

MEASUREMENT NEWS

March

1994

Issue #64



IAAF has successfully staged several measurement seminars around the world, and continues to do so. The objectives of the seminars are to introduce and teach, in a practical manner, the principles and skills of using the bicycle method of measuring road race courses. The delegates attending the courses, nominated by their National Federations, are expected to take back their newly acquired expertise and develop, through their own teachings, a group of measurers within their own countries.

Here we see John Velzian (pointing) indicating the direction of measurement to a group of delegates from English-speaking African countries, at a seminar held in December at IAAF's Regional Development Centre in Nairobi, Kenya. John is Director of the Centre. The course was taught by the photographer, John Disley.

The Phoenix measurement seminar (May 21 & 22) is sponsored by USATF, not IAAF, but attending will be measurers from Great Britain, France, Mexico and Canada, as well as several US measurers. There is still time to register!

MEASUREMENT NEWS

#64 - March 1994

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THE PHOENIX MEASUREMENT SEMINAR

May 20 - 22, 1994

THERE IS STILL TIME TO REGISTER, AND AIRLINES ARE OFFERING LOW RATES! Contact Pete Riegel right away! You will be sorry to miss this gathering. It is open to all measurers - you need not be a certifier to come.

Two free beds remain. Felix Cichocki has laid out a 6+ km test course, and a pair of calibration courses, on flat, but sloping, land close to Camelback Mountain and the Superstition Range.

Joan and Pete Riegel will arrive on Thursday (19) to assist Felix with last-minute things. On Friday (20) we will greet the arrival of the participants, and pick people up at the airport. Friday evening is for eating, drinking and social pleasure. On Saturday (21) we will have two groups of measurers, with one bicycle for two measurers. One group will spend the morning measuring the calibration courses, and doing other exercises using steel tapes. The other group will calibrate the bicycles, and measure the test course. Then we will have a long lunch.

The two groups will change places in the afternoon. We will probably use a commonly-agreed value for the calibration course length, and everybody will calculate their estimate of the length of the race course. Each person will make their own mark for a final adjustment, and we will take a group photograph with each person standing next to his mark. Later we can see what opinions we have for the actual calibration course length. The extreme temperatures should make this interesting. Saturday evening we will again spend in social things.

On Sunday (22) morning we will review what we have done, and spend time conversing on the subject of course measurement. We are officially finished at noon. Pete and Joan will remain Sunday afternoon to say goodbye to those who are leaving then.

ATTENDEES - PHOENIX SEMINAR (as of February 25, 1994)

Felix and Mary Ann Cichocki (Arizona)
Pete and Joan Riegel (Ohio)
Tom and Mary Anne McBrayer (Texas)
Bob and Marcia Baumel (Oklahoma)
Tom Knight (California)
Don Shepan (New Mexico)
John Disley (Great Britain)
Dave Yaeger (Canada)
Mike and Karen Wickiser (Ohio)
Rodolfo Martinez (Mexico)
Doug Loeffler (Florida)
Wayne and Sally Nicoll (New Hampshire)
Jean-Francois and Floryse Delasalle (France)

February 13, 1994

The Race Equipment Co.
Paul Oerth
2455 Union St #412
San Francisco, CA 94123

Peter Riegel
3354 Kirkham Road
Columbus, OH 43221-1368

Dear Pete,

The thought of Phoenix is very tempting, but I must wait probably until the last moment before I make a decision. The reason for my hesitating has to do with the fact that my life has not been uneventful for the last three months.

One fine morning in the middle of last November I woke up to find my heart racing as if I had just run a half mile race. Not only was it racing, it was beating erratically as well. My wife took me straight to the hospital where I was admitted without delay with atrial fibrillation.

For the past 8 years my Doctor and I have known I had an aortic valve stenosis (an inflammation of the aortic valve). We also knew it might one day require replacement of the valve. The time had come. Three days later I had open heart surgery.

Fortunately after 30 years of daily running and occasional racing (about 600 in all) my overall condition was excellent, except for the defective valve. My veins and arteries were in very good shape requiring no by-passes. The operation was a success, and I now have a mechanical valve in my heart. I had a choice between a mechanical valve and a pigs valve. I choose the former as the pigs valve while being much kinder to the system usually has to be replaced after 10 years. In light of what I now know I think the pig valve would have been a better choice. I'm back to running, but very slowly. If I had the pig valve my running would probably be much easier at this point. But who cares if I run slowly? At least I can run.

Then, a month ago I was in Los Angeles on business. Driving on the I-5 Freeway with my daughter Robbie beside me, we were involved in a three car collision which totalled my car. Both Robbie and I had our seat belts fastened which surely saved us from grievous injury or worse. Robbie had a sore neck, and I had some discomfort in my still healing sternum, otherwise, no injuries. The accident was caused by a hit and run driver. Of course we now have a new car which turned out to be a compromise. I wanted a Cadillac. My wife wanted a small car. We got a Nissan Maxima. Some compromise...

I stayed over in Los Angeles until the following Tuesday. That was when the earthquake hit. I was in Whittier 40 miles away, but

boy, it was some earthquake. I've been through many, but this was by far the most destructive. Of course at 4:00 in the morning I was sound asleep. The quake woke me. It lasted about 30 seconds, but after 20 seconds I was used to it and fell back to sleep.

I will try to make Phoenix. There will be a lot of people there I want to see including you.

One thing I want everyone everywhere to know: the JONES/OERTH COUNTER will always be available, even if I'm not around to see to it. My sons, Stephen and Karl, will be.

Best Ever to you and Joan,

Paul
Paul Oerth

NEWSLETTERS

Mike Tomlins, British Athletics Federation Course Measurement Secretary, and Dave Cundy, Secretary of Athletics Australia Course Measurement Scheme, sent me their measurement newsletters. Both are worth reading, as they show some of the approaches taken by others. Andy Galloway sent the minutes of a recent AIMS conference. You will find them elsewhere in this issue.

CHANGE OF ADDRESS

Ted Paulin has a new address:

Ted Paulin - 24 Capricorn Ave - East Doncaster - Victoria 3109 - AUSTRALIA
phone 3-841-9072 telefax: 3-841-9637

TOM FERGUSON HAS A HEART ATTACK

Ron Pate called from Hawaii to report that Tom Ferguson, RRTC's Hawaii certifier, had suffered a heart attack, and would undergo surgery. At this time nothing else is known. We extend our fond hopes for a good recovery to Tom and Doris.



USA TRACK & FIELD

2939 Vincent Rd.
Silver Lake, OH 44224

Road Running Technical Council
Michael A. Wickiser
Validations Chairman

216-929-1605 (home)
216-384-4700 (work)
FAX 216-384-4791

31 December, 1993

OPEN LETTER TO ALL 1993 USATF VALIDATORS

As I get back on track from the USATF convention rush and the holiday season, it seems appropriate at this time to pass along some of the results of your combined efforts throughout 1993. While at the convention I received several positive comments. Certainly not the least of those being from Pete Riegel. Also expressing very good remarks were Bev Laveck, Masters Race Walk Records coordinator and the Road Running Info Center. All this praise made me feel great but it is your combined efforts that brought this about.

I am sending this letter as a thank you to each of you. Your hard work, free donation of skills and expertise are the real reason for the good words I received. Your combined validations totalled thirty re-measured courses and several reviews of previously validated courses. Together you measured just less than two hundred miles in the USA and Canada. This is certainly no minor task for a group of fifteen devoted measurers. Once again I commend you all on the years accomplishments and look forward to an even more exciting year ahead.

Best regards,

Validator

WAYNE B. NICOLL
Ragged Mountain Club
Potter Place, New Hampshire 03265
(603) 735-5721

7 February 1994

Hi Pete,

Just catching up on a few odds and ends. Please save a room for Sally and me at the Phoenix seminar. Looking at the calendar it looks OK.

Regarding the measurement date of the Olympic Trials course in Charlotte, it was discussed at convention and during Bob Beatty's briefing to Mens LDR we agreed it should be in 1995 some time after they had a chance to trial run the course in Jan '95. I believe that is about the same understanding with Larry Mattox in Columbia SC. Sally plans to talk to him in the near future.

I had a call from Julia Emmons on my recorder this week. She appears to be pleased we are coming to Atlanta in February. She asked me to come see her and Phil Henson at "the Olympic offices". I hope to do several things on that trip - (1) lay a new 1000' cal course - my old one has been wiped out. (2) validate the Piedmont Park racewalk loop (this is the course Jack Grosko re-laid using my map and found it to be 10 meters too long). (3) Lay down a 1500 meter loop (women) and a 2500 meter loop (men) for the Olympic racewalks. The loops will be used on Sep 24, '94 for the Pan Am Cup walks. (4) Scout out the Olympic Marathon course and select possible measurement reference points. (5) If I have time, validate another pair of racewalk loops in LaGrange, GA that were laid in anticipation of being selected as the Pan Am Cup race site. Obviously they were not chosen but they anticipate that several pre-Olympic racewalk events may take place there over the next two years.

The DisneyWorld Marathon went quite well. I spent the two days before the race going over the course, showing the digital clock man all of his split locations and figuring out how to get the clocks placed and started inside the theme parks. The second day I conducted three tours for athletes and press people. Doug Thurston did a great job with the media work. Sally spent two days on a trouble desk in Runner Relations. Looks like next year will go to 12000 so a major course change will be necessary.

Have been looking at expired courses in the states I certify after receiving a letter from Ray Nelson. He asks some interesting questions. I am including his letter. If we validate a course about to expire I would think we would issue a new certification as of the validation date. What about a course five years old? If you validate it and it passes, would it still expire in 5 years? With what guidance we have at present I told him to seek out the directors of the active expired courses and figure out what is necessary to shape them up, get the form filled out, and submit it. I have only one '83 active course in NH. It was measured by Teschek but has no start/finish location info. When he returns from vacation will try to shape it up. Enough for now. Sal is including a note on reimbursements.

Cheers,


Wayne

Copy; Tom McBrayer 7

January 20, 1994

Dear Wayne:

I consolidated the following information regarding the expiration of certified courses from the Jan. 1994 issues of Measurement News and the EXCHANGE ZONE. I did this to try to better understand and learn the new policy and its procedures. I want to be as prepared as possible for questions that come my way and to make sure I have it right. I have included some comments/concerns and some questions.

EXPIRED COURSES (from MN - Jan.'94)

Certified courses have a 10 year life span and can be renewed upon a request by the race director and a statement that the course has not changed. A renewal form, "Application to Renew an Expired Road Course Certification", has been designed for this purpose so that verification can be given that the originally certified course still exists without alteration and is being used correctly. The applicant is directed on this form to return the completed form and a copy of the certificate/map to the appropriate regional RRTC certifier.

500 courses certified in 1983 were deleted from the list of certified courses on Dec. 31, 1993. In Jan. 1995, 800 courses certified in 1984 will be dropped. In Jan. 1996, 1200 courses certified in 1985 will be dropped. Since 1200 courses per year has been the recent historical rate of certification, the course list is expected to stabilize at a size of about 12,000 to 13,000 courses.

Implementation of this policy by RRTC takes into account how to inform races of the need to renew their certifications and what to do when records are set on expired courses.

When the Road Running Information Center (RRIC) receives results from a race whose course has expired, the race will be sent a copy of a letter of explanation and a renewal application form to be sent to RRTC Chairman Pete Riegel, not the regional certifier. The race may complete and submit the renewal form, if the course is still valid, remeasure the course, or stop using the current course. Applications received by regional certifiers should be forwarded to Pete Riegel. If the race fails to respond to RRIC and sends results again the following year, then an RRIC representative will "have a conversation" with the race director. *At that point in time, however, that race would have been given notification.*

In cases where results received by RRIC include record one year to applications, then a validation measurement would be performed and, if successful, would renew the certification without use of a renewal form. *comply.*

In terms of how to inform races of the new policies, announcements should be given in as many places as possible, and regional certifiers are asked to advise races using expired courses of the policy and to submit a completed copy (p.12) of an application form for renewal of course certification.

In the Jan. 1994 issue of the EXCHANGE ZONE, USATF-NE has published a "Course Certification Notice" that says that "courses **An afterthought: What happens when a certified course that has produced records passes a validation measurement in the final year or two of its 10 year certification span? Is the certification renewed at the time it passes the validation measurement OR does it expire a year or 2 later and then required to renew via the application for renewal... form?*

I'm unclear as to who gets the completed application for renewal. Does it go to from the race director to the regional certifier, to you, and then to RRTC Chairman Pete Riegel, or does it go directly from the race to Pete Riegel? I know there is the initial version of the form and slightly modified form, but I'm unsure of how each is to be used. Maybe you can straighten me out.

With your input and guidance, I would like to help develop a letter of explanation and a clear procedure to be used for race directors and made available to the running community, including USATF-NE - Similar to what we did with the administrative procedures for course certification. What do you think?

Sincerely,

Ray

Ray K. Nelson
173 Edaville Ct.
Warwick, RI 02886



When many people measure a single course it gets competitive. The best riding generally produces the longest course. Here we see how things came out in Kenya. Sierra Leone (left) barely edged out Namibia and South Africa. It will probably be like this in Phoenix. Who will win the crown?

USA TRACK & FIELD



Peter S. Riegel
Chairman, Road Running Technical Council
3354 Kirkham Road
Columbus, OH 43221-1368

614-451-5617 (home)
614-424-4009 (work)
614-451-5610 (FAX, home)

February 18, 1994

Wayne Nicoll - Ragged Mountain Club - PO Box 62 - Potter Place, NH 03216

Dear Wayne,

Thanks for your letter of February 7, and the letter from Ray Nelson. You have raised some interesting points. Some were not addressed when we were working out the methodology for renewing courses.

Initially we thought that people would renew in the year the course expired. However, we have already had an application for renewal from a course only 8 years old. We were not quite sure how to deal with it, but have now found a way. By expanding the "status" column in the course list, we can now indicate the latest renewal date.

This permits a course to be renewed whenever the renewer wishes. This will solve most of the problems regarding a course that is validated 7 years into its active life, with the race director anticipating that the race will go on beyond the original renewal date. Of course, someone must actually apply for renewal. This can be the validator or the race director.

When you get your March Measurement News look at the course list. You will see a listing of courses that have been renewed, in the format that they will appear in the course list. The status column will contain the date of latest renewal, and course life goes on 10 years beyond that date. This method permits the list to be computer-sorted, which is important, since the volume of certified courses is beyond hand-sorting.

I think this will give the system the flexibility to help people get renewed on their terms, when they wish it.

It is going to take time for word to get around concerning renewals. The present penalty for not renewing is quite light - the course will be dropped from current listings. If a fast time is run on an expired course, run as originally certified, it will be treated as if the course was currently listed.

Runners will, in time, pass on to race directors that the course is no longer listed, and has doubtful status. This will promote inquiries to us from the race directors. In time renewal will become routine.

We are still early in this renewal business, and suggestions are welcome.

Best regards,

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

xc: Ray Nelson



POLSKI ZWIĄZEK LEKKIEJ ATLETYKI

Centralny Związek Lekkiej Atletyki
02-034 WARSZAWA, UL. WAWELSKA 6 • TELEGRAM - PZLA - WARSZAWA
Telofony: Sekretariat i Dział Zagraniczny 25-68-06, Działy - Techniczny i Katagorowski 25-67-89, Szkoła 25-68-85
Fax: 25-68-06 Telex: 81-24-18

Rok 1919

Marszowa, dnia

L. 06

Komis bankowe:
PKK IX Oddział Warszawa
Nr 270001-004-138

Dear Pete,

Thank you very much for your letter of Jan 6th and the copy of "MNews" issue 63.

Race Director of the Vilnius Marathon Mr Misiulis said that the center of Europe was defined by French sputnik. Some Polish people said that the center of Europe is in Poland near Suchowola /north from Białystok/.

As for "course-cutting in road races" /"MNews" issue 63 page 8/, my opinion is only one - the legal /and measured/ path of road races should be within the road /or street/. See enclosure. I use version 2nd only.

Best regards

Białystok Poland, Jan 22, 1994

AD
TADEUSZ DZIEKORSKI
ul. Chrobrego 4 m. 8
(koryta poczta 14)
15-057 Białystok
POLAND

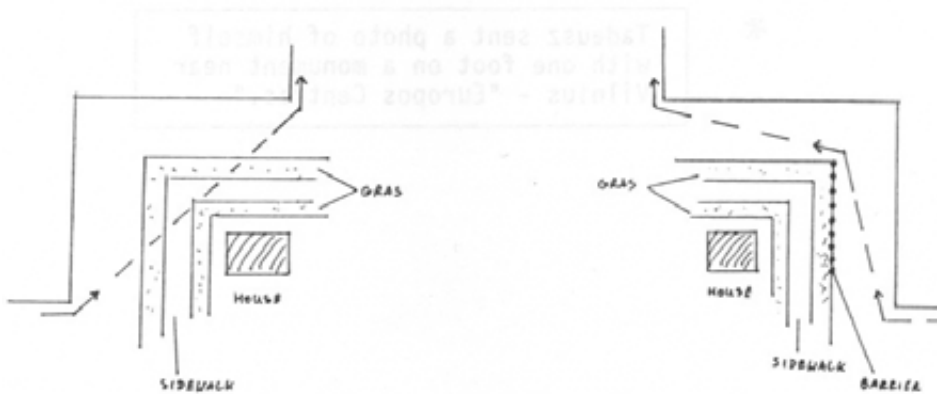


Oficjalny sponsor Polskiego Związku Lekkiej Atletyki

MEASURED PATH

~~VERSION 1ST~~

VERSION 2ND





USA TRACK & FIELD

Peter S. Riegel
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614-424-4009 (work)
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February 3, 1994

Tadeusz Dziekonski - ul. Chrobrego 4 m. 8 - 15-057 Bialystok - POLAND

Dear Tadeusz,

Thank you for helping me understand the center of Europe.* It is a comfort to know it is accurately defined.

I agree with your position on course-cutting. The race must be measured in the roadway. The race organization must disqualify course-cutters, even if they are reluctant to do so. Otherwise we have anarchy, and no reason to measure properly.

Last weekend I went to Cincinnati, Ohio, and measured 15 km and 5 km courses. It was very hilly. I used my bicycle with two Greentyres. The riding was very difficult. I was pedaling my bicycle downhill in places. I will put back the pneumatic tire on my rear wheel.

Once before I had an "Eliminator" tire on my rear wheel. The Eliminator is a hard plastic tube inside the bicycle tire. It too was difficult to ride, and I removed it.

I think the best combination is solid tire in front, pneumatic in rear.

Best regards,

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

*

Tadeusz sent a photo of himself with one foot on a monument near Vilnius - "Europos Centras."

British



Athletics

PATRON H.R.H. THE PRINCE PHILIP, DUKE OF EDINBURGH, K.G., K.T., O.M., G.B.E.
PRESIDENT A. G. McALLISTER

M. TOMLINS,
BAF COURSE MEASUREMENT SECRETARY,
56 Squires Lane, London, N3 2AP.

28th November 1993.

Colin Gostelow Esq.
Hon. Sec. BAF Road Running Commission.

BAF COURSE MEASUREMENT SCHEME - REPORT RE DEVELOPMENTS DURING 1993

Measurements of BAF and AAAofE Road Race Championships for 1993 were undertaken as follows:

- BAF 01/93 BAF 50K Race Walking Championship, Plymouth, 2.5.93
Measured by Dave Bendy (BAF Grade 1/IAAF Measurer)
- BAF 02/93 Feltham Puffers 24 Hour Race, 29/30.5.93 (Incorporating
AAAofE 24 Hour Championship)
Circuit measured by John Disley (BAF Grade 1/IAAF Measurer)
- BAF 03/93 Zanussi St Neots Half Marathon, 30.5.93 (Incorporating
AAAofE % Marathon Championship)
Measured by Tony King (BAF Grade 1 Measurer)
- BAF 04/93 BAF 100K Championship, Holme Pierrepont, Nottingham, 23.5.93
Measured by Ray Hitchcock/Jack Selby (BAF Grade 1 Measurers)
- BAF 05/93 BUPA Great North Run Half Marathon, Newcastle, 19.9.93
(Incorporating BAF % Marathon Championship)
Measured by Paul Hodgson (BAF Grade 1/IAAF Measurer)
- BAF 06/93 Barnsley Classic 10K, 17.10.93 (Incorporating BAF 10K Champ)
Measured by Colin Morath (BAF Grade 1 Measurer)

The London Marathon (Incorporating BAF/AAAofE Championships), the Chelmsley "10" and the Leeds Dash 10K (which both incorporated the AAAofE Championships), were all run over unchanged courses, and therefore the BAF/AAA Certificates of Course Accuracy issued in previous years were renewed without the need for further measurements.

Measurements undertaken at Regional level during 1993 covering either new or amended road race courses (but excluding renewals) will total approximately 450 by the end of next month (plus about 700 renewals in respect of courses measured prior to 1993, which remained unchanged for this year's events). This brings the total number of races measured in the approved manner by BAF accredited measurers since the inception of the BAF (originally AAA) Course Measurement Scheme in late 1985 to a figure of well over 2000, which I consider to be highly satisfactory. There are still a few races which are (wrongly) being issued with Permits without the benefit of a proper course measurement by a BAF Approved Measurer, but with continued publicity and a more rigorous approach by the various permit issuing authorities, the number of such cases is reducing and our message is at last getting through that if the race title includes a specific distance, permits will only be issued if the course has been certified accurate.

British Athletic Federation Limited, 225A Bristol Road, Edgbaston, Birmingham, B5 7UB
Telephone: 021 - 440 5000 Telex: 334253 BAAB G Facsimile: 021 - 440 0555

BAF Course Measurement Scheme Report (Continued)

Training Seminars were set up in the Midlands, NofEAA and SofEAA regions and also in Scotland for the purpose of adding new measurers to the Grade 2 List where there are gaps in the geographical spread, and also for upgrading existing Grade 2 measurers to Grade 1 level. These took place as follows:

NofEAA Seminar at Lancaster University, 23.3.93
4 new Grade 2 measurers accredited and 4 (of 6) existing Grade 2 measurers upgraded to Grade 1 status (Steve Broadfoot, Ken Garrett, Les Sims and John Waine)

Midlands AA Seminar at Rugby, 24/25.4.93
6 new Grade 2 measurers accredited (including 1 from SofEAA region) and 1 existing Grade 2 upgraded to Grade 1 status (Peter Nowicki)

Scottish AA Seminar at Grangemouth, 13.7.93
2 new Grade 2 measurers accredited

SofEAA Seminar at Cophall Stadium, 23/24.10.93
7 new Grade 2 measurers accredited

I produced during June a new BAF Accredited Course Measurers publication, which details all the current BAF approved measurers countrywide, listed region by region. The booklet shows the measurers' grade and the area of the country in which they are prepared to operate. I took the opportunity to not only add the names of measurers who had been accredited at recent training seminars, but also to delete those on the panel who had become inactive by virtue of being either unable or unwilling to undertake measuring assignments. The new list can therefore be regarded as an accurate point of reference.

Following this year's final training seminar, we now have over 150 accredited - and active - measurers countrywide. The demand for new measurements appears to have peaked and has now levelled out at around 500 a year, and as such, with 150 measurers in place, there should now be no difficulty in servicing this demand, and consequently no reason either why permits should continue to be issued to unmeasured races including a specific distance in their titles. The current breakdown of accredited measurers is as follows:

Midlands AA:	28 (7 Grade 1's and 21 Grade 2's)
NofEAA:	36 (13 Grade 1's and 23 Grade 2's)
SofEAA:	62 (16 Grade 1's and 46 Grade 2's)
WelshAA:	7 (2 Grade 1's and 5 Grade 2's)
N.Ireland AA:	2 (2 Grade 2's)
Scottish AA:	16 (16 Grade 2's)

It should be noted that several measurers operate "across borders", and this is particularly so in the case of the Welsh AA, where measurers from the Midlands and NofEAA regions have indicated their willingness to consider assignments in various parts of Wales.

BAF Course Measurement Scheme Report (Continued)

The BAF Course Measurement Working Party met again in April of this year at the Kennedy Hotel, discussing such matters as the BAF Road Race Permit Scheme and the proper Measurement of Courses, the criteria for the acceptance of World and UK road race Records, future Training arrangements for Measurers, Publicity for the BAF Measurement Scheme, Equipment, Expenses etc. Full Minutes were provided to BAFRRC Members for the June meeting.

Subsequent to the Working Party meeting, I reviewed the standardisation of Regional Course Measurement Report Forms and I also standardised the various expenses to which BAF Measurers are entitled whilst undertaking their "on the road" assignments. A copy of the new tariff is attached. The BAF funded the acquisition of a small supply of the new 6 digit Jones Gerth measuring devices, which were passed out to the Area Measurement Secretaries for evaluation. A UK contact for the supply of solid cycle tyres was also established and details provided to all measurers on the BAF panel. Solid tyres are not subject to changes in temperature like tyres with inner tubes, nor is the measurement likely to be affected by punctures, so an investment in solid tyres is something that should be carefully considered by every measurer, and this is at last now a reality.

On the International front, at a meeting in Nice (France) earlier this year, the IAAF and AIMS ratified a recommendation for a Measurers Grading System to be introduced which would follow the same format that is used for Technical Officials:

- C National Measurers
- B Area Measurers
- A International Measurers

It is very pleasing to report that the following UK Measurers have been accorded the top international Grade A status:

Dave Bendy,
Max Coleby,
John Disley,

Paul Hodgson,
Ian MacIntosh,
Mike Tomlins

As the BAFRRC will know, I have been involved along with John Disley in the AAA (now BAF) Course Measurement Scheme since very shortly after the very first meeting of the AAA Road Race Advisory Committee in 1985. After 8½ years, I will be passing on the reins of BAF Course Measurement Secretary in 1994 to Stuart Holdsworth (who has been working in tandem with me this year), although I will be continuing as an active measurer and a member of the BAF Course Measurement Working Party. This will therefore be my last report to BAFRRC members. Our measurement procedures are now clearly defined and working satisfactorily and I am pleased with what has been achieved during my time at "the helm".

Mike Tomlins,
BAF Measurement Sec.

BAF MEASURERS' EXPENSES

The following expenses may be claimed by measurers when certifying courses for race organisers under BAF Permit arrangements. The amounts shown are the maximum refundable under each category, and not all categories will necessarily apply to every measurement assignment. It is strongly recommended that measurers agree their expenses in accordance with this schedule at the time they are approached by the race organisers to undertake the work.

Travelling

By private car, to include journeys from home to measuring venue via calibration course, and return 20p per mile

(Public transport/taxi rides by prior arrangement with the race organisers)

Meals

If the duration of the measurement exercise entails the measurers being at the venue at recognised meal times, either the race organiser will provide/pay for an appropriate meal/snack, or the following maximum amounts may be claimed:

Breakfast:	£2.50
Lunch and/or Dinner:	£3.50
Afternoon tea:	£2.00

Overnight Accommodation

If the measurement exercise, out of necessity, needs to be undertaken either very early in the morning, or late in the evening, overnight accommodation may be necessary. This should be agreed with race organisers, who, ideally, should make the necessary arrangements and deal directly with payment. For BAF Championship measurements, accommodation should be agreed in advance with the BAF Measurement Secretary, who will make the necessary booking arrangements on behalf of the measurer through the travel section of BAF's Birmingham office

Administrative Costs

Standard charge to cover the costs in respect of the preparation, copying and despatch of the resultant report package/maps etc to the Area Measurement Secretary, RRC and Race Organiser, together with any necessary telephone calls £5.00

PEEE,

PLEASE SEND ME A COMPLETE LIST OF CERTIFIED COURSES
FOR MICHIGAN. MINE IS A COUPLE YEARS OLD - OUTDATED.

AFTER I GET THE LIST, I'LL WORK TO NARROW THE
LIST DOWN TO STUD-ACTIVE COURSES. THERE ARE A
FEW 10+ YEAR OLD CERTIFICATIONS THAT I NEED TO
WORK ON - INCLUDING A WHEEL-MEASURED MAMMOTH!

I HAVE A QUESTION REGARDING 'DROP' ON THE
LETTER OF CERTIFICATION. I INTERPRET THE TERM DROP
LITERALLY. IF THERE IS DROP, I LIST IT. IF THE
FINISH IS HIGHER THAN THE START, I DON'T PUT
A NEGATIVE FOR DROP. DROP MEANS TO FALL-DOWN,
UNLESS THERE'S A NO-GRAVITY SITUATION. MY POINT,
ON MY CERTS THERE ARE NO NEGATIVE DROPS. I SEE
THAT OTHERS LIST IT & CAN APPRECIATE THE STATISTICAL
FUN/ANALYSIS ANGLE - BUT DON'T APPROVE OF IT. I
DON'T SEE HOW DROP, IN THE CONTEXT WE ASSOCIATE
IT WITH, CAN BE NEGATIVE.

YOUR THOUGHTS?

1-6-94

BEST,


USA TRACK & FIELD



Peter S. Riegel
Chairman, Road Running Technical Council
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Columbus, OH 43221-1368

614-451-5617 (home)
614-424-4009 (work)
614-451-5610 (FAX, home)

January 11, 1994

Scott Hubbard - 603 Ross - Ann Arbor, MI 48103

Dear Scott,

Here is your Michigan course list. It is arranged in the traditional way (distance, city, name of race). If you would prefer it to be arranged in a different way (say, in order of certification, or by city, then distance) please let me know. It is simple to order the list any way we want.

If you will mark up this list with the changes you want, we will fix the course list and send you a clean copy of the revised list. I appreciate your willingness to do this.

As for drop, you have a semantic point. Negative drop is a rather tortured concept, isn't it? About 12 percent of certified courses have a negative drop (maybe more if we count Michigan's non-entered ones). Maybe we need a better word. I suppose "inclination" might be better. Part of the problem is finding a nifty word that will fit at the top of a narrow column. In most cases "drop" does have a positive value, and thus says something usable about the course.

I can't see why you should object to the statistical aspect of certification. The more we know, the better off we are (at least that's the commonly-accepted view). Certainly it is of help to a runner to know beforehand that a race has a drop of -67 m/km, as one does. It would be quite a surprise to encounter a climbing monster like that when the course list indicated no climb.

Our major RRTC products are courses and information. There seems no good reason to produce less information than we can, especially when it is as easy as making a simple calculation. You may have philosophical objections, but many do not.

I absolutely agree with you that a negative drop seems a contradiction in terms, but have found no better way to describe the difference in elevation between start and finish. Drop has become a commonly-accepted term now, and I believe it is useful. I hope you will be able to rise above your disapproval and enter the proper value on your certificates, even when it galls you to do so.

I'm looking forward to receiving your corrected list. Thanks again.

Best regards,

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

THE TRIATHLETE'S DILEMMA

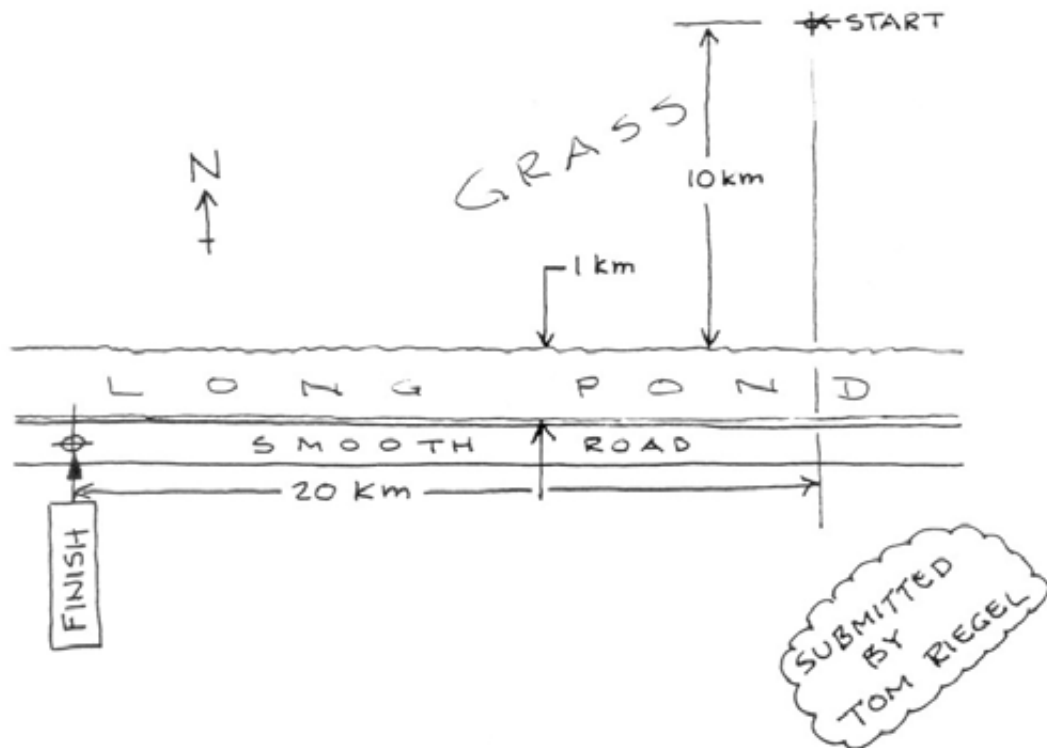
PUZZLE OF THE MONTH

A triathlon course has been set up as shown below. The athletes must start at the start, run across the grass to the pond, swim across the pond, and bicycle to the finish. In between, they may take any route they choose. Our RRTC contestant, knowing that a bit of foresight will maximize his performance, does some calculating. He estimates that he can:

Run at a speed of 15 km/hr
Swim at a speed of 2 km/hr
Bike at a speed of 30 km/hr

When he begins to do his figuring, he has trouble. Can anyone help?

- 1) How far east of the finish line should he park his bike on the road, so it will be just where he wants it when he emerges from the water?
- 2) What finish time can he expect?



AA MEASUREMENT NEWSLETTER

No.6 July 1993

Welcome to the sixth newsletter for Athletics Australia's approved course measurers. After 30 months of operation of the *AA Course Measurement Scheme*, we have 40 AA approved measurers who have measured 156 courses - a much better position than was the case in Australia in November 1990. But, as you will note from the remainder of this newsletter, it is not a time for complacency. I see enough signs to indicate that all measurers must work together to drive and keep tight control of the scheme.

What's an AA Certified Accurate Course?

At each of my seminars I have distributed an information sheet on what's necessary for a race to be able to advertise its course as an *AA Certified Accurate Course* and use the logo. Because of some misuse of the logo, I reiterate that:

- * a course needs to be measured by an AA approved measurer;
- * the paperwork needs to be forwarded to me (or Gary Nichols in the case of SA measurers); and
- * I need to approve the measurement and issue the race with an authority to use the logo.

At this point organisers can display the logo on entry forms, advertisements and other race information. However one further step is necessary, particularly if the results of that race are to count for the AA marathon, half marathon, 10k or 5k rankings. After the race an Official Observer's Course Certification form must be completed and forwarded to me. Only if the course checks out on race day, ie. the runners follow the course as measured, can the race continue to claim that its course was AA Certified Accurate with the results featuring in the AA rankings.

I stress that organisers cannot use the logo without the measurer submitting the appropriate paperwork. In the early stages of the scheme I did authorise a couple of races to use the logo in anticipation that their course would be measured. I will no longer operate this way as history shows that organisers, measurers and race day observers sometimes don't do as they intended.

When mentioning paperwork, I remind measurers that proper course maps are required. I know from experience that, unless you carefully document your measurement, you will not be able to recall every detail 12 months later. Common problems with undocumented courses are lost start and finish lines, turning points, and confusion over the correct route taken by runners; eg. full width of road, left lane, left carriageway, etc.

AA rankings

As anticipated the publication of the AA top 50 performances for the 1992 calendar year has had a big impact. The performances were published in Australian Runner, Fun Runner, Distance Running Update, Inside Running, Canberra Runner and the Mobil Canberra Marathon race program with extracts in a number of other club newsletters.

The 1993 rankings are taking shape and hopefully will extend to 5k. In compiling these rankings I've learnt that it is important to put certain procedures in place and stick to them. In my enthusiasm to get performances on the lists, I've extracted results from newspapers and assumed that the course,

ATHLETICS AUSTRALIA COURSE MEASUREMENT SCHEME

Secretary: Dave Cundy, 33 Lawrence Crescent, Kambah ACT 2902. Ph: 06-2318422 (a/h)

if measured for a 1991 or 1992 race, was OK in 1993. I now know I cannot make such assumptions. So times will not be included in the 1993 rankings until I receive paperwork for a 1993 measurement or confirmation that the course was unchanged from a previous year, plus an observer's certification confirming that the course checked out OK on race day.

Because of uncertainty over some courses used for 1993 races, I have not circulated with this newsletter a 1993 rankings to date. But what I have done is circulate an Official Observer's Course Certification form which you can copy. If you were responsible for the measurement of a course and the 1993 race has been run, please ensure the observer's certification has been completed. If not, please arrange completion of the form and return ASAP. If unsure, simply give me a call on the above number after hours.

Role of measurers

This leads me to raise the matter of the role of AA approved course measurers. At my seminars I generally recommended that measurers charge a standard \$100 fee (plus expenses if travel is involved) for measuring a course. If measurers accept such a fee (and hopefully even if they don't), they have a responsibility to ensure that they complete the job. That means completing the paperwork and following up to ensure that the race day observer gets the certification form to me.

Another responsibility is to ensure that there is no misuse of the logo. During my limited interstate travel I've noticed some misuse of the logo or the term Certified Accurate Course. In these cases I've written to the organisers to get their side of the story. I suspect that some of these courses may have been measured but no paperwork has been submitted. I know of others that simply haven't been measured. Could all measurers please keep their eyes open for any logo misuse and report back to me and, if appropriate, your State Association?

Remember, the *AA Course Measurement Scheme* will lose its credibility if we get courses wrong or allow misuse of the logo. We set high standards and must maintain those standards.

Statistics

I mentioned above that I hope to extend the AA rankings to 5k road this year. This seems particularly relevant given the number of new 5k races for women. Unfortunately, although the Gold Coast and Melbourne Nike series 5k courses, the Brisbane GIO 5k course, and Melbourne's Spring into Shape 5k were accurately measured, I have received no results or race day certifications from the organisers or measurers. Unless these details are forthcoming, the 1993 5k rankings will look pretty thin.

It is interesting to note the popularity of 5k courses in the USA. According to the USA-based *Measurement News*, for the fifth straight year more 5k courses (471) were certified during 1992 than any other distance. The 10k distance remained the second most popular with 236 new courses added to the list. Totals, in descending order, of other standard distances include 8k/5 mile 126; marathon 49; half marathon 37. The total number of certified courses dropped slightly from 1208 in 1991 to 1149 in 1992.

I will endeavour to keep some similar statistics for courses in Australia. Please let me know what sort of statistics would interest you?

New gradings system

I mentioned in *Newsletter No. 5* that the Distance Running Commission (DRC) had endorsed a new system of grading measurers. I also mentioned that I would be grading measurers early this year and circulating the revised list with this newsletter. A revised list is enclosed. Congratulations to the

eight measurers who have been elevated to Grade 2 status. These eight have proved to be the most active measurers, all measuring at least three courses since the beginning of 1992 and generally being reasonably responsible in relation to submitting paperwork. To my knowledge not all have had a course checked by another AA approved measurer but I will follow that up with the eight during the coming months.

As you will note from the following State round-up, there are a number of Grade 1 measurers who are inactive. I do understand that people's situation changes and some may no longer have the time or enthusiasm for course measuring. I will review this list before the January 1994 *AA Measurement Newsletter* and, in accordance with the criteria, remove inactive measurers; ie. anyone who hasn't submitted paperwork for two courses during the previous 12 months.

Removal of names from the list will be a last resort; I would certainly prefer to hear that these people are active and making a contribution to accurate course measurement. If anyone has difficulty with the criteria for remaining on the list, please contact me and talk about it. Even if some of these people remain inactive because of other priorities, it has been a bonus for Australian athletics that they have been trained as course measurers and understand what's involved in the system.

State Round-Up

Again I make a plea for a volunteer coordinator in each State. The role of the coordinator would be to hold informal meetings with fellow measurers, drive the scheme in your State, compile a list of calibration courses, and report back to me as necessary. To date I haven't had one volunteer!

New South Wales

NSW has five measurers. Geoff Clark continues to be very active and always follows up a measurement with a completed Observer's Certification form. New measurers Terry McIver and Steve Jackson have submitted paperwork for two and one course respectively and followed up with certification forms. Jeff Newey has checked my Australian Half Marathon measurement at Lake Macquarie but not submitted any paperwork. I haven't received any paperwork from Alan Ross.

Northern Territory

The same comment that I made in the December 1992 newsletter applies. Since conducting my seminar in Alice Springs 12 months ago, I haven't received measurement details from any of the six successful attendees. Bill Smith, who travelled from Darwin to attend Ted Paulin's Melbourne seminar last year, measured the Darwin Marathon and Half last year but hasn't submitted any paperwork during the past 12 months.

Western Australia

Bob Braid has been very active this year and we now have a number of key courses certified in WA. The elite runners in WA will be pleased to see their names on the 1993 AA rankings. Steve Barrie did assist Bob with the Perth Marathon but I haven't received any paperwork from Terry Jones, Ian Stewart or David Carr.

Victoria

Ted Paulin has involved other Victorian measurers whenever undertaking a measurement of one of his races, giving Peter Nelson, Peter Stewart and Kevin Cassidy some practical experience. I had some paperwork from Ian Upton some 12 months ago; Geoff Hook has done some measurements and forwarded details; David Edwards did some measurements earlier this year but hasn't followed up with the observer's certification details; Peter Gunn and Frank Mahony haven't provided any measurement details.

Australian Capital Territory

Terry Levings continues to be active and always forwards paperwork and observer's certifications. A couple of others who attended my seminar in May 1991 have done some recent practical measuring but are yet to forward any paperwork. Although we have only two approved measurers in the ACT, many others have been exposed to the system and tried their hand at practical measuring.

South Australia

Measurers in SA don't seem to have been very active in 1993. Other than an observer's certification from Trevor Miller for his Barossa Half Marathon, I haven't received any information this year.

Queensland

Queenslanders were extremely active in 1992 so I guess things had to slow down in 1993. The biggest problem has been the lack of observer's forms for 1993 races that were measured in 1992. Hopefully my enclosed form will generate the required information.

Tasmania

Wayne Fletcher continues to be a very active measurer, although his paperwork, certifications and results are slow to arrive. (I've just received a large envelope of information to address outstanding matters.) Wayne is doing a great job in a virtual solo capacity in the Apple Isle and looks after the walkers as well as runners. Phil Hniat has not been active for some time.

AA permits

I have previously mentioned that AA's permit system can be strengthened by linking with the Course Measurement Scheme. The DRC has recommended that AA start enforcing the rule that all permit races be accurately measured. I have yet to hear of any measurer being approached to measure a course because AA had raised the matter with the permit applicant. As mentioned in the December 1992 newsletter, I have provided AA with a standard letter to send to all permit applicants who don't produce proof of an *AA Certified Accurate Course*. I will follow this up again to ensure the system is working. You can help, of course. If any permit road races in your area don't display the *AA Certified Accurate Course* logo, give them some details of the scheme and offer to measure their course. Or, at least, put them in touch with me.

Short courses

Given some of the drama that I've experienced when doing a race day check of courses I've measured, I'm surprised that I'm the only person to have ruled that a course did not measure up on race day. Problems I've experienced include turn points in the wrong place, runners cutting corners when the course was measured just on one side of the roadway or police or marshals mis-directing runners. I've also had to do some mid-race adjustments to get things right. In total I've had to "de-certify" five courses; three were short, two were far too long. One other did vary from the course as measured but I was able to determine that runners still ran far enough. My message - please be careful, and honest, with race day observations.

Internationally the 1993 Lisbon Half Marathon, where Sammy Lelei's winning time was 59.24, proved to be 97 metres short after a remeasurement. Sammy's time therefore won't be accepted as a world best. I hope my Gold Coast Half measurement stands up to scrutiny if Mona or Benson Masya break the hour on Sunday 18 July!

This newsletter has been written and published by Dave Cundy of Cundy Sports Marketing

CERTIFIER PERFORMANCE

A concerned measurer ("Jack") called me a few weeks ago asking for clarification. His USATF association had a get-together, at which their RRTC Certifier ("Stan") said that his policy with applications for certification was to deal with the first one, but refuse to handle further applications until he had personally ridden with the measurer. I told Jack this was improper procedure, and that Stan should be dealing with the paperwork as it comes to him, with no requirement for personal vetting by himself.

I asked Jack whether Stan was timely in answering. He said Stan took around a month to answer a submission, which I found an unacceptably long time.

This way of operating probably explains why so few courses ever come from that state that are not measured by Stan. Stan, for whatever motives, seems to be making it hard for a measurer to get responsive service. Offering to personally ride with a measurer is great, but we do not require that this be done. The paperwork is enough, in almost every case.

Most new measurers do not send in perfect paperwork. It is not in our interest to crucify these people to the letter of every procedure the first time they come to us. If we give them a break, and make allowance for their inexperience, they will try again. And next time they will be better. Their errors should be pointed out, but unless they are critical ones, certify the course with a request that they not make the same mistake twice.

As certifiers we hear "how do I get a course certified?" a lot.

The proper answer to this is "do it yourself or hire it done. I'll send you some information on how to do it yourself. Get in touch with me again if you have any trouble. I'll be glad to help."

The wrong answer is "it's very hard to do. I'll measure your course." If this is told to those who inquire we will not develop any new measurers.

Naturally there are shades of gray in this. A certifier need to measure enough to stay skillful, but also should be helping others to develop their measuring skills. There's no rigid dividing line, but a good balance is desirable.

On the facing page is a breakdown of how we are all doing. You'll see average numbers, but they are not necessarily the best balance. But too far toward the extremes, one way or the other, is probably not good.

In a perfect world we will have each certifier measuring often, and helping many others learn how to do it too. A state with only one person doing all the work is not healthy, nor is one where the certifier does not respond quickly.

Response time has not yet been addressed here. Stan's response time of a month might be reasonable if he had been on vacation, but he had not. There is little reason why a measurer should not hear back from the certifier in just a few days. If it takes longer it is discouraging to the measurer, and we want to encourage them.

Performance of Certifiers

	Certifier	Number Courses	Measured by Others	Measured by Self	Percent by Others	Percent by Self	Number of Measurers
LB	Barrett	63	34	29	54	46	15
BB	Baumel	693	655	38	95	5	55
TB	Benjamin	67	51	16	76	24	31
BC	Callanan	13	3	10	23	77	3
FC	Cichocki	98	46	52	47	53	14
WC	Cornwell	31	21	10	68	32	9
JD	DeHaye	115	101	14	88	12	31
RE	Edwards	258	228	30	88	12	22
TF	Ferguson	22	22	0	100	0	10
MF	Franke	43	25	18	58	42	10
BG	Glauz	265	244	21	92	8	48
WG	Grass	163	105	58	64	36	38
FH	Hansen	81	26	55	32	68	12
RH	Harrison	51	23	28	45	55	13
SH	Hubbard	221	128	93	58	42	21
TK	Knight	243	147	96	60	40	44
ACL	Linnerud	597	81	516	14	86	25
DL	Loeffler	285	250	35	88	12	51
ETM	McBrayer	552	331	221	60	40	64
AM	Morss	187	170	17	91	9	36
RN	Nelson	41	24	17	59	41	12
GAN	Newman	44	18	26	41	59	9
WN	Nicoll	1137	772	365	68	32	195
DP	Poppers	160	126	34	79	21	34
DLP	Potter	42	33	9	79	21	24
RR	Recker	210	47	163	22	78	16
DR	Reik	187	150	37	80	20	28
MR	Renner	132	126	6	95	5	24
PR	Riegel	1030	866	164	84	16	177
RS	Scardera	567	244	323	43	57	29
JS	Sissala	59	24	35	41	59	15
BS	Smith	274	259	15	95	5	23
RT	Thurston	410	150	260	37	63	39
GT	Tuthill	22	21	1	95	5	9
KU	Ungurean	46	23	23	50	50	6
MW	Wickiser	92	51	41	55	45	11
JW	Wight	360	272	88	76	24	25
RW	Wilson	37	30	7	81	19	18
CW	Wisser	416	299	117	72	28	117
	Average	239	160	79	65	35	35



Ragged Mountain Club
Potter Place, NH 03216
February 18, 1994

Larry Mattox, Executive Director
Carolina Marathon
PO Box 5092
Columbia, South Carolina 29250

Dear Larry,

I am writing to establish initial contact with you regarding a proposed project related to the 1996 Women's Olympic Trials Marathon.

Pete Riegel, Chairman of the USATF Road Running Technical Council, has appointed me to serve as the Team Chief for the Women's Course Measurement Team and has asked me to contact you regarding bringing the team to Columbia to conduct a validation measurement of the Carolina Marathon course sometime before the Trials date. This project was established for the women in 1988 at Pittsburgh and has become a tradition. I have been fortunate in serving as leader for both the '88 and '92 Teams and am very excited about the possibility of coming to Columbia with a Team for 1996. A similar team project is forming for the men's trails course at Charlotte. The Carolina Marathon is familiar turf for me as my husband was an early measurer of the course and I accompanied him to take the field notes. I also operated timing clocks at the finish for several years in the 80's while we were living in Augusta, Georgia.

I believe the McBrayers of Houston and several others spoke to you informally about this project during the recent USATF Convention. The Houston Tenneco leadership as well as Len Duncan at Pittsburgh are very supportive of the project and I'm sure would be more than willing to share their experience with you. Basically, I will select a group of women (probably 5) from across the nation. The choices will be from among women who have made significant contributions to road racing regionally and nationally and who possess the competence to participate in a significant measurement project. They would come to Columbia for a weekend and conduct a group ride of the course to verify the accuracy of the distance. The findings will be reported to the USATF Validations Chairman. This would put a seal of approval on the accuracy of the course and allow for instant recognition of any significant marks set during the Trials.

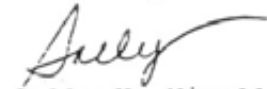
The project has tremendous potential in publicizing the role of women in the sport and can provide a wonderful opportunity for colorful publicity leading up to the actual event.

I understand you will be making revisions in the course prior to the 1995 Marathon as preparation for the 1996 Trials event. It would be my suggestion that the validation take place in the late Fall of 1995, after the course has been tried once and when you are satisfied that it is in final condition. This is just a suggestion. We will do whatever is most agreeable for you. I would like to work with you to make this as helpful and pleasant an experience as possible for all involved.

At this time I know you are very busy with the 1994 Marathon. There is no rush on any of this planning. When you are ready I will share with you details of our past trials experience and how we might work together on this project. We will need to ask for some assistance from you so I really want to plan it together. Let me know when you are ready to discuss preliminary plans.

Thanks in advance for your cooperation. I look forward to working with you and to our visit to Columbia!

Sincerely,



Sally H. Nicoll

cc: Peter S. Riegel, Julia Emmons



Association of International

AIMS

1. REGIONAL EAST-/ WEST- CONFERENCE OF AIMS (ASSOCIATION OF INTERNATIONAL MARATHONS AND ROAD RACES), HELD IN BERLIN, GERMANY, ON SEPTEMBER 27, 1993.

Venue: Airport Hotel Esplanade

Greeting the race representatives, Horst Milde, of the BERLIN-MARATHON, said this was the first regional meeting of AIMS and had been called on his initiative. It would concern itself mainly with the state of road running in Europe and the plight of Eastern Europe.

Situation in each country / region

Berlin

Horst Milde said the previous day's Berlin-Marathon had been the twentieth race. There were lots of other races in the city with all Berlin clubs involved. They were growing and attracted people not necessarily after fast times. Like the Scandinavian countries, there was a strong focus on women's racing with several events of under 10km but only 1.400 female runners. As well as its marathon and half marathon races, the Sport-Club Charlottenburg (SCC) staged the popular 10km City Race along the Kurfürstendamm which was attracting than 2.000 competitors each year. Another main event, the 25km of Berlin, had fields of between 5,000 and 6,000 and the half marathon drew between 3,500 and 4,000 . There were also between 50 and 60 smaller events with 50 to 1,000 competitors. In the previous day's Berlin-Marathon, 3,000 Berliners had run. The situation since unification of the two Germanies had stabilised. "This is an area we shall have to work hard in, as, unlike New York and London, the interest in running (in east Germany) has not increased."

Holland

Wim Verhoorn said 25 years ago the Netherlands had only a few races but 10 or 12 years ago when the jogging boom developed and Kathy Switzer got women involved a lot of new organisers asked for help. Rotterdam was set up (1981) and was succesful and they now had a circuit of eight races of high standard and five international marathons.

" I am the director of the Twente Marathon at Enschede which is every year now and not just every two years. It is city-to-city and with the half marathon and 10km races also we had 16,000 taking part. Holland is small, narrow country so it is easy to get from one to the other and so our races are well supported."

His advice to new race directors was to make sure your infrastructure was sound in case sponsors dropped out. Sponsors supported a race for various reasons. Phillips, the main sponsor of Rotterdam, had an embarrassing time explaining to the employees it was sacking in Eindhoven, its headquarters factory, why it was backing a race in Rotterdam. A big harbour contract was at stake, that was the reason. There were 2,200 road races in the Netherlands with only 12 million inhabitants. Some of the directors of these races begged the big five not to take too many elite runners but to leave some for them with fields of between 300 and 2,000. Above all, runners must be given good value for their \$ 10 (or whatever) entrance fees. " You've got to keep a warm heart for the athlete."

Poland

Henryk Pascal said the position in his country was not like in Germany and Holland with lots of races. They had a total 200 events, three of them AIMS races in Warsaw, Wroclaw and Pila (15km). Warsaw would have around

Marathons and Road Races

sponsored by



1,000 Polish runners in its marathon the previous Sunday (Sept. 19) but this was not comparable to the rest.

"We need and expect co-operation from other races - Germany is not far - we are looking for technical support and advice. Clocks at the finishing line and race numbers. We have only one qualified course measurer, nobody to tell us what to do." Berlin had been a great help but he was looking at Frankfurt and Hamburg also. "We need help. We offer you cheap advertising for your races."

Horst Milde: How can we make running into a main sport in your country, like soccer? How could it be developed?

Andrzej Puchacz (Wroclaw) said they were 20 years behind Germany with only 10,000 - 20,000 active runners of whom about 3,000 took it seriously. There were now only eight big races as there was not enough money. "We are trying to find sponsors and asking the cities to help and the police too. Now we have about one race a month. We talk to runners when we see them. We try to explain to sponsors what benefits they can get from their support and try to give out the sponsors' publicity material. But it is getting better, gradually. Before, I met perhaps a runner a year, now it is a runner a month!"

Paris, UMB-travelagent
Wim Verhoorn suggested they establish running clinics. "Five years ago we began going to other sports, like soccer and tennis, with the result that we have professional footballers, who previously hated running, now competing. Our research shows that we have 1.2 million runners training twice a week for more than half an hour. Five years ago women made up only 5% of this number. Now that figure is over 35 per cent. Another aid would be to print running diaries and put them in every school bag. Make the sport into a moving billboard. You can then sell a running event to a sponsor, not to get them asking for support."

Horst Milde recommended small races in every district. "Then it will grow. We had 17,000 yesterday but we had to work for it. For me, what is very important, is the schools. We had 3,500 taking part in our mini-marathon yesterday. So we work with the schools to develop a running movement."

Great Britain

John Disley said he had bad news. When the running boom started, they had 8,000 in the field for the first London marathon. "Five hours on TV! Great publicity. So everybody wanted to organise a marathon. So much so, in fact, that before long we had 250 marathons a year! It attracted the entrepreneurs, those who saw it as licence to print money. Now it is only 10 marathons, I am pleased to say."

His advice was to make your event beautiful in every aspect. London was now attracting 75,000 applicants each year but only 36,000 were being accepted. This figure was then reduced through sickness or fear to around 25,000 starters. "This year we made the same mistake as Berlin not ordering enough medals, only 22,000, and so had to order more."

A problem of the major races was that there was only a handful of star runners left in the world and without stars, there was no TV and no sponsor. "We have to find \$5 million each year to put on a race that the big sponsors want. We have never had a British sponsor. It doesn't help that Rotterdam is held on the same day as our race. Both of us are chasing names."

He reported that sales of running shoes were going down. There were so many other things to do nowadays. In Sweden, orienteering had killed running, at least, the big races. The growth of small races each weekend

was probably the answer. \$500 was enough to make a good race. But the big races were having a hard time.

Sweden

Thomas Enström said that before the running boom they only had a few races. Like in the UK, they then followed New York's example and in the first Stockholm marathon had 2,000 which figure went up and up, though they didn't have TV. " In the mid-80s we had about 40 full marathons in Sweden but interest has gone down now. If you can't offer a big crowd it is not fun. Today it's down to about 20 serious races with around 12,000 actively running. Family runs have killed the marathons. Running generally has gone down a bit."

What had improved were women's races. Before 1984, between 5 and 10% of a race field were women - they did not like to compete in men's races. "We set up a race for women only, the Tjejmlen (Girl's mile: a Swedish mile is 10km), to have fun without stress. In the first year, 1984, we had 1,600 running, in the second, 8,400, then 21,000 and 30,000 and then we had to say: Stop! Three years ago 35,000 applied and we sent back 5,000. It has stayed at 35,000. Running has to compete with cycling and skiing. Our policy is to have racing without stress. low pressure, to have fun. In early May we start a tour around Sweden, by lorry, and we organise 13 races in which 36,000 take part altogether."

Horst Milde: Running without stress has to be fun. Here, Adidas started a "Street Ball" in the east with music next to events. The media came too and it brought people together. Without fun, sport doesn't have a future.

Hamburg

Wolfgang Kucklick thought that only a couple of marathons would exist in the future in Germany. At present there were four: Berlin, Frankfurt, Munich and Hamburg and ten smaller races were people did not run through cities - the latter events seem to have stabilised. Marathons that were not being held this year because sponsors had dropped out were at Duisburg, Nürnberg and Bonn. There was a lot of unemployment.

The German track and fields federation (of which he had been chairman) had launched a movement in the 1960s of small races for fun with about 50 people taking part. Some were city runs on Fridays or on Saturday mornings to get youth involved.

Race costs were getting higher and higher. To cover costs in Hamburg, they would need a race entry fee of between 70-80 marks which was impossible to ask for. The fee was 55 marks (60 marks for foreigners, living outside Germany); 65 marks outside the closing date (three weeks before) and 75 marks on race eve. People were not happy about that, but paid up.

Hawaii

Jeanette Chun said they received 30,905 entries for the Honolulu marathon last December. Of this number, 10,505 were from Hawaii (entry fee \$2) but only 4,500 of them ran. Most of the rest came from Japan and there were about 2,000 others. The Hawaii people resented so many Japanese coming in but they represented \$100 million revenue as each spent an average \$400 in the stores on presents to take back home. Last December 18,200 Japanese finished, though many walked as they brought their children with them. About 13,000 completed the race within 4 1/2 hours. Officially, they closed the finish line at 2.30pm (after the 05.30 start) but "we waited as so many of them walked it." The big draw for the Japanese were the T-shirts with the word "Finisher" across the front. "These are highly priced at home. You can imagine the anger of those at the rear in our last race when we ran out of T-shirts! Little old ladies at the back wanted to kill us! We had to

reorder from the manufacturers and it cost us \$ 10,000 in postage to send them later." Their costs were also high: \$ 101,000 for the police, \$ 35,000 for barricading the roads and over \$ 100,000 for the T-shirts.

Palermo

Leonardo Sorbello said the emphasis should be on the joy of running and not on breaking three hours. In Italy, Venice was popular with 5,500 taking part and Stramilano with its half marathon and 15km popular race attracted 16,000. Unfortunately, the TV was not interested. For many Italians, the New York marathon was their big goal. A deeper study of marketing, international TV contracts and what makes runners tick was needed.

Israel

Menashe Miller said he was relieved to hear others had problems too! Every city held a marathon but "we suffer from few runners. The 17th Tiberias marathon reached the figure or of 17,000 entries but most of these were from overseas." The Tiberias race was held 200 meters under sea level "where there is more oxygen than in the mountains." It had records of 2:14 for the men and 2:54 for the women. "In January the weather is good. We are looking for partners to exchange runners and can offer a four-day package that does not include sight-seeing...."

Course measuring

John Disley said there was a need to bring in younger people. Germany was down to only four measurers now and Poland had one. "But we don't want people weighing 200 lbs (100 kg), who smoke and can't ride a bicycle..." In Britain they had convinced the British Athletic Federation that a measurer was as important as a timekeeper or a judge. "We now have 300, thanks to weekend seminars, and have enough to measure every race. Insured too, in case they are knocked off their bikes. They wear blazers and ties, just like the other officials. It's not a good starting with enthusiasts and depending on them as they will eventually not be available and you will fail."

Dieter Damm (Frankfurt) said the German track and field federation had started to train measurers but the people coming to the seminars were often not the right people. It would be better if the marathon organisers sent people because in their case they would have knowledge of running. The worst results often came from the sponsor's people, the 'professional' measurers. The situation in Eastern Europe was critical with only one measurer in Poland and one in the Czech republic. There was nobody else in the area.

Horst Milde said the Big Four German marathons would take Britain's example and train their own measurers. Trained like timekeepers and with nice jackets too.

Dieter Damm said in Italy, the federation had two official measurers but they were unable to do it the correct way. It was the same in France, and Belgium had none.

John Disley said the Irish were going the right way about it. They had said to all their races: "In two years time, if your event has not been measured by an approved measurer, then no race licence for you." It was the chicken and the egg situation. You had to do it yourself, form a little group of measurers and expand. "In Tanzania I found that only two could

ride a bike and there was even only one bike in Arusha." And it was no good having a girl if she could only ride 3km. "Give me just one weekend and I'll plant the seed - though I've planted it on rocks too often!"

Peter Christ (25km Berlin) said AIMS was now suggesting that courses be remeasured every three years - even if they had not been changed. In the case of Berlin they had two courses to measure. Did they want that?

John Disley said that an AIMS certificate was now regarded like a badge of merit. AIMS was in danger of building itself into an empire, making itself bigger because bigger was better, which was not always the case. Measuring a course was costly, with the \$ 40 a day expenses as recommended by the IAAF, the hotel for two days and the police having to clear the streets.

Prof. Dr. Horst Herzog (Berlin) said measuring was his profession. "I am 61, have run 60 marathons and I can ride a bike! When I lay out a course I have to follow two different rule books. If I use electronic devices, the federation has different standards, than using the Jones counter. The two sides should sit down and establish one procedure. If you can remeasure a course that hasn't changed, the reading is always different. Is 10 meters okay on a 42km course?"

Wim Verhoorn wondered if it mattered to be so accurate. In London it could take several minutes to reach the starting line.

Michael Schultz-Tholen (Munich) said with their 8,000 starters they had tried boxes, timing each box but you couldn't trust runners "who will promote themselves for four boxes ahead." They must wait for the 'smart card' which would surely come soon.

John Disley said most runners had their own watches so they knew exactly their own performances. He pointed out the IAAF had produced a booklet on measuring and he had ten copies with him. "But your own federation may have them locked in a cupboard, somewhere...."

Medical aspects of marathon running and controls

Dr. Pabst, sports doctor from Munich, said over-heating, thirst, hunger and the after-effects had to be considered. With the sudden death of a competitor, nobody wanted to accept responsibility. There were lots of factors. People were often ill before the race and did not know it. When the weather was bad the circulatory system often could not cope. "In collaboration with an American company we are collecting information to make comparisons." There must be a lot of refreshment stations, with the same supplies. If hot, more stations were needed at the beginning of the course rather than at the end as it was too late for the water to help. After a race was when the orthopaedic schools could help and races might well work with them on this.

Dr. Willi Heepe (Berlin) advised organisers to check with their hospital after the race. "I always talk to doctors after the race. Race organisers have a duty to care about their runners. A human duty to care for them and they are now doing it. Remember the pictures in the 1980s of people crawling over the finish line? We don't see them anymore." In Berlin he was advising his runners for as long as three years before a marathon race.

Jeanette Chun said they had already three deaths in the Honolulu race where it could get very hot. They had 17 aid stations, each staffed with a doctor. They wanted to bring in the Red Cross "but in the United States everybody sues each other so we had to avoid that." One man of 56 years who died had never trained. "We appealed to the Japanese press to tell them to train and because of that no deaths in the past three years."

Dr. Heepe said in his view you couldn't die from running. There must be other reasons. Body builders on drugs were not healthy people and those, he feared, would die. Honolulu was a extreme race. Could a heart transplant run a marathon and survive? "Five of my patients in Berlin are and do run but they know their limits. It is a question of asking yourself : 'Am I healthy? Do I know my limits?' In my own view, they should not run a marathon."

Top runners and start money

Introducing this section, Christoph Kopp, Berlin's international director, said each race had different requirements. What was needed was an agreement between the event and the runners' agent on what their targets were and how they they could cooperateto mutual benefit.

Tony Longhurst (manager from South Africa) said for the last 18 months since his runners became available on the international scene he had met no problems. He tried to make as much publicity for the race as possible. "We understand the present difficult economic situation, with not a lot of money available, so we don't charge too much and we want to give as good value as we can."

Christoph Kopp said long term relationships were very important. "We have to plan ahead. If the money is available, then try a long term agreement."

Luis Felipe Posse from Tampa, Florida, said he managed 100 athletes from 35 countries over the last 10 years. A few marathons held back money - he named Madrid - until the drug test came through. It would be a good idea if AIMS could rule that if there was no doping control then payments must be made on the spot. If there was control, then within a month. He felt runners were not used properly by race directors. There should be more press conferences ahead of the race, so that people in the city could get to know more about the runners. He warned against accepting runners offered with good 2:09 and 2:10 credentials. "Check with the stats first because I know races that have been tricked in contracting runners way out of form." For their part, races should also reply to managers promptly after being offered the service of an elite runner. It was impolite and frustrating to leave a runner waiting.

Christoph Kopp said managers knew a lot about their runners and how good they were but he advised races not to put all their budget into the hands of one agent. "Work with the agent, give him, say \$ 15,000 and tell him to get you a good bunch of runners. How would the appearance money be split? If a 2:10 man did not deliver, then what?"

Posso: Courses are different, even on different days. Take Berlin, for example where yesterday Yawa ran more than 2 1/2 minutes slower than

Tsebe last year. My terms are: if a runner doesn't finish, then only half the appearance money. I want the race to be a success.

Kopp spoke of one African runner, a 2:10 performer, who asked for \$1,500 for his air ticket when he was using Berlin as a warm-up for a race in Italy shortly after. There needed to be more communication between race organisers to stop this. New races need only have one good runner in the field, one with a reputation. The managers could provide a good mixture of no-name runners also.

On the question of taxation, Tony Lonhurst said he tried to pay the tax in the host country and then get the rest of the money to his runners 'in my own way.' In the case of South Africa, for example, after paying the 15% tax in Germany, there's another 40% tax due in South Africa. "I don't want to go to jail, but I try to avoid that."

Posso said most top runners had accountants and deducted the tax from their appearance money. Christoph Kopp advised new races to insert safeguards into their appearance money deals. "Three years ago I contracted Steve Jones for Berlin and he became sick half way round. But I had to pay him the full appearance money even though he ran 2:26. Since then I've added a time limit of 2:15 for a runner of this calibre."

Expanding AIMS

John Disley referred to a letter Andy Galloway had sent to Horst Milde and wondered if AIMS needed to expand as he suggested. This would bring in 24-hour races and even City Miles. "Do we want this or shall we confine AIMS 'to the creme'? If you dilute the quality it may not be the organisation I wanted to join."

Peter Christ said AIMS already had a lot of events in it which should not be members. "Today, it is like if you ask for membership, you get it. The criterion is just to have a measured course." On the search for sponsors, he said the year books were going out to 115 member races with something like 1 million competitors. This should be a good argument to get a sponsor.

John Disley said 300,000 of the books were going round the world, though whether they were then distributed properly was another matter. The race goody-bags seemed the best place to put them. There should be a rule on their distribution. To improve AIMS publicity, the logo should go on all events. If it meant anything it was that: This event will ensure you get your clothing at the end of the race. If that alone, it was worth it.

The plight of the East and what we should do

Horst Milde invited race directors from eastern Europe to say what they wanted.

Henryk Pascal said their biggest problems were financial and technical. Clocks and computers. "In Warsaw you wait six months for the results. In Berlin, one hour. We need bar codes for the finish line, race numbers. The computer people in Poland don't understand what we want. Let us exchange groups of runners. The entry fee in Warsaw is only \$ 2."

Horst Milde said they could not discuss details of race exchanges just now. He pointed out it had taken them 30 years to get results in one hour. Berlin had been isolated too, even West Germans who, when they asked were

Berlin was, were told: "We are not far from Poland!" Now they need not do that. But, step by step they could help meet the Poles' requirements.

Wolfgang Kucklick said it would be quite wrong for west European runners to go to the East and just pay \$ 2 entry. "When we were in St. Petersburg, for example, we each of us paid 40 marks voluntarily. With this they could go some way to buying better equipment. In Russia the average monthly salary is only \$ 5 . This compares with the AIMS membership fee of \$ 1,000. Twinning races would be a good idea as the quality of the events would go up with the publicity."

Horst Milde pointed out that Berlin had had a long contact with Henryk Pascal, giving him all the support they could. "We have the computers for races and we are ready to invite delegations from the East to come and work with us in our marathon. If Hamburg were to do the same and other German races too, it would be beneficial." We could help the races in Prague and Budapest too."

Rein Raspel, from Estonia, said they had similar problems in his country as those in Poland. "We have only been independent for two years and previously sports was more popular. Now people have to work a lot and don't have the free time for recreation. Participation in races has dropped alarmingly. I have been to watch races in Lisbon and Berlin but haven't yet had time to put my experience into practice. Tallin marathon had only 220 participants this year. A problem was finding sponsors and the prize money was small but we hope that step by step this will increase." Their next Tallin marathon was on June 26 and Lufthansa had a good service from Finland. He hoped to meet more runners from the West.

Horst Milde said the number of Poles in the Berlin race the previous day was 100 more than previously. "We lowered the entry fees and offered sports halls but even then it doesn't seem to be enough. It is our duty to help them."

Henryk Pascal said Berlin was giving them a 50% discount now and Poles could just about pay it. One reason for the low turnout was that the Warsaw marathon had taken place the previous Sunday and there had also been elections on Sept 18.

Wim Verhoorn said they were helping Kosice but asked: "Why must the focus just be on Germany? What about races in France and Sweden becoming the host of another race in the East!" His advice to race organisers in east Europe was to search for funds not just through sports channels but via political bodies too. "When you have a house, don't just try to enter through the front door. Go through the back doors as well."

Wolfgang Kucklick described how they burst into tears when they saw the shoes Russian runners were wearing in St. Petersburg marathon. "The least we could do is send them our old, though sound, running shoes, the shoes out of fashion. Shoe manufacturers could also let them have out-of-date lines in their running footwear."

From the Wroclaw marathon in Poland, Andrzej Puchacz said what was needed in his country was a change in mentality. For us, Berlin, with 200 Poles taking part is one of the biggest Polish marathons! We want to sell our races but don't have a salesman experience. We put our advert in the AIMS book and also send our results but how many entries do we get from the West? Our next marathon in Wroclaw is on May 15. We invite you to come then and hold a similar conference to this one here.

USA TRACK & FIELD



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January 20, 1994

Max Coleby - 98 Lindisfarne Road - Newton Hall - Durham DH1 5YQ

Dear Max,

Here is some information about the 1.001 Short Course Prevention Factor and how it evolved:

From the beginnings in the 1960's, courses were laid out along a line one meter from the curb, and no extra distance was incorporated. This worked just fine as long as nobody did any checking. Road racing record-keeping in the US got seriously started in the early 1980's, and part of the process was to check courses on which records were set. What happened? A lot (about half) of courses were found to be short, and a way was needed to deal with this.

Two problem areas were identified. First, most runners were running well within one meter from the curb, and in addition were cutting tangents as smart runners will. Second, it was realized that two measurements of a course will always produce two different numbers. A way was sought that would cause future races to remeasure not short, else runners would lose confidence that their performances would stand. A 45 percent failure rate was seen as intolerable.

What we did was to drop the distance from the curb to 30 cm, consistent with track practice, and to emphasize the idea that the measurement must follow the tangents between turns. We also mandated an extra 1/1000 to be incorporated into each layout of a course, to protect against the difference in measurements.

It took from 1982 to 1985 to gradually get the new procedures put into effect. The table below shows what effect the changes had. From 1980 to 1985, 46 percent of record courses were found short. If we had had an extra 1/1000 added on in that period, 33 percent would still have been short.

From 1986 to present, 12 percent of the courses have been found short. Without the 1/1000 this would have been 45 percent.

1980-1985

51/111 SHORT	45.9 percent
37/111 SHORT WITH 1/1000 SCPF	33.3

1986-1993

15/128 SHORT	11.7 percent
57/128 SHORT WITHOUT 1/1000 SCPF	44.5

So, in the US the 1/1000 has had a beneficial effect. We have greatly reduced our courses found short. A major reason for this, in addition to the 1/1000,

is the fact that we have a textbook that measurers can use, and it educates them in the proper ways.

US courses are presently averaging between 10 and 20 meters oversize in 10 km, proportionally for other distances. Although this seems a harsh penalty to load on the runner, the alternative is to give them slightly shorter courses with a higher failure rate. It can't be had both ways.

The post-1986 era is actually better than it looks. A number of the courses checked in recent years have been small racewalk loops, and the racewalk people are only now learning the modern procedures. A disproportionate number of racewalk courses are still coming up short. This should be cured as time goes by and the racewalk measurers learn the craft.

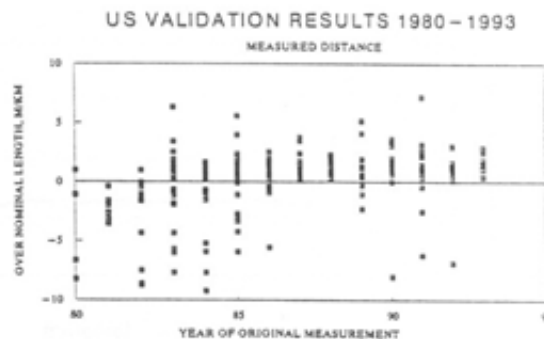
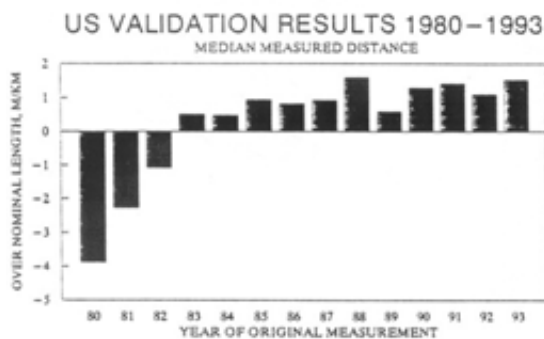
Courses measured by expert certifiers almost never fail. Out of 69 post-1985 courses measured by experts, we have had only one found short, and that by only 6 meters in 10 km. It is the inexperienced measurers who make the mistakes, and they get better with practice.

Fortunately, the bigger, visible races tend to get measured by experts, and the performances of the big-time athletes are rarely imperiled. It's the little, local races that have the higher failure rate, and records set there are usually masters (veterans) records. We are not happy with the present failure rate. Two options seem available:

- 1) Increase the size of the SCPF beyond 1/1000. This is not attractive because it would make 90 percent of the courses even longer than they already are.
- 2) Insist that all courses be measured by experts. This would be OK if we had the experts to do it. It would have the unfortunate effect of shutting off the flow of new measurers into the system, since a newcomer would have no courses to measure.

So, we are moving along as you see. Admittedly we have not got a perfect system. How we are doing depends on one's perspective. I like to think we're doing about as well as is reasonably possible, and have coped with most, certainly not all, of the problems.

Best regards,



A Close Look at the Equally Spaced Progression of the 1993 Tulsa Run Leaders

For the first time in 16 years the Tulsa Run course was marked every 1000 meters. You may have noticed that these km's were marked in pairs only a few steps apart. In other words, the 1 and 14 km were together as were the 2 and 13, the 3 & 12 and so on. This facilitates the calling of splits such as the 5 & 10 km. In fact, by moving the finish line back about 9 meters each of these points would be in the exact spot and the turnaround would be halfway. In other words, there could be one, two-sided clock for the 5 and the 10 km split. This would make the 14 separate km's easier to call than the 8 miles and the mile to go, etc.!

The equally spaced metric pacing allows great flexibility for comparison. In addition, runners know where they are at all times since the splits come up evenly spaced 14 times during the event. This is not true with the uneven and awkward mile splits which are too far apart and do not allow runners to adjust their pace as often.

Glen's Road Race Service timed the leaders at each 1000 m and at the halfway point. The results are interesting:

km	Time Per km	Cum. Time at each km
1	2:58	2:58
2	2:51	5:49
3	2:52	8:41
4	2:55	11:36
5	2:55	14:31
6	2:58	17:29
7	2:50	20:19
Halfway		21:48
8	3:00	23:19
9	3:02	26:21
10	3:09	29:30
11	3:03	32:33
12	3:06	35:39
13	3:00	38:39
14	3:06	41:45
15	2:52	44:37

km	Time Per 5 km	Cum. Time at each 5 km
5	14:31	14:31
10	14:59	29:30
15	15:07	44:37

km	Time Per 3 km	Cum. Time at each 3 km
3	8:41	8:41
6	8:48	17:29
9	8:52	26:21
12	9:18	35:39
15	8:58	44:37

OKLAHOMA RUNNER

JANUARY/FEBRUARY 1994

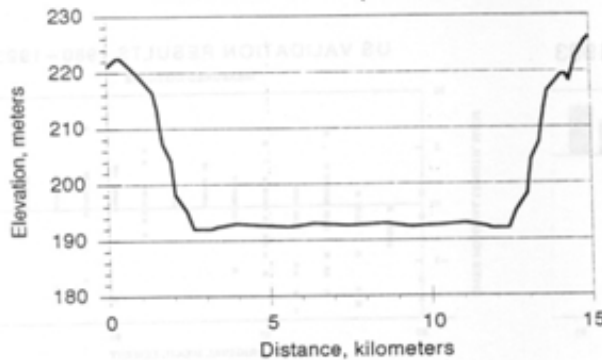
The fastest km was number seven which was 2:50 and the slowest was number 10 which was 3:09...a difference of 19 seconds. The race pace was 2:58 per km compared to the 1992 pace of 2:53.. a loss of five seconds per km.

After the turnaround it became a tactical race with the leaders waiting for someone to make a move. It did not happen until the last km, probably due to the cold and the wind. According to GRRS, the leaders did not follow the tangent from km 11 to km 13 which resulted in a two or three second loss.

The fastest km for most runners should be number two based on the altitude, terrain and calm conditions. However, this is also one of the more congested and does not allow for a fast pace in the pack. The fastest km may be number six or seven which is a straight and level shot down Riverside Drive. Again, the wind is a big factor in determining which part of the course is the fastest. There is no doubt that km fourteen is the slowest for everyone with conditions being the same.

Editors Note: This was our 16th race out of 16 and one of the slowest. However, it was one of the most fun as the metric pacing allowed a new perspective. Five minutes per km or 75 minutes (compared to 4 minutes and an hour 10 years ago) was our goal. The first km was 5:06 (it took 19 seconds to get to the start line) and the next four were under 5 minutes. By the halfway point a 22 second cushion had been built. However, this dwindled away the next 4 km. At 10 km the cushion was only four seconds. At 12 km the time was one hour or exactly on pace. The next three km were much harder....almost 5:15 each and a race time of 1:15:44.

Tulsa Run 15 km (OK-89041-BB)



- by Joe McDaniel

FROM BOB BAUMEL

Letters

contd.

Ah! The Metric System

ed. note: The first letter relates how metric measurements might be assigned in a routine day. A rebuttal follows.

Dear Oklahoma Runner,

It was a routine day. I arose to the sounds of the radio and stepped on the bathroom scales; my weight hasn't varied two percent in two decades - same old 66 kilograms.

I abraded my facial hair with my nifty 10 x 6 centimeter shaver, and I plodded to the kitchen for a customary breakfast of 120 milliliters orange juice, 240 ml skim milk, 60 gm grape-nuts and 300 to 500 ml of 50 percent caffeinated coffee with a splash of skin milk and a dash of aspartamine.

I drove 11.3 kilometers to my office at an average speed of 44 kilometers per hour. At noon I drove 9 km to the YMCA, stopping en route to refuel. My auto was getting 8 km per liter of gasoline. Pretty good.

At the Y, I did a 1200 meter swim preceded by a round of pumping pulleys on the Nautilus machines. I alternate this with days when I run 9.68 km followed by a 250 meter swim.

In the evening I occasionally turn on my television with a two millimeter movement of my finger and listen to a sports commentator tell me that often times it's a game of inches! How out of it can he get! If that guy was with it, he would say it's a game of 2.54 centimeters. Well what does he know? He probably thinks a split is something done by dancers or to chicken breasts. Furthermore, I'm sure he would not empathize nor even comprehend our runners' "code" if I told him that in the Marine Corps Marathon I encountered 20 to 25 knot winds on Haynes Point and by the 33 km mark my pace was 6 3/4 minutes per km. I was dog meat. Meanwhile back at the finish line, 99 44/100 percent of the core runners were beginning to replay their epic adventure about this 26.2 mile marathon in which they used a familiar and practical mile pace to measure their progress - just like you and I do. The other 56/100 percent of the runners were talking kilometers and Spanish.

Don Smith
Oklahoma City

To Oklahoma Runner,

Don Smith attacks the metric system using a standard technique of people with no real arguments to support their position-humor! Sure, some readers who rarely use the metric system may find it odd to contemplate its use in everyday situations. But people who do think metrically and use it in their daily lives (which is most of the world's population)

wouldn't find it strange at all, although they'd do things somewhat differently than in Smith's scenario.

For one thing, people who think in metric would almost always use rounder numbers (just like people who use English units); for example 250 mL of milk (not 240 ml), 50 g of cereal (not 60 gm). It's *extremely* unlikely that a runner thinking metrically would say, to a precision of two decimal places, that s/he ran 9.68 km. How often do runners who think in miles state training distances with two decimal places (such as 6.17 miles)? A metric-thinking runner might approximate a distance as 9.7 km or perhaps round it even further to 10 km.

Note: I think Smith probably obtained his 9.68 km figure by (inaccurate) conversion from six miles (The correct conversion is 9.66 km.) However, a runner who thinks metrically would avoid even mile distances and select training courses in even kilometer distances.

A sports commentator who thinks metrically might say it's a game of centimeters (or for greater emphasis millimeters), but certainly wouldn't say it's a game of 2.54 centimeters.

In most metric countries, vehicle fuel economy is measured not by how many kilometers you get per liter, but rather by the liters of fuel consumed per 100 km. Thus, it's proportional to the *reciprocal* of the miles-per-gallon figure, which is really more logical because the emphasis is on how much fuel you use, not the distance you cover.

By the end of his letter, Smith probably expects readers to feel relieved as he reverts to a "26.2 mile marathon" where most runners "used a familiar and practical mile pace to measure their progress - just like you and I do." Naturally, I am offended by his reference to "you and I" - which excludes me personally because I've used kilometer pacing for most of the past 20 years. I admit that mile pacing is more *familiar* to most American runners. But is it more *practical*? Most races are round metric distances like 5 km and 10 km, and in this case, kilometer pacing is more practical. The marathon is not a round distance in either units, so there's no clear winner between kilometer and mile pacing (although a marathon marked entirely in kilometers is nice because you get splits more frequently).

Smith asserted that 99.44 percent of the marathoners used mile pacing, while the other 0.56% "were talking kilometers and Spanish." That's an extremely provincial point of view, perhaps even bigoted....the metric system is coupled more strongly with the English language than with Spanish.

...The real beauty and power of the metric system comes not from the size of any one unit, but rather from the relationships between different metric units. These relationships are of two sorts: First, the decimal prefixes provide a simple and uniform system for different-sized units of the same type; e.g. 1000 grams in a

kilogram, 1000 watts in a kilowatt, 1000 meters in a kilometer, etc. Secondly, units of different types are related simply to each other; e.g. a kilogram of water occupies a volume of one liter, and a liter is the same as a cubic decimeter - which is equal to 1000 cubic centimeters by basic geometry. (Meanwhile, do you have any idea how many cubic inches there are in a quart?)

The relationships among metric units clearly make it the superior system. But this is not the most important reason for going metric. The bottom line is that metric transition is an economic necessity. American manufacturers must produce metric products because their customers outside the U.S. are increasingly refusing to accept non-metric products.

Polls show that most Americans now realize metrication is inevitable (whether or not they want it *now*). Americans *must* become more metrically literate to compete in the global economy. Running is only a small part of this, but Oklahoma runners can be proud that we are helping to lead this transition by virtue of all the races that now call splits in kilometers.

Bob Baumel
Course Certification Chairman
USAITF/Oklahoma

Respect All Race Entrants

To the Editor,

Being married to a runner, I spent a lot of Saturdays waiting at the finish line. Last year I decided to join him at the starting line. However, due to some physical limitations, and by personal preference, I walk the course, averaging about eight minutes per kilometer.

Recently I have had some discouraging experiences. Because I am behind the pack (and quite often dead last) some of the timers and other race volunteers tell me to "hurry, it's a race, you know." Frequently the timers and water stops have disappeared by the time I've made the turnaround. I can't tell you how frightening it can be to find yourself alone miles outside of town on a backcountry road without water. And then to find on finishing that the awards ceremony is almost over.

I train and set goals for myself. I have the same desire as every racer who registers--to give the best possible performance.

It is my hope that the communities that sponsor races treat every racer with the respect due them and that all efforts are applauded. Race directors should look to the health and safety of all entrants. If the race is one item on a slate of activities, give a time limit to inform prospective entrants of when services will be withdrawn. And make sure the race volunteers are adhering to it and not stranding racers on the course. I enjoy the camaraderie and friendly atmosphere that runners exhibit at a race. I'm looking forward to the next one.

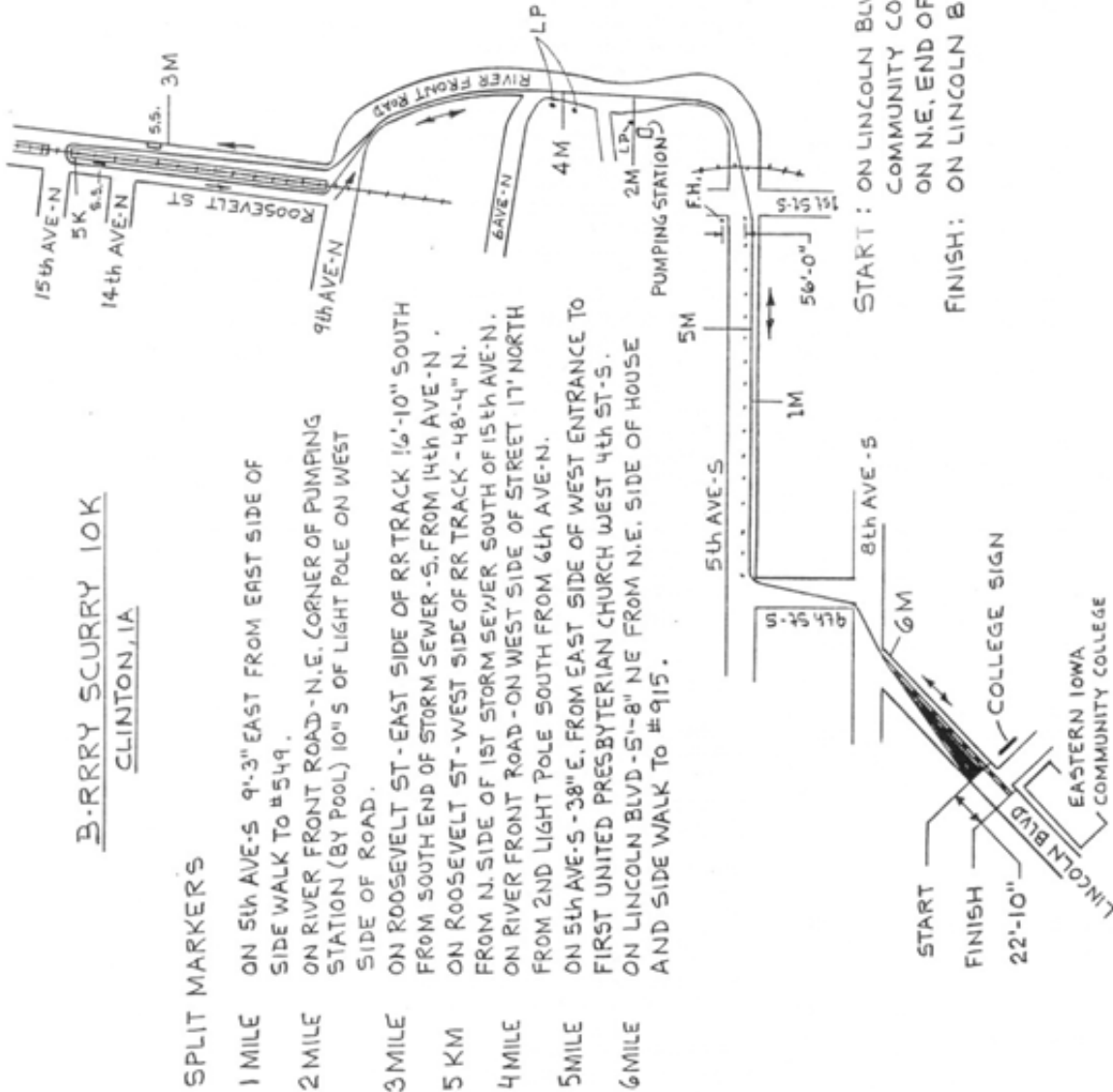
Paula Anne McUsic
OKC

2 JAN, 1994



NOTE: COURSE MEASURED USING SPR. CONES WILL BE USED ON SOUTH SIDE OF 5th AVE-S FROM 9th St-S TO 1st St-S. MEASURED ON 19 DEC, 1993 BY KARL UNGUREAN. MAP IS NOT TO SCALE.

MAP OF THE MONTH



BERRY SCURRY 10K
CLINTON, IA

SPLIT MARKERS

- 1 MILE ON 5th AVE-S 9'-3" EAST FROM EAST SIDE OF SIDE WALK TO #549.
- 2 MILE ON RIVER FRONT ROAD - N.E. CORNER OF PUMPING STATION (BY POOL) 10" S OF LIGHT POLE ON WEST SIDE OF ROAD.
- 3 MILE ON ROOSEVELT ST - EAST SIDE OF RR TRACK 16'-10" SOUTH FROM SOUTH END OF STORM SEWER - S. FROM 14th AVE-N.
- 5 KM ON ROOSEVELT ST - WEST SIDE OF RR TRACK - 48'-4" N. FROM N. SIDE OF 1ST STORM SEWER SOUTH OF 15th AVE-N.
- 4 MILE ON RIVER FRONT ROAD - ON WEST SIDE OF STREET 17' NORTH FROM 2ND LIGHT POLE SOUTH FROM 6th AVE-N.
- 5 MILE ON 5th AVE-S - 38" E. FROM EAST SIDE OF WEST ENTRANCE TO FIRST UNITED PRESBYTERIAN CHURCH WEST 4th ST-S.
- 6 MILE ON LINCOLN BLVD - 5'-8" NE FROM N.E. SIDE OF HOUSE AND SIDE WALK TO #915.

START : ON LINCOLN BLVD - IN LINE WITH CLINTON COMMUNITY COLLEGE SIGN PASSED DRIVE WAY ON N.E. END OF BUILDING .
FINISH : ON LINCOLN BLVD - 22'-10" S.W. FROM START .

Ultrarunning
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January 17, 1994

Pete Riegel
3354 Kirkham Rd.
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Dear Pete,

This is in reference to several items in the January *Measurement News* that concerned ultras.

Ultra records: In meters or yards?

The question is how USATF should keep ultra records for fixed-time races, which Bob Baumel addresses. The only thing I hope you will bear in mind as you decide this is the fact that most Americans don't understand meters. If you want to have the ultra records in meters, please also list the "official" (or "approximate") miles/yards mark along with them. That is the mark we will use in *Ultrarunning*, because that is what the lay runner understands.

If the original measurement was in meters, then the "approximate" miles/yards would be the nearest lesser whole yard. That's easy.

But if the original measurement was in miles/yards, then obviously round down to the nearest whole meter for the record, but keep the original miles/yards distance as the "approximate" miles/yards.

The reason for this is that a lot of ultra age-group marks have been or will be set on either 440-yard tracks or 1.0-mile loops, where the person has stopped after an exact number of miles (or in the case of it being a split, the most accurate measurement is the lesser whole quarter-mile or mile). If the mark gets rounded down to the nearest meter to get the official record, and then rounded down again to get the approximate miles/yards, then you will get a lot of approximate miles/yards with a certain number of miles and 1759 yards (or 439, 879, or 1319 yards). And that looks pretty silly.

Timely ratification of ultra records

My second point involves the process by which ultra records are ratified. Right now, if I understand the process correctly, information is gathered by Dan (and others?) and presented to the USATF Convention for ratification.

The problem is that the Convention is only once a year. So there can be lengthy delays between when a mark is set, and when it is ratified. In the meantime, everything regarding the record for that distance/age-group is in limbo. This makes things difficult for the runners, USATF, and the media.

Wouldn't it be possible to institute a process by which a committee of the meanest, most nit-picking group of record folks could have the authority to ratify ultra records — at least age-group records — on an ongoing basis without waiting for the next Convention? If they had any doubt, they could just wait for the Convention; if everything was in order, we would know a lot sooner. And that would help our efforts to let the ultra community know just what the records actually are.

Sincerely,



Peter Gagarin
Co-editor

USA TRACK & FIELD



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January 27, 1994

Peter Gagarin, Co-Editor
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Dear Peter,

USATF keeps record distances in meters. That's the international standard. This does not impose any obligation on Ultrarunning or any other publication to do the same. Your obligation to your readers is certainly important. I don't believe USATF desires to change the ways you are doing things.

It's true that many ultras are run on 440 yard tracks, or on loops measured in miles, and final distances attained will generally be reported in the same units used in stating the loop distance.

The method used by USATF in calculating for record purposes is as follows: A runner covers 112 miles 97 yards in a 24 hour race, as reported by the race organization. This is converted to 112.05511 miles, then to 180335.225 meters. The excess 0.225 meters is dropped, leaving the record distance at 180335 meters.

Race directors will report distances in 1) decimal miles, 2) miles/yards or 3) meters or kilometers. For your purposes I'd suggest you convert the reported distances to whatever units you wish to use. The amount of difference from whatever official record may result will be miniscule. Whether you round up or down is of little consequence.

I will give you a mild argument - I bet if you ask your readers, they will say that they better understand 112.0551 miles better than 112 miles 97 yards. Maybe not, but decimal miles are used without confusion on automobile odometers, and I think people find them easier than miles/yards. Why not take a poll?

There is a mismatch between timing and measurement accuracy that can cause confusion. A race may be timed to within, say, a second, or 3 to 5 meters of running distance. We think we know the length of a standard marathon to be 42195 to 42237 meters - a span of 42 meters. That's the best that can be done using present methods. Does it make sense to report distances to the last meter in very long races? If a marathon record is broken by one second, does this really mean a faster speed was attained? It probably was, but that's all we can say. We certainly cannot accurately say that someone ran exactly 150 miles. A more honest statement would be "150 miles \pm 400 feet." That's not very useful for an understandable records system, so we simplify by assuming more accuracy than really exists.

All 400 m tracks are considered to be absolutely equal in length, although they are not. In reality, track lengths vary about as much as well-measured road distances. Athletes assume, as they start, that all 10 km courses have the same length. The small change of 8 or 10 meters is not considered. Timing is usually considered to be accurate as well. What results from this will have small errors, but the alternative would be extremely confusing. Absolute truth in measurement or timing will never be attained in this world. It's probably best to try to minimize inaccuracy, and learn to live with what we can't change. The resulting inaccuracy is tiny, and not worth worrying about.

How to get more timely ratification of records? I suspect the annual review by the USATF Records Committee, and ratification at the convention, is not going to change. The Records Committee deals with hundreds of track and road records for several categories of competitor, and two means of locomotion - walking and running. Each subgroup has its own record-keeper, who reports his or her findings at the annual Convention meeting of the Records Committee. In the case of ultrarunning the person is Dan Brannen.

In almost every case, the report of the subgroup's record-keeper is accepted by the Records Committee. If Dan tells you things are OK, they are OK. The delay is not all on USATF's side. A record does not happen instantly. Say someone runs 190 miles in 24 hours. Is this a record? Only if someone applies for it - usually the race director. Some race directors, even when prodded, are slow to complete their paperwork. The paperwork is necessary to determine whether timing and lap-counting was correct. In addition, the course's length may have to be checked - this must be arranged for. And, there is also the question of whether the course was properly measured and certified. Many ultras are run on uncertified courses, and no performances at these events will count as USATF records.

Others, including Ultrarunning, may keep records in their own way. There are many ways to recognize athletic excellence, and our USATF way is seen by some as overly picky. This probably reflects the attitudes of the USATF people who do the work - we want as much certainty as we can get. Others, like UR and other publications, have their own standards and ways to solve record-keeping problems.

Short courses are becoming increasingly rare, but they do happen. They generally have no effect on events run for a given duration, as the distance can be amended to reflect the actual loop length. There's no such thing as a short course in a 24 hour run. It is possible that the course may be short enough to bring the distance below the former record, but I have not seen this happen.

So, there are things that take time. For journalistic purposes, I'd suggest you take Dan's word for it. He will know.

Best regards,

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