

MEASUREMENT NEWS

September

1994

Issue #67



The course of the Midnight Sun Marathon, located around Nanisivik, Northwest Territories, Canada, at 73 degrees north latitude, is certified at 42 km. It was measured using a Jones Counter mounted on a truck wheel, with 4 enroute 500 foot calibration courses steel-taped on the dirt road. This is the highest-latitude Jones-counter-measured course known to the Editor. Does anyone know of a higher-latitude certified course? What is the highest-latitude accurate course measured with a bicycle? Here we have the Editor using a mirror to read the counter, because he was not smart enough to mount the counter on the left side of the truck.

MEASUREMENT NEWS

#67 - September 1994

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PROBLEM FOR THE MILLENNIUM

We number our courses thus: OH 94031 PR, which indicates, in this case, that the course is the 31st course that Pete Riegel certified in Ohio in 1994. It's been a handy way to identify the courses, and lends itself to computer searching and arranging.

We are OK through 1999. What then? How would we identify the same course if it had been certified in the year 2000? OH 00031 PR? Seems logical, but when we do computer rearranging the 00 will precede 99, and the courses will be out of chronological sequence. I am sure the computer people have given this some thought. If anybody knows of a good approach, please let us know.

NEW APPOINTMENT

Don Shepan has been appointed USATF/RRTC Certifier for New Mexico. Don measured with us in Phoenix, and has a dozen measured courses to his credit. Felix Cichocki remains Arizona certifier.

CHANGES OF ADDRESS

Scott Hubbard and Bill Grass have moved. See their new addresses on back page.

CHANGE OF STATUS

From Pete Riegel: I will retire from my full-time employment effective December 31, 1994. This will not affect my USATF position, but will mean that beginning next year you will be unable to reach me at my former work telephone number. The home number and FAX numbers will remain unchanged.

At age 59 I am retiring a bit early, but I was made an attractive offer which I would have been a fool to refuse. Any retirees who have words of wisdom to offer, please do so.

SPREADING THE WORD

Dave Poppers, Colorado Certifier, is an airline pilot. Last week he telephoned me and said he was in Columbus on a layover. We arranged to have lunch. Dave mentioned that one of his problems was that many race directors did not see certification of their course as important. I have noticed the same thing. We agreed that if the runners thought certification was important, the word would spread to the race directors. We were both uncertain how best to proceed. If you have any ideas how to better promote the idea that course accuracy is a good thing, please write.



**Road Running
Technical Council**

*The National Governing Body for
Track and Field, Long Distance Running,
and Race Walking*

*Bob Harrison
3216 Herbert Drive
Montgomery, Alabama 36116-3625
(205) 281-0540*

August 11, 1994

Pete,

I want to propose doing away with the requirement that measurers record the time and temperature prior to calibrating and measuring the course as well as after measuring and post calibrating. Ever since I've been a certifier, the only time I document either is when I lay out a calibration course (temp.). And I only look at the temperature then if I know it is below 68 F. We don't need to be imposing any unnecessary burdens on folks.

What do you think?

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

USA TRACK & FIELD



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August 16, 1994

Bob Harrison - 3216 Herbert Dr - Montgomery, AL 36116

Dear Bob,

I will put your letter in the next Measurement News. Should we eliminate the requirement that time and temperature be reported on calibrations and measurement?

We have had a decade now to evaluate our measurement forms and process, and there are some areas that could use improvement. There is a philosophy of paperwork that says "ask no question unless you are going to use the answer." There are several questions we ask on our forms that are of little use, and some of them scare and confuse the new measurers.

I could list my favorites, but I think I will hold off, and hope that readers will submit some ideas of their own.

On one area I will offer an opinion. I have found that many new measurers are extremely daunted by the process of laying out a calibration course. I think the book tells them more than they need to know. I believe that most people, left to their own devices, would probably be able to figure out how to use a 100 foot tape to lay out 1000 feet, and get it right. But by the time they read the directions, they've gotten confused and timid about this very simple process. I'd like to find a way to make the process seem as simple as it is, without sacrificing significant accuracy.

When people call with confusion, it usually takes only a few minutes to tell them in simple words what to do. Many are relieved when told that the question asking for "credentials or experience" of the team leader does not require them to be an engineer, scientist or surveyor. Many are put off by that question, and hesitant to measure. Why do we ask it?

I'm sympathetic to the idea of simplifying things. Let's see what readers have to say.

Best regards,

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

TEMPERATURE CORRECTIONS FOR CALIBRATION COURSES – INCHES

Temperature, C	-12.2	-6.7	-1.1	4.4	10.0	15.6	21.1	26.7	32.2	37.8	43.3
Temperature, F	10	20	30	40	50	60	70	80	90	100	110

Cal Course Length	Add the INCHES shown below to the calibration course, before final nails are driven											
300 meters	4.4	3.7	2.9	2.1	1.4	0.6	-0.2	-0.9	-1.7	-2.4	-3.2	
400 meters	5.9	4.9	3.9	2.8	1.8	0.8	-0.2	-1.2	-2.2	-3.3	-4.3	
500 meters	7.4	6.1	4.8	3.6	2.3	1.0	-0.3	-1.5	-2.8	-4.1	-5.3	
600 meters	8.8	7.3	5.8	4.3	2.7	1.2	-0.3	-1.8	-3.4	-4.9	-6.4	
800 meters	11.8	9.8	7.7	5.7	3.7	1.6	-0.4	-2.4	-4.5	-6.5	-8.5	
1 kilometer	14.7	12.2	9.6	7.1	4.6	2.0	-0.5	-3.0	-5.6	-8.1	-10.7	
1000 feet	4.5	3.7	2.9	2.2	1.4	0.6	-0.2	-0.9	-1.7	-2.5	-3.3	
1200 feet	5.4	4.5	3.5	2.6	1.7	0.7	-0.2	-1.1	-2.0	-3.0	-3.9	
1320 feet (1/4 mile)	5.9	4.9	3.9	2.9	1.8	0.8	-0.2	-1.2	-2.2	-3.3	-4.3	
1500 feet	6.7	5.6	4.4	3.3	2.1	0.9	-0.2	-1.4	-2.6	-3.7	-4.9	
2640 feet (1/2 mile)	11.9	9.8	7.8	5.7	3.7	1.6	-0.4	-2.5	-4.5	-6.5	-8.6	

- Examples:
- 1) You lay out a 400 meter calibration course at a temperature of 40 F.
Before driving the final nail, add 2.8 inches.
 - 2) You lay out a 1140 foot calibration course at 37 F.
The correction will fall in the range from 2.2 to 3.5 inches. Add 3.5 inches
 - 3) You lay out a 1000 foot calibration course at 100 F.
Before driving the nail, deduct 2.5 inches.

TEMPERATURE CORRECTIONS FOR CALIBRATION COURSES – CENTIMETERS

Temperature, C	-15	-10	-5	0	5	10	15	20	25	30	35	40
Temperature, F	5	14	23	32	41	50	59	68	77	86	95	104

Cal Course Length	Add the CENTIMETERS shown below to the calibration course, before final nails are driven											
300 meters	12.2	10.4	8.7	7.0	5.2	3.5	1.7	0.0	-1.7	-3.5	-5.2	-7.0
400 meters	16.3	13.9	11.6	9.3	7.0	4.6	2.3	0.0	-2.3	-4.6	-7.0	-9.3
500 meters	20.3	17.4	14.5	11.6	8.7	5.8	2.9	0.0	-2.9	-5.8	-8.7	-11.6
600 meters	24.4	20.9	17.4	13.9	10.4	7.0	3.5	0.0	-3.5	-7.0	-10.4	-13.9
800 meters	32.5	27.9	23.2	18.6	13.9	9.3	4.6	0.0	-4.6	-9.3	-13.9	-18.6
1 kilometer	40.6	34.8	29.0	23.2	17.4	11.6	5.8	0.0	-5.8	-11.6	-17.4	-23.2
1000 feet	12.4	10.6	8.8	7.1	5.3	3.5	1.8	0.0	-1.8	-3.5	-5.3	-7.1
1200 feet	14.9	12.7	10.6	8.5	6.4	4.2	2.1	0.0	-2.1	-4.2	-6.4	-8.5
1320 feet (1/4 mile)	16.3	14.0	11.7	9.3	7.0	4.7	2.3	0.0	-2.3	-4.7	-7.0	-9.3
1500 feet	18.6	15.9	13.3	10.6	8.0	5.3	2.7	0.0	-2.7	-5.3	-8.0	-10.6
2640 feet (1/2 mile)	32.7	28.0	23.4	18.7	14.0	9.3	4.7	0.0	-4.7	-9.3	-14.0	-18.7

- Examples:
- 1) You lay out a 500 meter calibration course at a temperature of 10 C.
Before driving the final nail, add 5.8 centimeters.
 - 2) You lay out a 380 meter calibration course at 12 C.
The correction will fall in the range from 1.7 to 4.6 cm. Add 4 cm.
 - 3) You lay out a 1 km calibration course at 30 C.
Before driving the nail, deduct 11.6 cm.

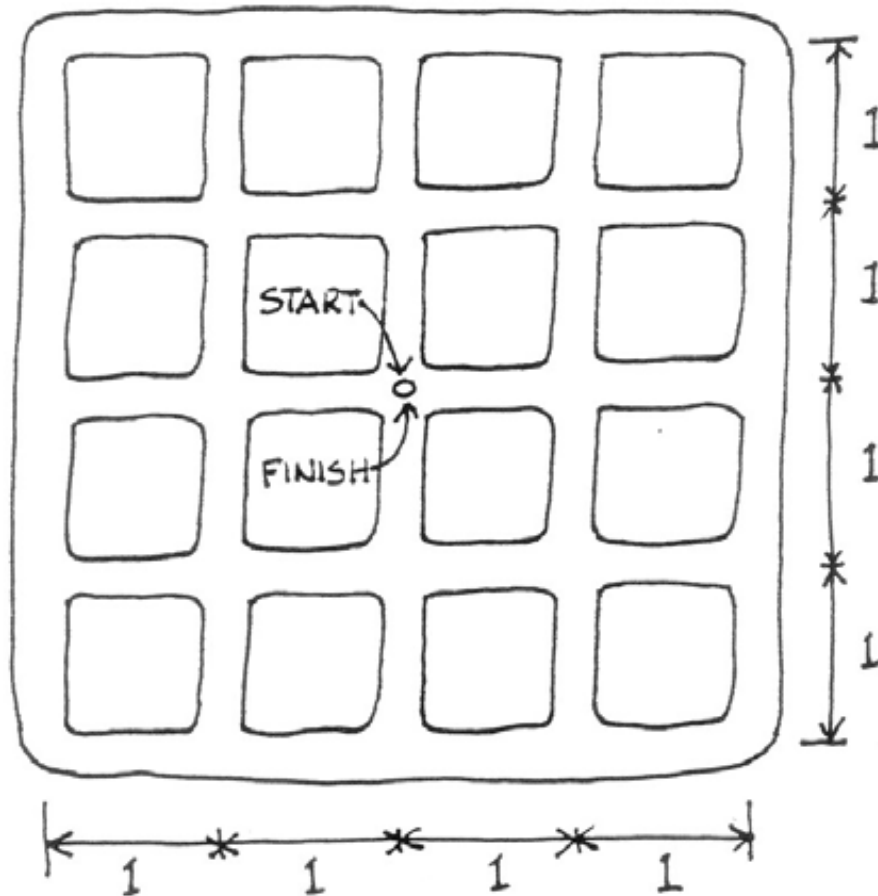
PUZZLE OF THE MONTH

This one is easy. A race is to be held in the center of a town which is 4 blocks square. The start and finish are located in the center of town.

Rules

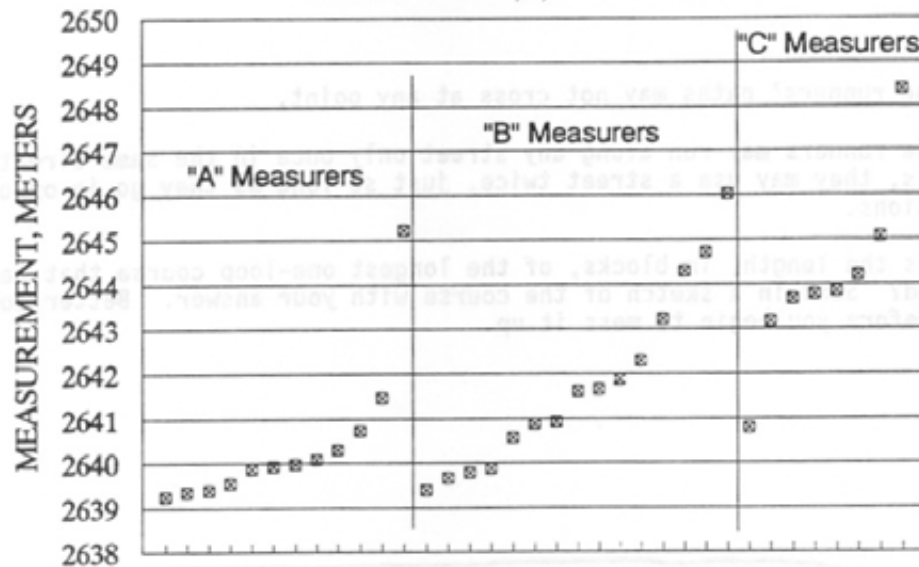
- 1) The runners' paths may not cross at any point.
- 2) The runners may run along any street only once in the same direction. That is, they may use a street twice, just so long as they go in opposite directions.

What is the length, in blocks, of the longest one-loop course that can be created? Send in a sketch of the course with your answer. Better copy this page before you begin to mess it up.



GAP (FRANCE) TEST COURSE

RESULTS OF A,B,C MEASURERS



	Results of Gap Test as Conducted Actual Measurements			Results Expanded to 10 km Assuming "A" Average = 10 km		
	"A" Measurers	"B" Measurers	"C" Measurers	"A" Measurers	"B" Measurers	"C" Measurers
Average	2640.42	2641.78	2644.11	10000.00	10005.14	10013.97
Std Deviation	1.57	1.93	1.98	5.93	7.32	7.51
Maximum	2645.22	2646.01	2648.38	10018.16	10021.16	10030.13
Minimum	2639.25	2639.40	2640.79	9995.55	9996.12	10001.39
Median	2639.92	2641.61	2643.78	9998.09	10004.49	10012.71
Number	12	15	8	12	15	8

Results of the Gap Measurements if Done to USATF Standard

- 1) Individual measurements are paired to give two measurements
- 2) Pairs that disagree by more than .0008 are not valid, and are ignored.
- 3) Lower measurement of the pair is the official value.
- 4) Lowest individual measurement in the group (x1.001) is used as validation measurement

	Possible Pairs	Valid Pairs	Total Pairs Short	Percent Short
All Measurers	595	330	70	21.2
"A" Measurers	66	53	0	0

USA TRACK & FIELD



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July 22, 1994

Dr. J. F. Delasalle - B. P. 25 - 80800 Corbie - FRANCE

Dear Jean-Francois,

Thank you for the results of your Gap seminar. I have been playing with it, and I have the same difficulty as you. I can reach no perfect conclusion. It is obvious that the experienced measurers do better than those with less experience. Should you have a larger layout safety factor (say, 1.002) for inexperienced people, and a smaller factor for experienced people (1.001)? I do not think it is possible to use only numbers in judging performance of measurers. It is fun to do, and one can have a contest, but more is needed to tell the quality of a measurer. One can see that in the Gap exercise, some experts did not do well, and some novices did better. We typically see this in most seminars.

A good measurer will know when he has done a good job. Sometimes one will have a bad ride. This happens. Usually, if I have a bad ride I know I had a bad ride, and I will do it again. On a test one cannot do it again - one must live with the result. There is no time to do it again. We should not penalize the person who may be slow in the work, so long as the end result is correct.

We do not grade our measurers A, B, C in the US. Instead, we have our validation system, where certain courses are remeasured. It works well, but we do not have perfect results. I enclose a chart and some graphs of our validation experience, and a preliminary discussion that will appear in September Measurement News.

Because we remeasure the courses on which records are set, we assure that US road records are credible. This remeasurement also serves to make US measurers cautious - nobody wants to have their course found short.

Our procedures are designed to yield courses that will pass the test of remeasurement. These procedures include:

- 1) Two measurements are required, and the lower measured value is used.
- 2) 1.001 is included in all new course layouts - an extra meter in every kilometer.
- 3) Use of the larger constant is strongly encouraged, although the average is permitted.

If the measurer is conscientious, and follows the procedures, it is unlikely that their course will be found short if it is remeasured. Our experience with our system is that people can grasp what is needed by reading our book Course Measurement Procedures, ask a few questions of their certifier, and go out and measure reasonably well. And all improve with experience.

We can say nothing about absolute truth, since measurements vary. All we can say is that, by the standard we apply, our courses are mostly in a reasonably accurate range.

We have a policy with which not all people agree. Suppose a record time is run on a 10 km course. It is remeasured. If the remeasured length comes out at 9995 or more, we accept the course as accurate. This is done to make some allowance for error in the remeasurement. The athlete should not have to pay the price - our rule requires that the course be shown to be short, and we don't think that 9999 is convincing enough to show shortness.

As you work toward a standard for France, you will encounter the same things we have found. I do not think that your "A" measurers will be different from our certifiers. From time to time, inaccuracies and mistakes will exist. You will never achieve perfection, nor will we.

In course measurement, we have preferred to have one rule for all. The strength of the USATF system is that anyone at all may measure a course and have it officially certified. Many people are inaccurate the first time they measure, but they get better with practice and help from their certifier.

A USATF/RRTC Certifier is a bureaucrat. Their principal job is to receive and process measurement paperwork sent by whoever measures a course. The duties are easily stated:

- 1) Be familiar with our measurement procedures and paperwork.
- 2) Be responsive - when a measurement package is received, process it quickly. Do not make the measurer wait for an answer.
- 3) Be supportive of new measurers, and help them correct their mistakes without being overly strict. Encourage people to measure.

Our certifiers are all highly valued volunteers. The above are the only required duties of their USATF jobs. Most of them are active measurers, but a few are not very active. They have no duty to do special measurements unless they wish to do it. Some will measure for a fee. Some will measure with no charge. Some are retired people, who spend much time working with other measurers. Others are employed in regular jobs, and have less time. As long as they process the paperwork well, they are doing what is needed to keep the system going.

Talents vary widely among our certifiers. All are skilled riders. A few, because of education in scientific and technical professions, can produce masses of numbers and computations. All are skilled enough at the numbers to do the computations needed to measure properly. This is all that is needed to do the job, in my view. Course measurement need not be rocket science. It is fine to play with numbers, so long as we do not expect every person to share our passion. I have seen tests designed to see who is a good measurer, and who is not, but I do not have great faith in them.

It will be interesting to see how the A, B, C system of rating measurers develops. It is in an early stage, and results are not yet seen. In fact, unless some international courses are regularly checked, results will never be seen. It is only by checking that we see how we are doing.

Best regards,



HOW LONG ARE OUR COURSES?

On the following pages you will see data compiled from the validations done since January 1, 1984, for which the names of both the original measurer and the validator are known - 150 courses. It compares the performance of our Certifiers, who have much experience, with other measurers who, as a group, have unknown experience. Several of the "other" people have more experience than some of the Certifiers, but this was a convenient way to divide the data.

This comparison was prompted by correspondence with Jean-Francois Delasalle and IAAF, both working on ways to categorize measurers by competence and experience. In our system, any person may measure any course. In other places, this is not always the case.

Here are some conclusions from the data:

- 1) 50 percent of our courses are longer than 1.001 times the nominal distance, and 50 percent are shorter. This comes about because of the 1.001 short course prevention factor (SCPF) we use on all layouts.
- 2) About half of the courses on which records were set were originally laid out by Certifiers.
- 3) Certifiers lay out slightly longer courses than others, on average.
- 4) Certifiers lay out fewer short courses. Of courses measured by Certifiers, 7 percent remeasured short. Of courses measured by others, 21 percent remeasured short.
- 5) 7 percent of all our courses were short by more than 2 m/km (20 meters in 10 km). 9 percent of all our courses were oversize by more than 2 m/km. In other words, 84 percent of all our courses lie between ± 2 m/km from the nominal distance.
- 6) 3 percent of the Certifier-measured courses were short by more than 1 m/km. 7 percent of the Certifier-measured courses were oversize by more than 2 m/km. Thus 90 percent of our Certifier-measured courses lie between -1 m/km and +2 m/km.

Do we have a problem? If we do, is it a problem we can solve? Because we remeasure the courses on which records are set, we assure that US road records are credible. This remeasurement also serves to make US measurers cautious - nobody wants to have their course found short. In the present IAAF plan, the important races will be measured beforehand by a certified expert, with no plans to remeasure if a record is set.

Are we OK as we stand? Should we change? Several possibilities exist to reduce the number of short courses:

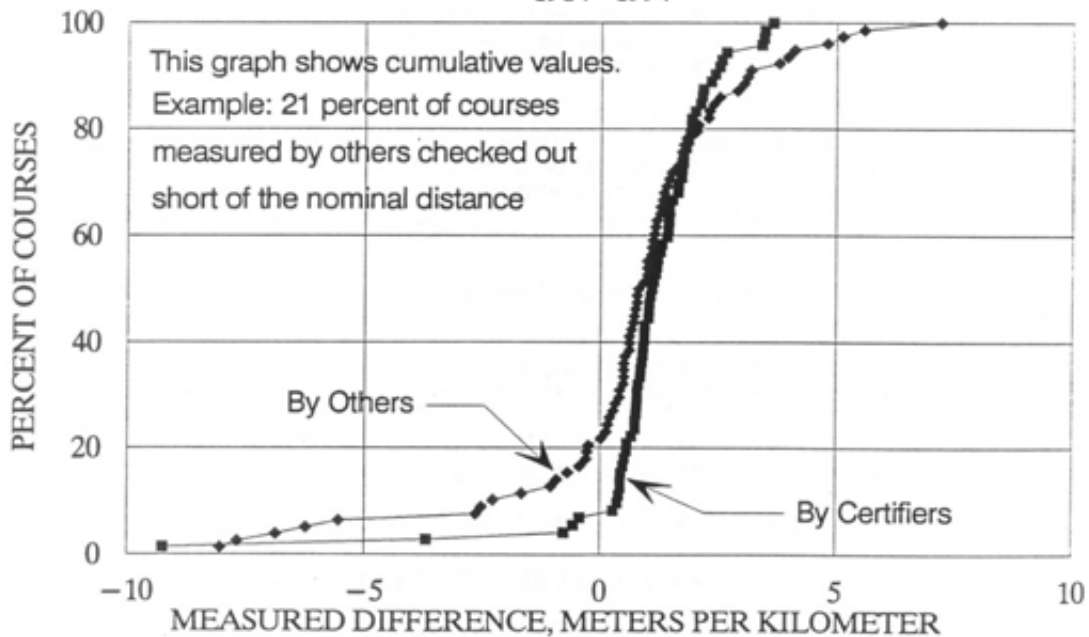
- 1) Have the important races measured by experts. We do not require this, but most of the prize-money and championship races in the US are already measured by Certifiers.
- 2) Increase the size of the 1.001 SCPF. This has mixed benefit. It will eliminate a few short courses, but adds undesirable length to every course.
- 3) Use a variable SCPF, say 1.001 for experts and 1.002 for novices.

DISCUSSION OF THIS SUBJECT IS INVITED!

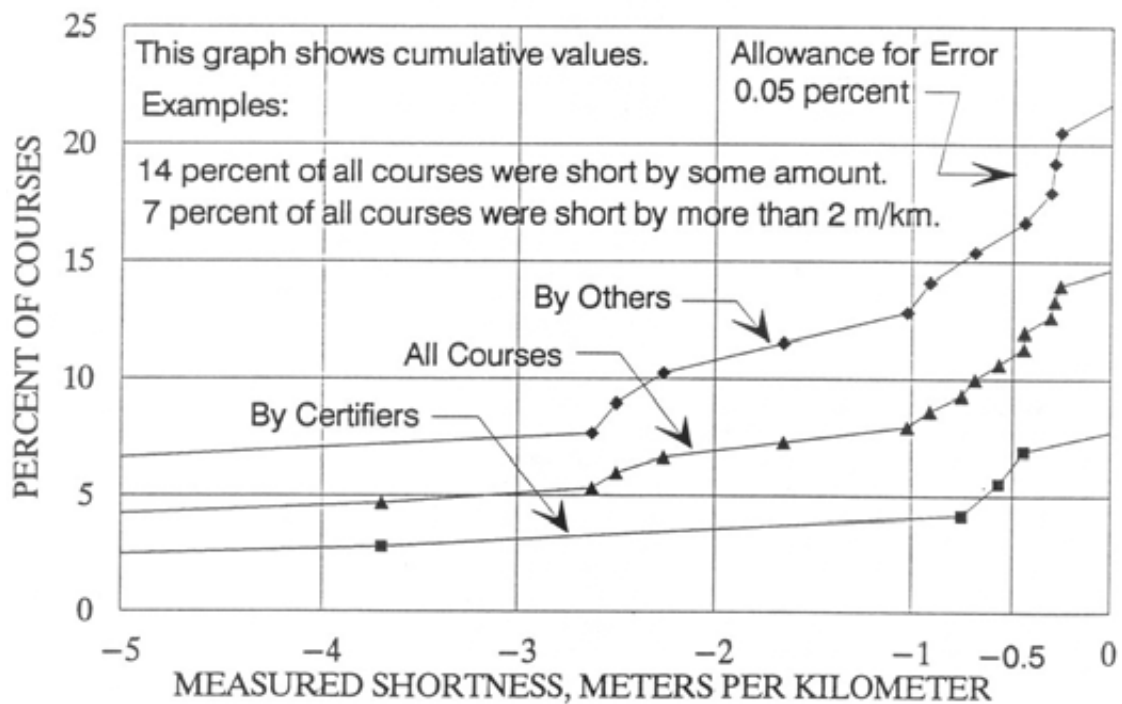
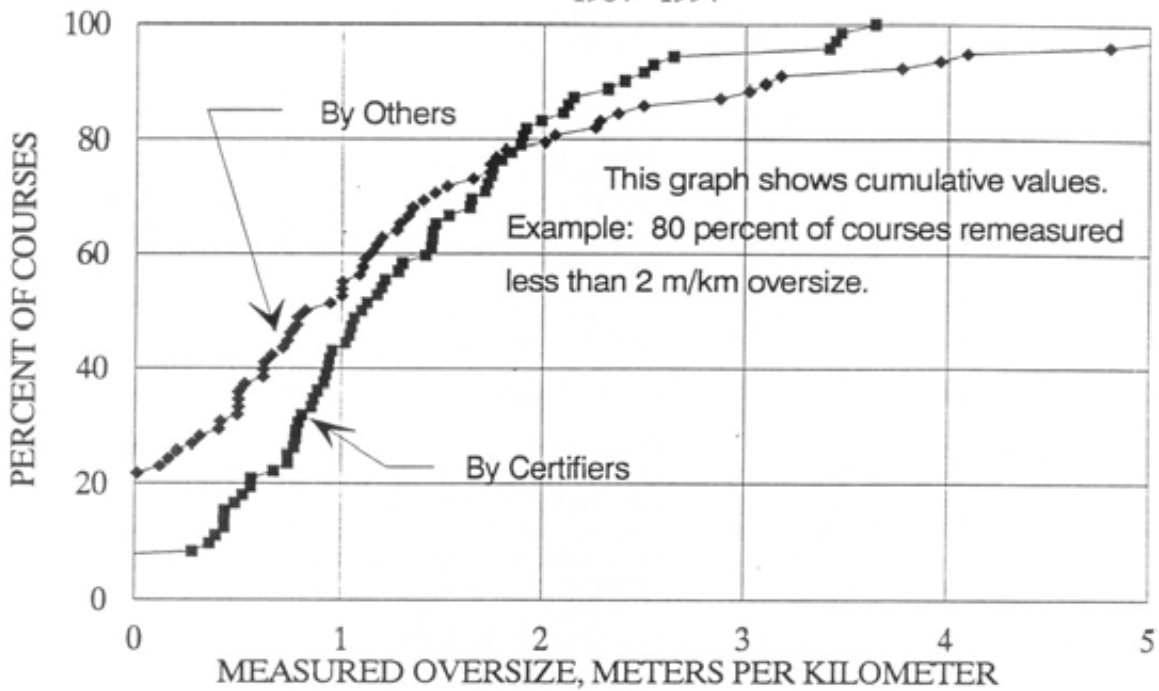
RESULTS OF USATF REMEASUREMENTS 1984-1994

Remeasured Difference from Nominal Distance, m/km			All Courses (150 Courses)			By Certifiers (72 Courses)			By Others (78 Courses)		
From	To		Number	Percent	Cum Percent	Number	Percent	Cum Percent	Number	Percent	Cum Percent
-10	-9		1	0.7	0.7	1	1.4	1.4	0	0.0	0.0
-9	-8		1	0.7	1.3	0	0.0	1.4	1	1.3	1.3
-8	-7		1	0.7	2.0	0	0.0	1.4	1	1.3	2.6
-7	-6		2	1.3	3.3	0	0.0	1.4	2	2.6	5.1
-6	-5		1	0.7	4.0	0	0.0	1.4	1	1.3	6.4
-5	-4		0	0.0	4.0	0	0.0	1.4	0	0.0	6.4
-4	-3		1	0.7	4.7	1	1.4	2.8	0	0.0	6.4
-3	-2		3	2.0	6.7	0	0.0	2.8	3	3.8	10.3
-2	-1		2	1.3	8.0	0	0.0	2.8	2	2.6	12.8
-1	0		9	6.0	14.0	3	4.2	6.9	6	7.7	20.5
0	1		52	34.7	48.7	26	36.1	43.1	26	33.3	53.8
1	2		48	32.0	80.7	29	40.3	83.3	19	24.4	78.2
2	3		15	10.0	90.7	8	11.1	94.4	7	9.0	87.2
3	4		9	6.0	96.7	4	5.6	100.0	5	6.4	93.6
4	5		2	1.3	98.0	0	0.0	100.0	2	2.6	96.2
5	6		2	1.3	99.3	0	0.0	100.0	2	2.6	98.7
6	7		0	0.0	99.3	0	0.0	100.0	0	0.0	98.7
7	8		1	0.7	100.0	0	0.0	100.0	1	1.3	100.0

**USATF VALIDATION RESULTS
1984-1994**



USATF VALIDATION RESULTS 1984-1994



Able Management Group

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July 9, 1994

Peter Riegel
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Dear Pete,

The Ft. Campbell KY/TN certification question was solved when they decided not to certify. But for future reference I've noted Wayne Nicoll's comments in MN #66.

On a single closed loop course with a fixed start and finish, how do you measure for certification? I made ride #1 laying out splits, made ride #2 to verify and came up short. The race director is adamant about holding the S/F at one point. How do I adjust or would I do a number of rides, take the shortest ride and certify for that distance (say for instance 9.75 KM instead of 10 KM)? I have talked to Neil MacDonald of Event Tech Inc. and he says certifying a non standard distance would be irrelevant because no records could be set anyway. What are your thoughts on this issue?

On courses I've measured in the past I've always used USGS 7.5 minute topo quadrangles to estimate course elevations. It occurs to me that these maps are 8 to 10 years old and construction or nature may have changed the contours. What is the best way short of hiring a surveyor to determine up to the minute accurate elevations?

I'm partial to a hybrid USATF-RRTC logo using the "Sanctioned Event-Certified Course" logo that Ray Vandersteen sent in with an additional space for the certification # as with the one Paul Hronjak sent in.

Finally, I wanted to thank you and Joan for publishing Measurement News. I always look forward to receiving mine and I really enjoy learning what other folks are doing. Keep it up. Enclosed is my check for another year.

Be Well,

Bob Woods

USA TRACK & FIELD



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July 15, 1994

Bob Woods - Rt 2 - Box 148H - Buchanan, TN 38222

Dear Bob,

Joan and I are glad you like Measurement News, and are grateful for your letter. Correspondence keeps MN going. Thanks for your renewal.

With regard to your question, it's a difficult thing to give a race director what they want if they are not prepared to bend a bit. Roads do not come in convenient lengths, and it is rare to have things come out exactly where you want them. There are several solutions to your dilemma:

- 1) Certify the course at the distance it comes out. This will give competitive runners the information they need to judge their performance, but it lacks the status of being a standard distance. I disagree with Neil MacDonald - I always prefer a certified accurate distance, standard or not. If it's not certified, one runs it either for one-on-one competition or as a run graced by some other quality, such as nice scenery. But I will never go flat out on an unknown distance, since the data point at the end of the race is my only reward. If the distance is unknown, so is my performance.
- 2) Persuade the race director to incorporate a turn-around point somewhere on the course. With this, the start and finish can be exactly where the race director wants them, and the length can also be whatever you want it to be.
- 3) Measure a route that is some distance over a standard one, say 10157 meters. Certify it at this distance. Although it is more difficult to set records when running an extra 160 meters, it's not at all impossible, and at least the runner who wants a record has a chance at it.

Elevations are our weak spot. We have no check on what is submitted, and no way of knowing whether they are accurate. Do your best with topographic maps. If start and finish are identical, or not widely separated, you can note that the elevations are unknown but identical. Relative elevation is all that is needed to determine the drop of a course. Guido Bros Escort Service (a pair of guys who measure under that name in New England) use an altimeter. I also have one. It's subject to atmospheric pressure changes, but with care can get you decent data.

Thanks for your opinion on a logo. I'll put it with the others to be discussed in MN and at the Convention.

Best regards,

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



ROAD RUNNING TECHNICAL COUNCIL

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June 26, 1994

Bob Baumel
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Ponca City, OK 74601

Dear Bob,

Thanks for the copy of your calculation program and the USATF and RRTC logos that you sent last February. I have only used the program a few times, since applications are very slow this year. It works well but I haven't decided if I want to replace the spreadsheet setup that I have used for the last few years.

A copy of my latest measurement certificate is attached. I believe its appearance is relatively close to the standard form. With exception of the logos that you sent, it is very similar to the electronic form that I have used since late 1991. It is PC based. This edition was prepared on *WordPerfect*, version 6.0a for *Windows* and uses fonts from *WordPerfect* or *Windows*. The form is relatively easy to use, but requires a basic familiarity with *WordPerfect*. I simply type over the course data from a previous electronic certificate to prepare the latest. A laser printer with a resolution of 300 dpi makes a good copy.

Let me know what you think. I will be happy to share the certificate with other certifiers.

Sincerely,

cc: Pete Riegel ✓
Wayne Nicoll



Road Running Technical Council
USA Track & Field

recognized by



Measurement Certificate

Name of the course Sparta 5K Run For MS Distance 5K
 Location (state) Alabama (city) Huntsville
 Type of course: road race cross country calibration track Configuration Out/Back
 Type of surface: paved 100% dirt _____% gravel _____% grass _____% track _____%
 Altitude (meters/feet above sea level) Start 690 ft Finish 690 ft Highest 700 ft Lowest 690 ft
 Straight line distance between start & finish 0 feet Drop 0 m/km Separation 0%
 Measured by (name, address, & phone) Randall Roland, 511 Hermitagewood Drive
Huntsville, Alabama 35806, (205) 830-1106
 Race contact (name, address, & phone) Ronnie Nelson, 133 Suffolk Drive
Madison, Alabama 35758 (205) 721-0838
 Measuring methods: bicycle steel tape electronic distance meter
 Number of measurements of entire course: Two Date(s) when course measured: 05/28/94
 Race date: 06/25/94 Course paperwork postmark date: 06/11/94
 Difference between two best measurements of the course: 4.22 feet Certification code: AL 94004 JD
 Replaces _____(if applicable)

Notice to Race Director
Use this Certification Code in **all** public
announcements relating to your race.

Be It Officially Noted That

Based on examination of data provided by the above named measurer, the course described above and in the map attached is hereby certified as reasonably accurate in measurement according to the standards adopted by the Road Running Technical Council. If **any** changes are made to the course, this certification becomes void, and the course must then be recertified.

Validation of Course - In the event a National Open Record is set on this course, or at the discretion of USA Track & Field, a validation remeasurement may be required to be performed by a member of the Road Running Technical Council. If such a remeasurement shows the course to be short, then all pending records will be rejected and the course certification will be cancelled.

Automatic Expiration - This certification automatically expires ten years after date of issue, although it may be renewed for additional ten-year periods upon testimony to RRTC that the course is still in use, and has not been altered, and that all key points (start, finish, turn-around points, cone positions, etc.) described on the attached map can still be located precisely.

AS NATIONALLY CERTIFIED BY:

 John J. DeHaye - USATF/RRTC Regional Certifier
 824 Annlau Avenue, Huntsville, AL 35802 (205) 881-9326
 Date: _____



USA Track & Field

Road Running Technical Council
Bob Baumel, OK, SD Certifier

129 Warwick Road
Ponca City, OK 74601
405-765-0050 (home)
405-767-5792 (work)

1994-07-12

John DeHaye
824 Annlau Ave
Huntsville, AL 35802

Dear John,

Congratulations. You have designed a PC-based version of the RRTC certificate that looks nearly identical to our standard one. (Our present "standard" form is one I designed on my Mac, intended to closely duplicate the appearance of earlier ones designed by Wayne and Sally Nicoll and printed by a commercial printer). Your PC version will surely be useful to many certifiers, and I would urge Pete Riegel to advertise the availability of both the Mac and PC versions in *Measurement News*.

I see that you prepared your certificate in *WordPerfect for Windows*. Many PC users (e.g., Pete Riegel) still use the DOS version of *WordPerfect*. Is your certificate irrevocably tied to *Windows*? Might a slightly modified version of this document be usable with *WordPerfect for DOS*? Possibly, the only required changes would be in the fonts employed. (Or does your certificate require *Windows* because it truly needs a WYSIWYG environment?)

Regarding fonts, all that the certificate really needs (for reasonably uniform appearance) is that its *fixed* text appear in some variant of "Times" font. Times is the font originated by the *London Times* newspaper (way back before there was computer typesetting). Every font publisher provides some version of Times. You probably used a version of Times that comes with *WordPerfect for Windows*. Surely, a version of Times is also available to *WordPerfect for DOS*.

The font for user input (i.e., the course-specific information) is just a matter of personal taste. I use a version of "Courier" so it looks like I've typed it on a typewriter. You've chosen some italic font (in a large size), presumably from the fonts supplied with *WordPerfect for Windows*. Clearly, this is not critical, and suitable fonts must exist among those available in *WordPerfect for DOS*.

Another subtlety regarding font usage: You probably weren't aware that I do the *checkboxes* using a font. Initially, when designing my electronic certificate, I used a commercial font ("CheckboxFLF" from the *Fluent Laser Fonts* collection) which contains a variety of special symbols including checked and unchecked boxes (which look like and). Unfortunately, my document wasn't very portable in this form, and I would be a software pirate if I gave away the CheckboxFLF font. To solve that problem, I used a font manipulation program to create my own custom font (named simply "Checkbox"), which is an extremely *sparse* font, containing *only* checked and unchecked boxes, obtained by typing the letters "x" and "o". The results look like and (Note the heavier line weight than in CheckboxFLF). This solved the problem of distributing my certificate to other Mac users: I just include this custom "Checkbox" font, which does not infringe any copyrights. However, although I tried using my font manipulation software to convert this font to PC formats (both TrueType and PostScript), the result doesn't seem to work on the IBM-compatible machines. Maybe PC systems can't handle a font this *sparse*.

Another possible solution to the checkbox problem is to use simple graphics, created in a drawing program, and pasted into the word processor. I tried this just now, with the results and . This appears indistinguishable from the printouts of my custom "Checkbox" font. If these graphics were included in the certificate, the user could easily copy them around when necessary to change which boxes are checked. (Of course, this rarely needs to be

changed because most courses are *road races* measured by *bicycle*.) These simple graphics are probably the *most* portable solution to the checkbox problem, and I think they look better than an "X" typed on a box (but maybe such graphics would be difficult to manipulate in a DOS program, when you don't have a WYSIWYG environment).

Your certificate probably differs from mine in internal structure, even though the final printouts look nearly identical. Mine was built using the *Tables* feature in *Microsoft Word*. Consider the two enclosed printouts of a certificate for the Wheatland Classic 8 km course. One of these is my standard final printed version, while the other shows the *on-screen* appearance of this document—including all table gridlines. (Actually it is optional, when working in MS Word, whether these gridlines are displayed. I generally find it easier, when filling out certificates, to *suppress* this gridline display, so the on-screen appearance more closely resembles the final printed result.)

My certificate is built from four tables. In fact, the only portion that is *not* part of a table is the text block from "Be It Officially Noted That" to "AS NATIONALLY CERTIFIED BY."

This table structure has many advantages: Every table cell has a fixed width, which never changes while typing. I can format every cell individually, setting its font and specifying whether text in the cell is left-aligned or center-aligned, and these formats are *retained even when the cell contains no text*. Also, the *underlining* in my certificate is not standard computer underlining (which often doesn't look good); instead, my underlines are selected *cell borders*, specified to be visible when printed.

On the certificate you sent me, the "Replaces" blank was extremely narrow—too narrow to hold a certification code. Presumably, this space widens when you type in a code, and the "(if applicable)" wording shifts to the right. On my certificate, the "Replaces" space always has the same width, whether or not it is filled in.

Also, you wrote that you normally fill out new certificates by typing over the data from an old one. I usually prefer to start from a fresh, *blank* form (or at least a *nearly* blank form; typically, I start from one with a *few* filled-in fields: the State, the first few characters of the certification code, and the standard checkboxes for a road course measured by bike). I think it is most reliable to start from a blank form, because the worst that can happen is accidentally leaving a field blank. However, if you type over an old certificate, and forget to change a field, you get a certificate with *totally erroneous* information (from the wrong course). Note that the table structure of my certificate makes it easy to start from a blank one.

Please understand: my table structure takes advantage of the flexibility of tables in *Microsoft Word*. Column boundaries in a *Word* table may appear at different positions in every row of the table. *WordPerfect* tables are not this flexible. Nevertheless, it is probably possible to design a *WordPerfect* table that *nearly* duplicates my *Word* version, although this would require slightly shifting some elements of the certificate.

Anyway, it's all up to you: If you like my use of tables, you may wish to try this in your certificates. If you think your version works well enough as is, that's okay too. Either way, you may choose when your certificate is ready to distribute to other certifiers. (I do suggest considering people who use the DOS version of *WordPerfect*.)

When your certificate is ready for distribution, let us know exactly what it requires, so Pete can put an announcement in *Measurement News*, stating availability of PC version from you and Mac version from me. (My Mac version needs *Microsoft Word* and a printer with 300 dpi or better resolution.)

One minor point: I always enter elevations in meters, and use a certificate with "meters above sea level" wording. Certifiers who still enter elevations in feet use the "meters/feet above sea level" version. I prepared my Mac electronic certificate in *four* versions: with both choices of elevation wording; and also for final & non-final signatories (one or two signature/date lines). I think the PC version should also be provided in all four of these variations.

Best regards,
Bob Baume

cc: Riegel, Nicoll
24

UP HILL ROAD KM

25 MEASUREMENTS OF ONE KM CLIMB RACES IN FRANCE
April 1994

Measurement / measurer

RACE	DROP m/km	MEASURER	UP	DOWN	DIFFERENCE	AV./measurer
VAUX FALAISE	57	DELASALLE	1 000,23	1 001,51	-1,28	
VAUX FALAISE	57	DELASALLE	1 000,00	1 001,90	-1,90	
VAUX CHATEAU	50	DELASALLE	1 000,05	1 001,61	-1,56	
VAUX BOIS	54	DELASALLE	1 000,23	1 000,51	-0,28	
IGNAUCOURT	35	DELASALLE	999,92	1 000,93	-1,01	
SAILLY LE SEC 1	51	DELASALLE	1 000,23	1 000,51	-0,28	
SAILLY LE SEC 2	48	DELASALLE	1 000,23	1 001,06	-0,83	
SAILLY LAURETTE	35	DELASALLE	1 000,05	1 000,51	-0,46	
CHIPILLY EGLISE	43	DELASALLE	1 000,23	1 001,88	-1,65	
CHIPILLY RIEZ	42	DELASALLE	1 000,23	1 000,97	-0,74	
LONG FINALE	70	DELASALLE	1 000,00	1 000,91	-0,91	
LONG CALVAIRE	45	DELASALLE	1 000,00	1 001,00	-1,00	
OUVEZE	25	DELASALLE	1 000,00	1 000,65	-0,65	-0,97
CANAPLE FOURCHE	85	LEROY	1 000,03	999,92	0,11	
CANAPLE MONJOIE	81	LEROY	1 000,03	1 001,36	-1,33	
FIEFFES LAMOTTE	50	LEROY	1 000,03	999,51	0,52	
FIEFFES BEROUVILLE	55	LEROY	1 000,03	1 000,03	0,00	-0,18
MOREUIL	35	MARECHAL	1 000,00	1 000,32	-0,32	
IGNAUCOURT	35	MARECHAL	1 000,29	1 000,65	-0,36	
LONG FINALE	70	MARECHAL	999,96	999,00	0,96	
LONG CALVAIRE	45	MARECHAL	999,64	999,54	0,10	0,09
GRANDRU	52	CADET	1 000,01	1 000,84	-0,83	
BEAUGIES	58	CADET	1 000,01	1 000,84	-0,83	
GUVRY	63	CADET	1 000,01	1 000,84	-0,83	
CAILLOUEL	62	CADET	1 000,01	1 000,74	-0,73	-0,81
AVERAGE	52,12		1 000,06	1 000,70	-0,64	

Measurement / drop

RACE	DROP m/km	MEASURER	UP	DOWN	DIFFERENCE
CANAPLE FOURCHE	85	LEROY	1 000,03	999,92	0,11
CANAPLE MONJOIE	81	LEROY	1 000,03	1 001,36	-1,33
LONG FINALE	70	DELASALLE	1 000,00	1 000,91	-0,91
LONG FINALE	70	MARECHAL	999,96	999,00	0,96
GUVRY	63	CADET	1 000,01	1 000,84	-0,83
CAILLOUEL	62	CADET	1 000,01	1 000,74	-0,73
BEAUGIES	58	CADET	1 000,01	1 000,84	-0,83
VAUX FALAISE	57	DELASALLE	1 000,23	1 001,51	-1,28
VAUX FALAISE	57	DELASALLE	1 000,00	1 001,90	-1,90
FIEFFES BEROUVILLE	55	LEROY	1 000,03	1 000,03	0,00
VAUX BOIS	54	DELASALLE	1 000,23	1 000,51	-0,28
GRANDRU	52	CADET	1 000,01	1 000,84	-0,83
SAILLY LE SEC 1	51	DELASALLE	1 000,23	1 000,51	-0,28
VAUX CHATEAU	50	DELASALLE	1 000,05	1 001,61	-1,56
FIEFFES LAMOTTE	50	LEROY	1 000,03	999,51	0,52
SAILLY LE SEC 2	48	DELASALLE	1 000,23	1 001,06	-0,83
LONG CALVAIRE	45	DELASALLE	1 000,00	1 001,00	-1,00
LONG CALVAIRE	45	MARECHAL	999,64	999,54	0,10
CHIPILLY EGLISE	43	DELASALLE	1 000,23	1 001,88	-1,65
CHIPILLY RIEZ	42	DELASALLE	1 000,23	1 000,97	-0,74
IGNAUCOURT	35	DELASALLE	999,92	1 000,93	-1,01
SAILLY LAURETTE	35	DELASALLE	1 000,05	1 000,51	-0,46
MOREUIL	35	MARECHAL	1 000,00	1 000,32	-0,32
IGNAUCOURT	35	MARECHAL	1 000,29	1 000,65	-0,36
OUVEZE	25	DELASALLE	1 000,00	1 000,65	-0,65
AVERAGE	52,12		1 000,06	1 000,70	-0,64

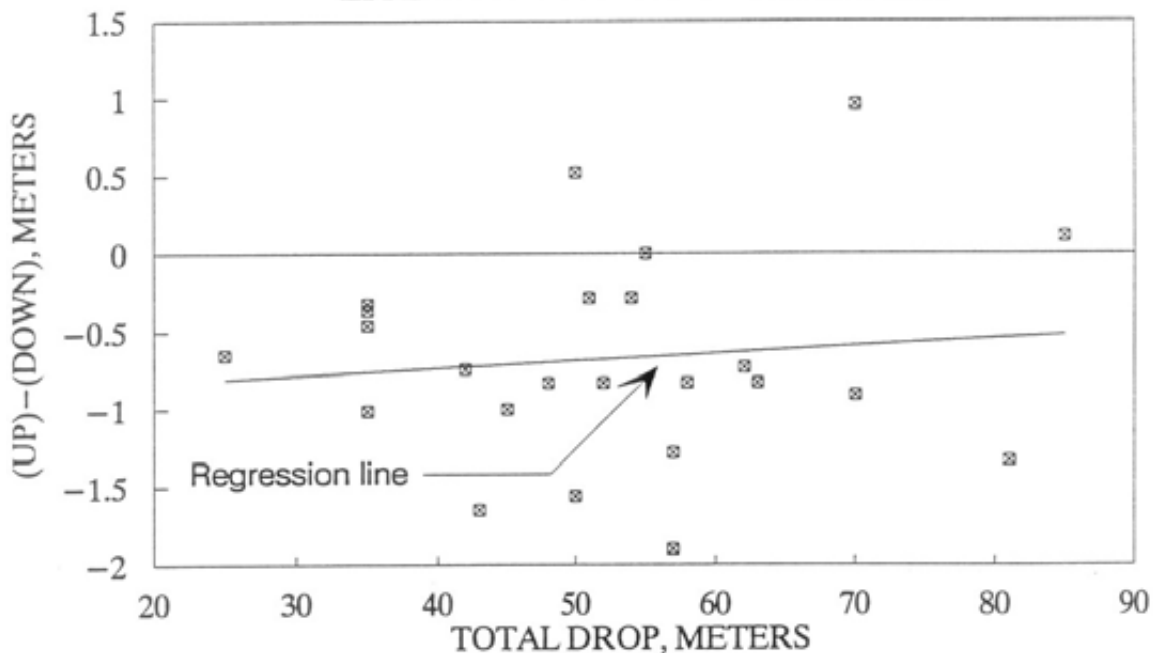
UPHILL AND DOWNHILL RIDING

Here in the USA we have many downhill mile races, designed to give everybody a fast time. In France, they take a somewhat less wimpish approach. The iron people there have their fun on uphill kilometers. Jean-Francois Delasalle sent some measurement data on several of these courses. Each was measured at least once each way, with an average difference of 0.6 meters (about 6 counts per kilometer) between uphill riding and downhill riding of the same course. The uphill ride typically gave a measurement that was lower than the same course ridden downhill. The drops of the courses measured ranged from 25 to 85 meters, but, of course, the runners saw these as climbs.

Typically when one rides uphill, weight is shifted toward the rear of the bike, which slightly unloads the front wheel. This translates into a bigger tire, with fewer counts obtained for the same distance. Of course, we assume here that the rider does not shift posture between uphill and downhill. I don't think I have ever ridden my bike up a 9 percent grade, but I'll bet the posture changes when doing that sort of ascent. Puff, puff.

ONE KILOMETER MEASUREMENTS

EFFECT OF SLOPE ON MEASUREMENT



PETE

I WOULD HAVE NEVER THOUGHT OF THIS

USA Track & Field
Road Running Technical Council
Dave Poppers - Colorado Certifier

"TECHNIQUE"

5938 So. Franklin St.
Littleton, CO 80121
303/795-9743

E. T. McBrayer - Vice Chairman (West) - RRTC
4021 Montrose
Houston, TX 77006-4956

6/25/94

Dear Tom,

The following paragraph was included in a letter to me from Bob Baumel in late 1988:

_____ does prepare a nice readable application package. I should point out, however, that his use of a calibration course with the 1.001 factor already built in (thus the 805.476672 m distance) is a bit unorthodox. (In fact, I recall that Pete Riegel once criticized somebody rather strongly for doing that.) The danger is that somebody else using this calibration course, not realizing that the SCPF is already included, would tack on another 1.001 factor when computing his constant. At least, this would be an error in the "good" direction—making sure the race course doesn't come out short!

A new danger has shown up from this method of dealing with the SCPF. A measurer who chose to include the SCPF in the calibration course, i.e., a 500.5 meter course is calculated as 500 meters for the working constant, had to remeasure the calibration course after the road was repaved. This time he measured it at the correct 500 meters.

For a recent race he forgot that the new calibration course did not include the SCPF and unknowingly laid out the race without the inclusion of the safety factor. The Bike Calibration Data Sheet stated that the cal. course was a certain distance "with safety factor included." In checking the original paper work submitted for the cal. crs., there was no indication that it had been included.

After discussing with the measurer by phone what I had found, he concurred and added the necessary distance to the start and splits, then redocumented the map.

That should be the last nail in the coffin, in my mind, for using that method.

Best Regards,



cc: Pete Riegel

Pete

06/21/94

Attached is check in the amount of \$15.00 to pay for a one year subscription of MN. Please mail to :

Ken Hardwick
1401 Glenwood
Moore, Ok 73160

Bob Baumel forwarded your May issue to me. Your article in regards to "certification" ownership was of interest. Our running club had had a similar situation in wanting to use a previously measured course. The organization that had paid for the measurement felt as though they "owned" the "course" and requested payment for the use of it. We ended up with using a different course.

I fully agree with your comments in your letter to Gene Newman dated April 8, 1994.

Thanks for the honor of "Map of the Month". However, all the credit should be given to Jim Smith. I was only the "measurer #2", Jim prepared all the paperwork. I would like to thank Jim Smith and Bob Baumel in helping me learn to certify race courses.

Your newsletter asked for contribution in regards to technique, etc. After measuring a few courses on my own and a few with Jim Smith, I found it an effort to write time, temperature, and counter numbers on my notepad. So, I purchased a small portable printing calculator, mounted it on my bicycle, and print these numbers to a tape as I stop and go. As a side benefit, I have a calculator handy to do any recalculations if needed.

Regards,
Ken Hardwick
Ken Hardwick
405. 270-2350 (w)

*Calibration**

#6.27.94 Date
#8.34 Time
#75.0 Temp

#0.
#90423. start
#1.
#94489. 1st
#2.
#98554.5 2nd
#3.
#2620.5 3rd
#4.
#6685.5 4th

#6.27.94 Temp
#8.45 Temp

*2nd
Measurement*

#38452. Start
#4.
#47026. 4K
#1.
#49503. 1K
#2.
#60591.5 2K
#3.
#71655. 3K
#4.
#82730. 4K
#0.
#91313.5 Start
#5.
#93790.5 Finish

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)

June 28, 1994

Ken Hardwick - 1401 Glenwood - Moore, OK 73160

Dear Ken,

Thanks for subscribing. Your first issue (July 1994) will go into the mail tomorrow. I hope you find sufficient material in MN to keep your interest up.

It was reassuring that you found my advice to Gene Newman acceptable. Dual use of the same course can become sticky, and I have no wish to see RRTC caught in the middle of the debate.

I'll put your letter in the next MN. That's an interesting tip about using a printing calculator. I have heard of people using tape recorders, but not portable printers.

Some people have small clipboards which they mount to their handlebars, complete with transparent waterproof pad covers to use when it is raining. I have not yet passed to that level of sophistication, preferring to keep my notes in a small notebook which I carry in a belt pack.

Rain can make a mess of notes. I have found that one piece of mylar drawing paper (from a store that sells drafting supplies) can provide a nice homemade pad of waterproof paper when cut into small sheets and stapled into a pad. It accepts pencil marks clearly without smudging, even when it is pouring rain. I usually carry one as a backup when rain is likely, and have been sorry when I guessed wrong and I had to try to make clear notes on increasingly damp paper.

Best regards,

7/31/94

FROM
MIKE WICKISER

Validations conducted

DATE OF RACE	EVENT DIST	COURSE ID	RACE NAME/COURSE	MEASURER	VALIDATOR
10/20/91	LDR HMAR	CA 84053 CW	Humbolt Redwoods H-Marathon	WILLIAMS	KNIGHT
10/31/93	R/W 25k	GA 89001 WN	Piedmont Pk Restricted Loop	GROSKO	NICOLL
5/2/93	R/W 20k	NC 88028 ACL	Southeastern Masters Champs	LINNERUDE	WICKISER

Currently pending :

10/03/92	LDR 5k	MN 90001 RR	Twin Cities 5k	RECKER	LINNERUDE
9/5/93	R/W 15k	NM 93009 FC	North Americal Masters RW	DIX	CICHOCKI
12/05/92	LDR 5k	GA 85032 WN	Chieftan's 5km	NICOLL	
9/12/93	LDR 8k	VA 93019 RT	Central Fidelity Womens	THURSTON	nicoll **
2/13/93	LDR 5k	BAH89001 DL	Grand Bahamas 5000 '93	LOEFFLER	WICKISER
11/23/91	LDR 25k	CA 88067 RS	Mission Bay 25k	LETSON	SCARDERA
10/04/93	LDR 1000M	NY 92005 DR	Sri Chinmoy Ultimate Ultra	BRANNEN	THURSTON
10/24/93	RW 2500m	WI 90009 WG	U W Parkside	GRASS	WIGHT
03/20/93	LDR 8k	VA 92008 RT	Shamrock Sportsfest '93	CORZATT	THURSTON
05/08/93	LDR 25k	MI 93008 SH	Old Kent Riverbank '93	DEWEY	WICKISER *
10/18/92	LDR 5k	TX 89053 ETM	Race for the Cure	McBRAYER	BEACH
01/16/93	LDR 50M	TX 84001 DM	Jackson Five-0 '93	MILLET	BRANNEN *
02/14/94	LDR 50M	AL 90024 JD	BTC 50 Miler Birmingham	MELANSON	HARRISON
04/16/94	LDR 10k	LA 85014 PR	Crescent City 10km - 94	RIEGEL	NICOLL *
04/10/94	LDR 10M	DC 93003 JS	T-Com Cherry Blossom '94	SISSALA	THURSTON
02/26/94	LDR 15k	FL 92001 WN	Gasparilla 15km '94	NICOLL	LOEFFLER
02/19/94	LDR 5k	BAH94001 DL	Grand Bahamas 5000 '94	WARD	WICKISER
09/19/93	LDR HMAR	PA 86002 WN	Phil. Dist. Classic '93	BERNHARDT	RIEGEL *
06/26/93	LDR 24HR	MN 90007 RR	Fan's 24hr Endurance	RECKER	LINNERUD
10/24/93	LDR MAR	OH 93093 PR	Columbus Marathon	RIEGEL	NICOLL ***
06/28/92	LDR 15k	OR 93002 PC	Cascade Run Off	PETERS	KNIGHT
10/01/92	LDR 5k	NY 92026 AM	Freihefers/Women -Syracuse	MORSS	NICOLL

* -- previously re-measured for validation

** -- assigned pending acceptance

*** -- previously re-measured, current course varies insignificantly

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)

July 27, 1994

Mike Wickiser - 2939 Vincent Rd - Silver Lake, OH 44224

Dear Mike,

Here is the matrix I was talking about yesterday. Shows who's been validated and who has done the validating.

I wish I could say that I made 1-2-3 do it by magic, but I did it by hand. I am sure there is some simple thing that 1-2-3 could do, but I haven't figured it. Anyway, it will fill a page in MN.

When you reminded me that your miraculous calibrations at Phoenix were done with your filled tire, I resolved to get myself one. That was fantastic performance under the conditions we had there. I am going to shop around here in town and see if somebody can fill my tire, and if they can't, you can expect a package to arrive.

I gave the original one you gave me to Disley, and mounted it on a front fork. We use it each year to do small adjustments to the London course.

My present tire, a Greentyre, typically varies 8 to 12 counts per kilometer on a given day, and I find that unacceptable. And it always has the larger constant as the final one, so I have to guess how much to add on, and then find out if I was right.

I thought of going back to a pneumatic, since the precal is almost always the larger, and calibration variation is not as bad as my Greentyre, but fear of a flat on some out-of-town measurement keeps me on the solid-tire kick.

So, I will be making some phone calls today, and if you get a large package you will know what to do with it.

Best regards,

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

		VALIDATOR														
Measurer		WN	MW	TK	RT	DL	FC	PR	BB	ETM	DB	BT	AM	RS	BG	Total
Wayne Nicoll	WN					5						2	2			9
Carl Wisser	CW			2			1			3						6
Pete Riegel	PR	1	3													4
Bill Noel	BN				3				1							4
Bob Thurston	RT	2	2													4
Ray Nelson	RN	3														3
Lee Barrett	LB	2		1												3
Ron Scardera	RS			1			2									3
Rick Recker	RR		2						1							3
Amy Morss	AM	2														2
Scott Hubbard	SH		1					1								2
Tom Knight	TK							1	1							2
Kevin Lucas	KL										2					2
A.C.Linnerud	ACL	2														2
Doug Loeffler	DL	2														2
John Sissala	JS				2											2
Dan Brannen	DB	2														2
John DeHaye	JD	2														2
Tom McBryer	ETM						1	1								2
Al Phillips	AP		1													1
Tom Duranti	TD			1												1
Bill Glauz	BG	1														1
Bob Teschek	BT	1														1
Bob Letson	RL													1		1
Felix Cichocki	FC	1														1
Mike Wickiser	MW							1								1
Finn Hansen	FH	1														1
Karl Ungurean	KU														1	1
Jay Wight	JW		1													1
Mike Renner	MR								1							1
Total		22	10	5	5	5	4	4	4	3	2	2	2	1	1	

Joan / Date: ~~Her~~ Her's
6:11-11:15

JULY 25 NOTES - Page 2-2-2

time blocks 1'11



NO WJR FOR MONTGOMERY: Bob Hersh of USATF's record committee has informed the International Amateur Athletic Federation that Tim Montgomery's 9.96 for the 100 meters this year will not be submitted for ratification as a world junior record. Hersh reports that the mark, set in Odessa, Texas, in May, was set on a track that was short by four centimeters. Subject to IAAF ratification, the world junior mark will be the 10.08 run by Obadele Thompson (Barbados) in El Paso on April 16.

take

reactions

MOSQUEDA SERVES 3-MONTH SUSPENSION: USATF special programs manager Kathy Presnal reports that distance runner Sylvia Mosqueda recently completed a three-month suspension following a positive drug test. Mosqueda tested positive for phentermine, an ephedrine-related substance, at the March 6 Los Angeles Marathon. Mosqueda placed third at L.A. in 2:40:12. She was notified of the "B" test result on April 11, and had until May 9 to appeal. Mosqueda eventually decided not to appeal, and her suspension ended June 6.

Paul

LOOSE SPIKES: Notes, quotes and observations ---

Olympians PattiSue Plumer and Darnell Hall are among the entrants for the USATF North T&F Regional Championships at Indiana University Track Stadium on Saturday (July 30). The meet, streamlined to three and a half hours, will have no more than two events taking place simultaneously. Athletes from USATF's 14-state North Region will compete for prize money ranging from \$100 to \$1,000. Other top entries include local area talents Randy Heisler, DeDee Nathan, Gregg Hart, Jackie Humphrey and Ryan Hayden. (---PFI: Greg Harger, 812-855-8583; or Chad Bird, 317-274-6780)

Fitness Publishing, Inc., a privately-owned company, acquired Running Times magazine from Air Age Fitness Group Inc. on July 1; the magazine will move to the corporation's Boston headquarters by August 1. (---Robert Cohn, Fitness Publishing Inc., 617-742-5600)

Lacy Barnes is married to former Fresno State hammer standout Matt Mileham and now competes as Lacy Barnes-Mileham. In Wednesday's USA-Great Britain dual meet in Gateshead, Lacy scored a win in the discus. Her husband competed internationally for Great Britain.

U.S. Junior Championships 1500 meter winner Karl Paranya of Haverford College is the son of former mile great Steve Paranya. The elder Paranya was the 1961 IC4A indoor and outdoor champ for Wesleyan. That same year he was the New England outdoor champion and took 5th at the NCAA outdoor championships in 4:07.0, his career PR. (---from Hal Bateman)

Road Race Management will conduct its 12th Race Director's Meeting and Trade Show November 11-13, in Washington, D.C. Over 200 race directors, race officials, corporate sponsors, advertising and public relations executives and others are expected to attend. (---PFI: Jeff Darman, 703-685-7181)

PS: could this happen to a road race?
-more-
Paul

August 11, 1994

to: Phil Stewart - Road Race Mgmt - 4904 Glen Cove Pkwy -
Bethesda, MD 20816 FAX 301 320 9164

from: Pete Riegel - fax 614-451-5610

Dear Phil,

My first reaction to Montgomery's 9.96 being denied as a WR because the track was 4 cm short was incredulity. Then I started to think about it.

If the track referred to was the entire 400 meter oval, a 4 cm shortness is borderline so far as shortness is concerned. It's quite hard to determine the accuracy of an existing oval that closely. However, if the track referred to was the 100 meter straightaway itself, then a 4 cm measured shortness clearly indicates that the full distance was not covered.

I am not familiar with the situation, and have here assumed that the straightaway itself was remeasured with a steel tape by competent people.

This shortness corresponds to a shortness of 4 meters in a 10 km course. In road records, the rule requires that the course be shown to be short for the record to be disallowed. When we measure with bicycles, we can't say that a 9996 meter remeasurement convincingly shows shortness. The course would have barely passed if it was 10k. In a US road race, it would fail if the bicycle validation came out to less than 9995 meters.

However, if the 100 meter straightaway is measured with a steel tape, a shortness of 4 cm clearly indicates shortness beyond doubt.

If the shortness was 1 cm or less it would be prudent to take another look at the situation, but in this case the course was short.

I support Bob Hersh's decision. It's best if a sport's rules are enforced. One has to draw a line somewhere. If records are to be respected, they must be scrupulously honest. When you begin to diddle with the borderline cases, and giving away "sympathy records," the line can erode until the situation becomes ridiculous. Soon 6 cm is seen as OK, then 12, then maybe a full meter. Where does it stop? There has to be a line, and it should not shift.

Best regards,



copy: Bob Hersh