our attention).

Leader Board/Current Standings

Interim standings (results) will be done every :15 minutes during the event. A Leader Board will be next to the Scoring Tent and will have the top (10) overall posted along with full interim results.

Final Results

After the competition of the event you will be sent or given a final set of results including your final Lap Chart.

Overall Standings Report

Laps Done

This is the total number of complete laps which were completed prior to the end of the race.

Last Lap Distance

The distance covered between the completion of the last lap and the end of the race at 24:00:00 hours. You were given credit for at least the last full .1 miles

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completed.

Total Distance

The Total Number of Laps Completed *
1.1224+ Last Lap Distance.

Pace For Distance

This would be the total distance you would complete if you continued at the same Pace Per Mile Event for the remainder of the event.

Last Lap at Time

The time into the event that your last full lap was logged into the computer. Reviewing this column can tell whether a runner is still actively running laps in the event.

The Last Lap

Special procedures will apply if you are still running, walking or otherwise moving about the course as the clock ticks 24:00:00. If you have retired by that time, you need do nothing special.

Runner Lap Chart

This report gives you the statistics of each one of your laps for the entire race.

Time Logged

This is the time your Lap Tag was scanned into the computer. It should be relatively close to the time this lap was completed. At certain times during the event other activities were occurring which may have resulted in delays of up to 2 to 3 minutes before the tag was logged in. These delays will typically show up by a long lap time followed by a short lap time.

During the last five (:05) minutes of the event, there will be horn blasts every minute equal to the number of minutes remaining. E.g. (5) blasts at 23:55:00 and (1) blast at 23:59:00. At 24:00:00 there will be a cannon blast followed by a very long (10 second) horn blast signaling the end of the event.

These warnings are to allow you time to prepare for the following procedure.

To mark your position at the final cannon blast you will be given a ziplock bag with some sand (to keep it from blowing away) in it. You, or your handler/support crew, needs to place two (2) of your Lap Tags in the bag and seal it. These bags will be available at the Scoring Tent and at EVERY .10 mile mark around the course. Plan your pace accordingly to complete this prior to the final gun.

Lap Time

This is the elapsed time to complete this lap.

Cumulative Distance

Number of Laps Completed * Lap Distance.

When the final cannon blast is given, DROP the baggy with your Lap Tags IMMEDIATELY, then stop running and return to your bag. An official will come by shortly and sticker both of your Lap Tags and remove one of them. You are free to go at that time. Shortly thereafter a course certification official will be by measuring the official fractional lap distance and noting it on the remaining lap Tag in the bag.

Pace Per Mile/ Last Lap

This is the per mile pace for this lap. Since each lap was greater than one mile in distance, this pace will show a faster per mile pace than the lap time. It also includes any breaks taken since the last lap.

Pace Per Mile - Event

This is your average pace per mile for the entire event, i.e., Cumulative Distance/Time Logged.

Olander Park 24 Hour Run 1993 USA Track & Field 24 Hour Run National Championship

Sample Overall Standings Report

Date...: 15-SEP-93 Overall Standings Page...: 1
 Time...: 2:39AM USA T&F 24 Hour Run Natl Champ

18-SEP-93

Bib#	Name	Sex	Laps Done	Final Lap Dist	Total Distance	Last Lap Log Time
1002	ALBRIGHT, MARK	M	67		75.2008	17:51:01
1003	ALEXANDER, ROBERT	M	66		74.0784	17:51:02
1004	ALTHOFF, TOM	M	66		74.0784	17:51:02

Sample Runner Lap Chart

Date...: 15-SEP-93 Runner Lap Chart Page...: 1
 Time...: 2:39:41 USA T&F 24 Hour Run Natl Champ

Bib #...: 1001 Runner ID...: AGRESTB001

Runner...: DOE, JOHN (419) 555-1212
 123 MAIN ST DOB...: 31-MAR-59
 TOLEDO, OH 466006 USA

Lap Distance...: 7.8568 [7 Laps at 1.1224 Miles/Lap]
 Last Lap Distance...: 0.0000

Total Distance...: 7.8568 Miles [12.6443 KM]

Your Last Lap was Completed at 12:13:59

Lap#	Time Logged	Lap Time	Cumulative Distance	-----Pace/Mile----- Last Lap	Event	Pace for Distance
1	12:09:13	12:09:13	1.1224	10:49:42	10:49:42	2.2
2	12:09:59	0:00:45	2.2448	0:00:40	5:25:11	4.4
3	12:12:54	0:02:54	3.3672	0:02:35	3:37:39	6.6
4	12:13:05	0:00:11	4.4896	0:00:10	2:43:17	8.8
5	12:13:22	0:00:17	5.6120	0:00:15	2:10:40	11.0
6	12:13:37	0:00:14	6.7344	0:00:12	1:48:56	13.2
7	12:13:59	0:00:22	7.8568	0:00:19	1:33:25	15.4

COCOA LETTER FOR A NEW MEASURER
-FORWARDED BY TOM MCBRYER

UNITED STATES OF AMERICA
TRACK & FIELD
Road Running Technical Council

WILLIAM D. GLAUZ
11600 Minor Drive
Kansas City, MO 64114
(816) 942-0519 (home)
(816) 753-7600 X467(work)

September 24, 1993

Jack Hayward
Box 1267
Elkhart, KS 67950

Subject: KS93031BG

Dear Jack,

COPY
←
Congratulations on your first certified course! We always welcome new measurers to the "club".

As we discussed, there were a few things you did that could be improved upon, as is the case with everyone. Your first set of calibration rides showed more variability than is usual, probably because you were new to the game. Your second set was much better. I suspect that the net result of the variability in the first set, which produced the Constant for the Day, is that your course is a little long, which is better than being short.

We prefer that when you measure the course, you establish tentative start and finish points on the first ride, and then ride between the same set of points for the second ride, and record the counts. On your course, which was quite straight forward, it doesn't make much difference, but on a more complicated course, two sets of marks can lead to confusion.

You also established a new calibration course. You can use it in the future, and it can be certified, if you send me a map or sketch of it with clear and precise descriptions of the two end points.

For your information, I usually ask for a check for \$10.00 for each course to be certified, to handle the National filing fee, phone calls, postage, etc. (Calibration courses don't count.)

Sincerely,

William D. Glauz
Regional Certifier

USA T & F CERTIFICATION REVIEW FORM

CUNNINGHAM/BAKER RUN

KS930318G

COURSE

CERT. CODE

		Measurer 1	Measurer 2	Cal. Course	Length
Calibration Counts	1	7879.0000	7879.0000	804.6720	meters
	2	7894.0000	7894.0000	0.5000	Miles
	3	7916.0000	7916.0000	2640.0000	Feet
	4	7912.0000	7912.0000		
Totals		31601.0000	31601.0000	1609.344	meters
Average		7900.2500	7900.2500	= 1	mile
Cts/Km		9817.9755	9817.9755	0.3048	meters
				= 1	foot
Recalibration Counts	1	7883.0000	7883.0000		
	2	7886.0000	7886.0000		
	3	7892.0000	7892.0000		
	4	7891.0000	7891.0000		
Totals		31552.0000	31552.0000		
Average		7888.0000	7888.0000		
Cts/Km		9802.7519	9802.7519		
Largest Constant		9817.9755	9817.9755		
Course Measurement, Cts		49142.0000	49143.0000		
Initial Length, Meters		5005.3089	5005.4107		
Smaller Length, Meters		5005.3089			
Adjustment, Meters		-0.8285	-2.7182	(feet)	
Course Length, Meters		5004.4804	3.109640	(miles)	
Difference in Measurements, Meters		0.1019			
Diff/Course Length		0.0020	(Percent)		

See # 2

W.D. Glauz
 Reviewed by
 William D. Glauz

24-Sep-93
 Date

Measurers are you OK with your bike ?

FROM
JEAN-FRANÇOIS
DELASALLE

There is no standard bicycle for measuring courses. The best bicycle is the one on which the measurer feels the most comfortable, with an easy and quick fixing of the Jones counter on the front wheel.

The position must be as comfortable as possible, allowing you to ride, brake, stop, accelerate, get on and off without any difficulties in the manoeuvres.

One should avoid the mountain bikes because the front fork is often too thick and makes it difficult to fix the Jones counter. The only cases of deterioration of Jones counters that were reported to me were always due to difficult fixations on mountain bikes ; sometimes they had been forced too tightly leading to a counter that became out of sync. This has never occurred to me with over 100 course measurements up to this day on about 10 different bicycles...

I personally have used a city bike for the last year and I have fixed a few items like a thermometer, a bike-stand, a water bottle holder to carry a can of spray paint, an odometre, an altimetre, and a small satchel to hold little items.

How do you know a bicycle is good for you and if you need more training in using it before you can make measurements ?

Here are a few simple tests that are easy to do. Just try !!

1) Stability Test:

It is good to know how to test one's stability on a bike and one's sense of balance.
Simple test allow you to know if your stability on the bicycle is good.

a) ride for 50 m on a straight line without holding the handle.

b) 5 metre test .

Draw an exact 5 metre corridor from a wall with a 1 metre width : you must be able, riding very slowly, to do these 5 metres in over 30 seconds. (Champion track cyclists are able to easily stay in balance for several minutes without moving).

2) Manoeuvrability tests on the 4 x 4 square test

Draw a 4 metre sided square on the ground, inside a 6 metre sided square (authorized outside limit).
Inside the inside square mark with a cross the middle of each side.

You must do the course by slaloming around the marks.
Both wheels of the bicycle must go round each mark .

This is very easy with a little training : you should be able to do it .

There are 3 levels of difficulty :

- with authorized brakes
- without brakes
- with one hand only

A variant consists of going around the central point of the square after each angle bend.

3) Durability test in manoeuvrability.

Do the manoeuvrability test with writing down the number of pulses at each attempt.

The more the difference between each pulse count lessens, the better you have control on your bike.

4) Practical durability test:

Settle down a small calibration course near home (e.g 200 m) and then choose a small course that is easy to measure .

Measure that course as often as possible and compare your results.

Have it also tested by your fellow measurers .

As you become more durable, your technique will improve.

Train well.

Don't hesitate to send me your comments about these ideas.

JF DELASALLE - BP 25 80800 Corbie - FRANCE

fax : 22.48.20.10

PUZZLE 4 X 4

Ready for calculations !!!

The 4 x 4 square has 4 metre sides.....
The circles have 30 cm radius.
P2 P4 and P6 are located in the middle of the sides.
P8 is located at the intersection of the diagonals.

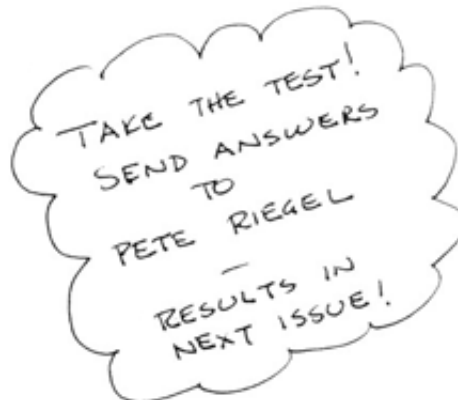
Questions :

1. Calculate the shortest theoretic trajectory of the course (drawn in dots on the map).
2. What is the shortest distance the front wheel of the bicycle must ride so that the rear wheel rides the shortest possible trajectory (knowing that the distance between the 2 wheels is 1.05 metre).

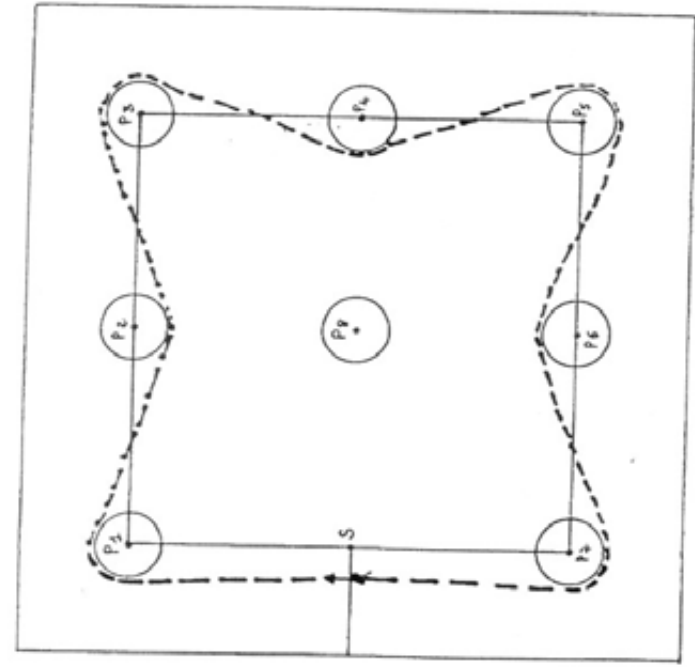
The same questions are asked for the course of the long circuit.



SEE
DIAGRAMS
NEXT
PAGE



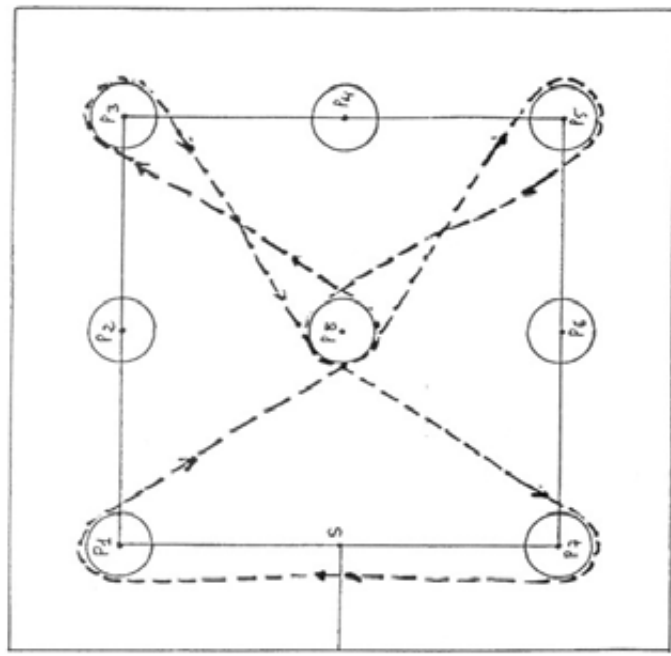
TAKE THE TEST!
SEND ANSWERS
TO
PETE RIEGEL
-
RESULTS IN
NEXT ISSUE!



Ic.4.x.4

CIRCUIT COURT. (short circuit)

par J.F. Delassalle



Ic.4.x.4

CIRCUIT LONG. (long circuit)

par J.F. Delassalle

MAP OF THE MONTH

STARR COMMONWEALTH 10K

Albion, Michigan

