

Measurement News



May

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Issue #71



Eight thousand runners turned out for the first Disneyland Marathon and 5k in California on March 26. Read inside how Ron Scardera put a smile on Mickey's face. (photo courtesy of Disneyland Marathon)

MEASUREMENT NEWS

#71 - May 1995

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DO YOU READ MEASUREMENT NEWS?

Some people are going to lose their subscriptions to **Measurement News**. Read on:

I have been sending **Measurement News**, free of charge, to all US Certifiers, and selected USATF officers, since 1982. In addition, it is sent to other people I have met over the years. When I send **Measurement News** to you, my principal motive is to encourage you to contribute written material on the subject of measurement.

Certifiers - You receive **Measurement News** because it contains information you need to do your job properly. The course listings are particularly important, since it gives you a way to see whether the courses you have approved have actually been received and recorded onto the national listing of certified courses. If you have certified a course, and it does not appear in the listing, or appears with an error, let us know. The list of certifiers (last page) is what is distributed to people who request information regarding how to get a course certified. You need to check this to be sure that we have your address and telephone number correct. People cannot find you if the data is wrong.

USATF Officers - You receive **Measurement News** as a courtesy due your office. It is RRTC's way of letting you know what is going on in course certification. Your input and suggestions are considered valuable, and I hope you will contribute when so moved.

Paid Subscribers - Your money is your ticket of admission. You have no obligation to write. I assume you subscribe because you are interested, and some of you indicate your interest by sending letters and articles from time to time. I am grateful for your contributions, and hope you will continue. Some members of this group, who have become frequent contributors, now receive MN free. I would rather receive your written material than your money.

Other Recipients - Over the years I have talked and measured with many people, and have sent them subscriptions to MN. I've been happy to receive many valuable contributions from members of this group. However, many of this group have been receiving MN for years, without response of any kind. If you do not write to me and tell me why I should continue to send you **Measurement News**, your subscription will stop. **This is your last issue unless I hear from you. Fair warning!**

WOMEN'S OLYMPIC TRIALS MARATHON MEASUREMENT LEADER SOUGHT

Sally Nicoll has led an all-woman team on the measurement of the last two women's marathon trials. She won't be doing it this time - see her letter. If this measurement is to continue in its present mode, a female leader is needed. If you have an interest in the job, please get in touch with Pete Riegel. There is no technical reason why the measurement needs to be done by women, but it seems an appropriate thing to do if possible. If no leader emerges, we will get the job done in a more conventional way. Deadline for volunteering is June 30, 1995.

SALLY H. NICOLL
Ragged Mountain Club
Potter Place, New Hampshire 03216
(603) 735-5721

March 19, 1995

Peter S. Riegel
3354 Kirkham Road
Columbus, Ohio 43221-1368

Dear Pete,

The time has come to commence with planning if there is to be a Women's 1996 Olympic Trials Measurement Team. As you probably recall, I was not present at the Convention meeting when Wayne volunteered me as leader. I loved the task of putting together the first Women's Team in 1988 and following up again in 1992. It was an exciting time to see women taking technical leadership responsibility for their events within the sport. Initially the idea of serving again in 1996 for an "American Olympics" was inviting and I made an initial contact with the leadership in Columbia, SC to lay the groundwork. In the ensuing months I have become consumed in community and family projects and duties and do not now in good conscience feel I can afford the time to do the job required. This decision has been made with a great deal of personal reflection and regret. I realize this puts the task back on your drawing board. Thankfully you now have time to deal with such matters. I'm certain you will be able to reach a comfortable and timely solution.

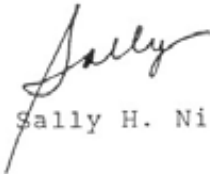
In returning the assignment to you I would like to reiterate that the original concept was terrific! The women who served those two Olympiads loved the experience as did the marathons they served. Len Duncan at Pittsburgh still keeps contact and raves at the publicity and good will the activity generated. I am feel certain the folks at Houston echo the cheers. In 1988 WLDR assisted in the Pittsburgh project both in kind and encouragement. Initial contacts with Pittsburgh were made through WLDR. Julie McKinney, then WLDR Chairperson, even called the night of the measurement to offer good wishes. Somehow the momentum didn't carry-over to become a standard part of the Women's Olympic Trials procedure. As a result, in 1992 we were back at "scratch". The WLDR leadership had changed and did not offer the support experienced in 1988. Without the personal interest of the McBrayers the '92 Team Project would have been difficult if not impossible to carry out.

As the Columbia, South Carolina Trials approach things are back at "scratch". If I have any thoughts to offer at this point they would be to once more seek the involvement of WLDR for, at a minimum, introductions, assistance with arrangements, and inclusion in their publicity. Without the active support of the women themselves it becomes a project solely of the RRTC where a less aggressive approach might be to accept the measurement of the course and forego verification unless a validation becomes necessary for record purposes.

I am enclosing several summary sheets which delineate the support received during the last two Trials measurements and the persons involved.

It is always difficult to say goodbye to wonderful, fulfilling experiences. I thank you personally for all the support and guidance of the past. The women who served together will never forget the very special time we shared! Should you elect to continue the Women's Team approach I would be happy to share my experiences upon request with whomever is selected as Team Leader.

Sincerely,



Sally H. Nicoll

enclosures

USA Track & Field Road Running Technical Seminar

July 6-9, 1995, Santa Barbara, California, USA

Schedule:

Thursday, July 6 - arrival of people who are attending the finish line seminar. Some people may want to participate in the "all-comers" track meet at City College that evening which is close to the hotels (this is for all ages and *very* low-key).

Friday, July 7 - morning and afternoon sessions on finish line topics beginning at 9:00 am - overview of new technologies, evaluating new chip systems, discussions of how to improve finish line procedures, etc.

Friday, July 7 afternoon - people arrive who are attending only the course measurement seminar. This evening everyone will be taken to the Honikmans or the beach for a barbeque.

Saturday, July 8 - morning and afternoon course measurement sessions beginning at 8:30 am (half the day will be spent on bikes). In the evening we will go to a nearby restaurant /comedy club.

Sunday, July 9 morning - Final course measurement session to discuss and evaluate the Saturday activities and to share computer applications that have been helpful to measurement/certifier duties. We will be finished by noon.

Accommodations:

Best Western Beachside

336 W. Cabrillo Blvd

1-800-932-6556

oceanview* \$126 + tax

park view* \$116 + tax

* both the park and ocean are across a street from the hotel

poolside \$95 + tax

Note: the above prices are the Friday and Saturday rates. Sunday - Thursday rates are approximately \$10 less per night.

The Schooner Inn

533 State Street

1-805-965-4572

1 person, 1 bed

\$42 + tax

2 people, 2 double beds

\$47 + tax

The hotels are filling up fast for that week in Santa Barbara so let us know as soon as possible if you are interested so we can adjust our room allocations and call the hotel of your choice as soon as your plans are firm. When you call to make reservations be sure to mention the "Road Running Technical Seminar".

USATF Road Running Technical Seminar Response Form

July 6-9, 1995, Santa Barbara, California, USA

Name _____ Phone _____

Address _____

Sorry, I cannot attend any part of this seminar.

I am interested in attending the following sessions:

Friday, July 7: **Finish Line Topics**

Saturday, July 8 and Sunday morning July 9: **Course Measurement**

I will be in Santa Barbara the following nights

Thurs, July 6 Fri, July 7 Sat, July 8 Sun, July 9

I plan on making reservations at the following:

Best Western Beachside

Schooner Inn

Other _____

I will be

traveling alone bringing a spouse (Name _____)

bringing other family members (Names, ages: _____)

Topics which would be interesting to incorporate in this or future seminars: _____

For course measurement attendees only:

I can bring a bicycle I can bring a Jones counter

I have computer applications to demonstrate on the following system:

IBM compatible Apple and/or I have a laptop I can bring

Please return in the enclosed stamped envelope or mail to Road Running Technical Seminar, USATF RRIC, 5522 Camino Cerralvo, Santa Barbara, CA 93111 as soon as possible. Thanks!

CERTIFIER SHOT!
Dan Brannen OK

You simply can't keep a good man down. Or a man as resilient as Dan Brannen.

Hit by an air-gun pellet fired in a drive-by attack in Point Pleasant last week, Morris Township resident Brannen bounced quickly back to run a 2:54:56 and win the men's Masters title in the Raritan Valley Marathon at Johnson Park, Highland Park, last Sunday.

Brannen is chairman of the USA Track and Field National Ultra-Distance Committee and president of USA Track and Field of New Jersey. He was hit while cycling, in the process of certifying a Point Pleasant course.

5 admit to pellet shootings

■ The prosecutor's office says the five teen-agers will probably have to serve some time in a juvenile detention facility.

By WILLIAM K. HEINE
PRESS-TOWNS RIVER BUREAU

TOMS RIVER — Five teen-agers charged in a two-day string of drive-by pellet gun shootings in Brick Township and Point Pleasant have admitted their involvement and will likely be confined at a juvenile lock-up facility.

"It's highly likely there will be incarceration," Assistant Prosecutor Wendel E. Daniels said yesterday.

The youths — one from Point Pleasant, two from Brick and a pair of brothers from Wall Township — have been at home with their parents under house arrest. They admitted shooting five people during two unrelated shooting sprees on Jan. 18 and 19.

The pleas were entered yesterday before Superior Court Judge Barbara A. Villano. Sentencing for all five youths is scheduled March 9.

Daniels refused to say what charges the teen-agers admitted to, but a source close to the case said they pleaded guilty to the juvenile equivalent of aggravated assault.

Under the plea agreements, the source

said, the court will limit its sentence to no more than 60 days at the Ocean County Juvenile Detention Center, Dover Township, although they could get less time. Three teens also would forfeit their driving privileges for an unknown period of time.

The shootings landed five victims in the hospital and drew intense media attention to the Jersey Shore towns rocked by the random violence.

Brick residents Brian Mullarkey and Shawn Moriarty, both 17, were arrested Jan. 18 in Point Pleasant and charged by Brick police with using an air-powered pellet gun to shoot a

Morris bicyclist shot with pellet

Drive-by took place in Point Pleasant

BY PETER ROSENTHAL
Daily Record

POINT PLEASANT — A Morris Township man riding a bicycle in this Shore town was shot in the back with a pellet gun fired from a vehicle yesterday afternoon, police said.

Daniel J. Brannen, 41, needed three stitches in his back as a result of the drive-by shooting that took place about 1 p.m. in front of the Nellie Bennett School on Riviera Parkway.

Brannen said the .22-caliber pellet pierced his clothes and lodged in his back, missing his spinal cord by about 3 inches.

He was treated at Point Pleasant Hospital and released.

Brannen said he was riding along the side of the road while verifying the distance of a race course for an upcoming road run.

"I heard what sounded like the crack of a whip, then I felt a sting in my back," he said last night. "I

stopped and by the time I realized what happened I saw a car coming down the road."

Brannen told police the vehicle was a blue and green late model Ford Explorer, Lt. Richard O'Neill said.

A man working with Brannen chased the vehicle for a short time but gave up and returned to him. At that point Brannen did not know he had been shot, he said.

"It hurt, but in the way it might feel being hit by a slingshot," he said.

His co-worker called police, who took him to the hospital.

Brannen said he works as a special events coordinator specializing in road running races.

Immediately after the shooting, police in neighboring Point Pleasant Beach received a report about 1:15 p.m. from two men who heard gunshots and two women who also heard shots and gave a description of a similar vehicle, police said.

township man in the back while he was jogging earlier that night.

Two days later, Point Pleasant police charged the pair with shooting a 14-year-old bicyclist in the back in that town on Jan. 18.

Both police departments had charged Mullarkey and Moriarty with aggravated assault, possession of a weapon for an unlawful purpose and unlawful possession of a weapon.

On Jan. 19, Point Pleasant police arrested Edward Kinney, 16, of Point Pleasant and brothers William Ketelear, 17, and Patrick Ketelear, 15, of Wall Township in connection with unrelated pellet-gun shootings committed that day and the day before in the borough.

Borough police seized an air gun from the trio that was identical to the one used by other boys. The three had been charged with the same as-

sault and weapons charges filed against the Brick teen-agers.

Daniel J. Brennan, 41, of Morris Township was shot in the back Jan. 18 while riding his bicycle near the Nellie F. Bennett School, Point Pleasant. The .177-caliber pellet was removed by doctors at Point Pleasant Hospital.

A 14-year-old Point Pleasant boy was shot in the back the same night while riding his bicycle along Bridge Avenue. Doctors removed that pellet as well.

Robert Faraldi, 15, of Point Pleasant was shot in the back Jan. 19 while walking with two friends near the Nellie F. Bennett School. He and another boy were struck but not seriously injured. A girl on her bicycle said she was shot at but not hit.

Robert J. Williams, 40, of Brick, was shot in the back the same night while jogging near his home. Doctors were unable to remove the pellet.

1994 MEASUREMENT ACTIVITY

This summary is based on the course list as it existed on March 2, 1995. It was assumed that all of the 1994 courses had been received. Here is how we did last year:

Most active certifier: Tom McBrayer - 101 courses certified (102 in 1993)

Most active measurer: Glen Lafarlette - 41 courses measured (34 in 1993)

Most active state: Texas, with 98 courses certified (100 in 1993)

Measurers active in 1994: 292 (308 in 1993)

State with most active measurers: New York, with 21 (21 in 1993)

Courses certified in 1994: 1033 (1156 last year) This is a drop of 11 percent.

24 people measured 10 or more courses last year, accounting for 45 percent of the courses certified.

CALIBRATION COURSES

Tom McBrayer writes "I get nervous when I see a course with end points like these. I'm not questioning the 1000 m (that's a long cal course) but the taped distances to "permanent" landmarks. How do you maintain a perpendicular?" Tom sent a recent cal course map that had references as "14' 9" west of big yellow mailbox" at one end and "78 ft. west of buried cable post #819" at the other.

As for documenting end points on calibration courses, I think the nail itself should be the defining element. The locating dimensions should be used to find the nail. If the nail itself cannot be located, I'd say to remeasure the course. Calibration courses between fixed objects (manhole edges, pavement joints), generally odd distances, don't usually lose their marks. When I measure a cal course I note on the map that if the nails cannot be found, the course is void. I have little faith in the value of a cal course that has been reestablished using the locating dimensions. There may be exceptions, such as if the original measurer finds the hole where the nail used to be, but this is rare.

In Europe I had a chance to check two calibration courses with Jean-Francois Delasalle. We found one to be 20 cm short and the other 10 cm short. Both were nominally 500 meters. Neither was short enough to nullify the extra 1.001, but both indicated fairly casual measurement practice. We were in firm agreement that if one wishes to be certain about a measurement, one must personally check the calibration course. A calibration course presents a special problem for a measurer - it must be measured with the help of another person, and the measurer cannot see what the other person is doing. Be sure the person at the other end knows the proper mark on the tape.

In US validations, the calibration course should be checked by taping. If the original is too long for comfortable taping, and you do not wish to take the time to do it, lay down a temporary 1000 foot or 300 meter course to use on the validation. Never use an unproven calibration course on an important measurement. A bicycle check is not enough.

**Courses Certified
in State in 1994**

TX 98
CA 81
NY 76
IL 63
NJ 57
OK 56
OH 51
FL 46
MI 37
KS 33
SC 29
CO 28
PA 26
NC 25
GA 24
CT 22
MD 18
MO 17
AL 17
MA 17
WI 16
ME 16
IN 16
WA 15
TN 15
MN 14
NH 13
VA 12
DE 11
DC 11
IA 10
AR 10
OR 8
AK 7
RI 6
UT 6
VT 5
NM 5
LA 4
AZ 3
HI 3
NV 1
KY 1
ID 1
MS 1
NE 1
WV 1

1033

**Active Measurers
in State in 1994**

NY 21
CA 20
TX 19
FL 17
OH 12
CO 12
MA 10
KS 10
TN 9
GA 9
ME 9
IL 8
MD 8
CT 8
PA 8
WI 7
NJ 7
SC 7
AL 6
OK 6
IN 5
VA 5
MI 5
AR 5
MO 5
NH 5
NC 5
IA 5
MN 4
RI 4
OR 3
WA 3
VT 3
AK 3
DC 3
UT 2
DE 2
HI 2
NM 2
NV 1
AZ 1
ID 1
KY 1
LA 1
MS 1
NE 1
WV 1

292

**Courses Certified
by Certifiers in 1994**

ETM 101
WN 81
JW 64
BB 56
PR 51
BG 50
AM 41
DB 40
DL 40
RS 38
BS 36
CW 34
SH 32
DP 28
GAN 24
RE 24
RT 22
RH 22
DK 21
WC 21
DR 20
JS 19
RN 18
WG 16
MR 15
MW 15
RR 14
JD 13
DLP 10
TK 9
LB 8
KU 7
FW 7
MF 6
FH 6
BDC 5
ACL 5
FC 3
KY 3
DS 3
TF 2
TB 1
BC 1
AS 1

1033

**Measurers with
10 or more**

G Lafarlette 41
D Brannen 40
A Beach 36
C Hinde 34
W Nicoll 29
R Scardera 28
D Katz 21
J Knoedel 20
E McBrayer 20
D White (Dan) 19
R Thurston 18
G Newman 18
R Dewey 14
S Hubbard 13
M Courtney 13
D Standish 12
C Wisser 12
P Riegel 12
J Sissala 11
G Witkowski 11
S Berglund 11
L Richardson 11
D White (Doug) 10
R Recker 10

464

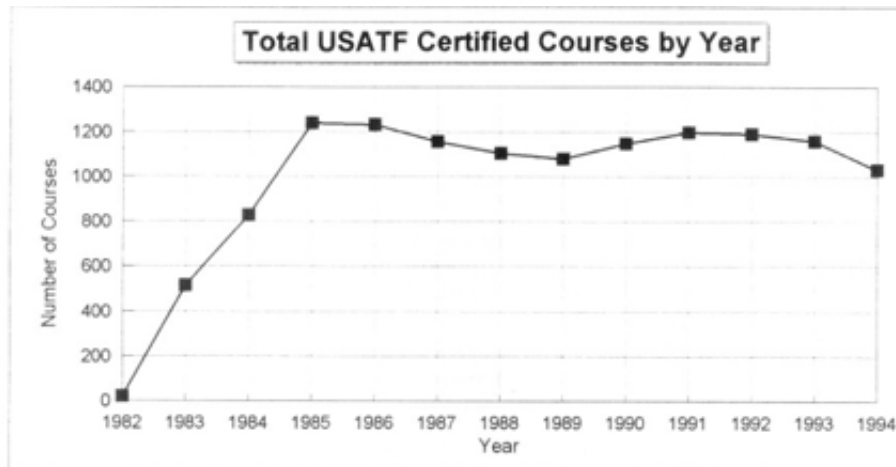
NUMBER OF CERTIFIED COURSES BY STATE AND YEAR

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	Total
AK	1	0	0	0	1	4	4	5	6	10	10	0	7	48
AL	2	14	8	15	12	11	5	23	27	20	19	28	17	201
AR	0	4	5	9	4	4	8	8	13	4	5	9	10	83
AZ	0	13	14	23	20	20	7	10	10	16	9	5	3	150
CA	4	68	105	146	130	93	133	129	88	139	103	87	81	1306
CO	0	30	17	15	30	14	20	23	26	35	36	29	28	303
CT	0	1	10	17	22	19	21	31	20	20	19	21	22	223
DC	0	3	23	25	17	9	11	4	9	7	6	15	11	140
DE	0	0	12	24	18	18	13	13	23	23	18	10	11	183
FL	0	17	21	60	52	71	70	63	72	84	74	56	46	686
GA	0	7	20	50	41	28	32	29	30	35	37	30	24	363
HI	0	4	6	9	9	9	6	1	3	0	5	0	3	55
IA	1	7	5	11	4	16	5	21	11	14	8	11	10	124
ID	0	1	1	4	0	1	0	1	1	2	0	0	1	12
IL	0	5	14	11	48	52	45	50	68	70	75	72	63	573
IN	0	11	24	36	21	17	8	8	15	10	4	16	16	186
KS	0	7	6	12	31	14	21	20	24	23	29	30	33	250
KY	0	1	9	19	13	7	16	6	15	7	12	7	1	113
LA	0	2	2	11	2	0	1	5	5	2	6	6	4	46
MA	2	4	4	17	29	22	17	34	36	36	26	37	17	281
MD	0	4	8	16	17	28	14	7	17	5	17	14	18	165
ME	0	4	3	25	15	6	9	12	11	16	26	16	16	159
MI	0	22	27	37	22	36	31	18	33	17	25	40	37	345
MN	0	5	11	27	46	32	12	18	25	15	14	7	14	226
MO	0	13	14	10	6	8	10	11	4	14	9	7	17	123
MS	0	1	2	18	6	0	2	7	2	1	3	5	1	48
MT	0	1	8	5	8	1	4	1	1	3	7	10	0	49
NC	1	16	42	88	70	72	55	52	61	57	52	34	25	625
ND	0	1	3	0	2	1	0	0	1	2	0	0	0	10
NE	0	4	22	21	25	17	3	5	0	6	7	7	1	118
NH	0	11	10	21	17	16	9	11	12	12	21	34	13	187
NJ	2	15	13	20	38	46	51	33	35	39	50	63	57	462
NM	0	1	0	3	3	5	3	11	11	15	4	4	5	65
NV	0	0	6	4	5	0	4	1	4	2	2	4	1	33
NY	3	27	61	57	46	44	41	45	41	65	43	62	76	611
OH	1	44	51	46	52	56	64	64	62	60	91	68	51	710
OK	0	34	68	72	65	51	54	50	51	74	78	47	56	700
OR	0	22	32	32	14	11	11	9	12	13	8	11	8	183
PA	1	23	24	28	29	38	57	50	48	32	26	50	26	432
RI	0	2	1	4	5	1	2	9	1	5	4	10	6	50
SC	0	0	15	32	41	52	37	35	51	25	36	22	29	375
SD	0	1	6	6	2	0	0	4	1	1	1	2	0	24
TN	0	3	10	13	10	16	19	9	14	26	23	18	15	176
TX	0	10	22	37	97	105	93	71	83	70	85	99	98	870
UT	0	0	3	6	6	14	11	6	15	4	10	10	6	91
VA	1	12	17	21	22	26	24	19	14	26	15	17	12	226
VT	0	0	1	5	3	5	1	4	3	7	8	4	5	46
WA	1	25	37	53	34	18	20	28	20	14	18	18	15	301
WI	0	7	0	13	22	20	17	4	15	11	3	3	16	131
WV	0	8	4	7	2	4	3	3	0	4	3	1	1	40
WY	0	0	1	0	0	0	2	0	0	0	0	0	0	3
Total	20	515	828	1241	1234	1158	1106	1081	1150	1198	1190	1156	1033	12910

NUMBER OF CERTIFIED COURSES BY CERTIFIER AND YEAR

This listing includes only those certifiers active in 1994.

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
ACL	1	22	40	87	72	76	54	54	64	55	43	31	5
AM	0	0	0	0	0	0	0	28	31	50	35	45	41
AS	0	4	50	2	0	0	1	0	0	0	0	2	1
BB	0	34	71	81	73	66	60	55	52	74	79	49	56
BC	0	0	0	0	0	0	1	1	3	2	2	4	1
BDC	0	0	0	0	0	0	0	0	0	0	0	0	5
BG	0	0	0	14	37	22	31	31	28	36	38	37	50
BS	0	0	0	0	19	43	34	31	51	27	43	27	36
CW	1	21	41	38	62	24	51	53	29	36	24	28	34
DB	0	0	0	0	6	50	71	38	39	45	43	41	40
DK	0	1	10	7	2	3	0	2	0	0	0	0	21
DL	0	0	0	0	0	23	18	16	41	77	68	51	40
DLP	0	0	0	0	0	0	4	8	12	4	5	9	10
DP	0	0	0	0	0	0	10	23	27	35	36	29	28
DR	0	1	10	15	19	19	19	29	17	19	19	21	20
DS	0	0	0	0	0	0	0	0	0	0	0	0	3
ETM	0	0	0	10	26	36	64	71	87	71	87	102	101
FC	0	0	0	0	0	8	7	20	16	29	9	9	3
FH	0	0	0	6	6	14	11	6	15	4	10	10	6
FW	0	0	0	0	0	2	4	5	6	10	10	0	7
GAN	0	0	0	0	0	0	0	0	0	0	15	31	24
JD	0	0	0	0	6	11	6	23	25	10	18	16	13
JS	0	0	0	0	0	0	0	5	14	6	19	15	19
JW	0	0	0	0	0	0	41	50	67	65	72	69	64
KU	0	0	0	0	0	0	0	1	5	15	11	14	7
KY	0	0	0	0	0	4	3	0	6	3	4	3	3
LB	0	0	0	0	0	0	3	13	15	12	9	11	8
MF	0	0	0	0	0	0	0	11	7	10	7	8	6
MR	0	0	0	0	1	19	20	25	18	16	17	18	15
MW	0	0	0	0	0	0	10	21	23	15	7	17	15
PR	1	66	110	154	143	97	85	58	66	62	112	75	51
RE	0	0	0	0	0	13	51	56	48	33	25	47	24
RH	0	0	0	0	0	0	0	0	4	13	7	33	22
RN	0	0	0	0	0	0	0	0	0	0	5	36	18
RR	0	2	9	27	46	34	12	18	25	16	14	7	14
RS	0	2	24	48	51	55	76	68	52	83	61	43	38
RT	0	9	41	66	55	61	51	23	22	31	22	29	22
SH	0	0	0	0	22	36	31	18	33	17	25	39	32
TB	0	4	22	17	14	2	0	0	1	3	1	1	1
TF	0	0	0	1	5	6	6	1	3	0	0	0	2
TK	0	11	33	32	43	37	29	8	7	19	11	13	9
WC	0	0	0	0	0	0	0	0	0	0	4	27	21
WG	0	0	0	0	42	70	20	4	15	11	3	3	16
WN	0	4	32	123	124	112	106	117	138	148	139	92	81



STANDARD DISTANCE USATF CERTIFIED COURSES

Distance	Total	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
5 km	4002	1	58	89	187	275	327	350	344	435	470	472	516	478
10 km	3384	8	199	308	401	372	338	317	304	247	257	239	221	173
8 km	937	1	43	99	136	102	89	76	73	76	66	64	51	61
5 mi	725	2	32	49	90	68	92	70	66	58	63	62	40	33
42.2 km	650	1	49	61	83	59	55	58	54	50	47	50	45	38
21.1 km	473	0	20	34	61	54	46	37	28	43	32	37	41	40
Cal	468	0	0	2	19	9	9	21	53	62	81	80	65	67
All Courses	12918	20	515	828	1241	1234	1158	1106	1081	1150	1199	1192	1161	1033

STANDARD DISTANCES AS PERCENT OF TOTAL COURSES

Distance	Total	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
5 km	31.0	5.0	11.3	10.7	15.1	22.3	28.2	31.6	31.8	37.8	39.2	39.6	44.4	46.3
10 km	26.2	40.0	38.6	37.2	32.3	30.1	29.2	28.7	28.1	21.5	21.4	20.1	19.0	16.7
8 km	7.3	5.0	8.3	12.0	11.0	8.3	7.7	6.9	6.8	6.6	5.5	5.4	4.4	5.9
5 mi	5.6	10.0	6.2	5.9	7.3	5.5	7.9	6.3	6.1	5.0	5.3	5.2	3.4	3.2
42.2 km	5.0	5.0	9.5	7.4	6.7	4.8	4.7	5.2	5.0	4.3	3.9	4.2	3.9	3.7
21.1 km	3.7	0.0	3.9	4.1	4.9	4.4	4.0	3.3	2.6	3.7	2.7	3.1	3.5	3.9
Cal	3.6	0.0	0.0	0.2	1.5	0.7	0.8	1.9	4.9	5.4	6.8	6.7	5.6	6.5
All Courses	82.4	65.0	77.9	77.5	78.7	76.1	82.6	84.0	85.3	84.4	84.7	84.2	84.3	86.2

THE DISNEYLAND MARATHON

by Ron Scardera

It is known as the happiest place on earth. That is quite true if you are visiting the park as a child of any age. If the reason you are there is to measure the first-ever Disneyland Marathon, it will become known as something entirely different. A Night On Bald Mountain flashes through my mind. But I'm getting ahead of myself.

On December 27th, I receive a call from a Doug Thurston. He tells me that Disneyland is planning to host their first marathon, he's the technical director and I'm needed to do the certification. Great, I think, this should be fun. Doug says the course is not completely designed yet but he will get back to me when it is, then we can make measurement plans. On January 23 Doug calls. He has a course.

A couple of days later I drive to Disneyland, 42 miles from my house, on a rainy Wednesday afternoon. I meet Doug and some of his staff and we tour the course, or rather that portion that will be run on city streets. Some of the route will be in "the Park" and we can't tour that amongst the public.

February 10th, 6 A.M. Six weeks and two days before race day. Plenty of time, I'm thinking as I drive to Disneyland for my first day of measurement. If everything goes smoothly I should have this completed in a week. That is, if the rain storms that are hitting southern California would only stop.

When I arrive at 7, I meet Doug and Greg Wexler, head of Disneyland Park Operations. The three of us take a bike tour of the proposed 5K course which, I have just been informed, will also take place that day. As we ride through the park, I'm surprised to note all the activity going on at such an early hour. Construction crews working. Maintenance people scrubbing sidewalks, hosing down pathways. Food service trucks making deliveries. And a cast of Disney characters walking from Wardrobe to their designated stations. Now I'm thinking, how will I ever ride the shortest possible path without -- at least -- bowling over one of the Pirates of the Caribbean?

I don't want to say that the Park route had too many twists and curves in it, but I am totally confused and dizzy and we aren't even halfway through. My expectations of completing the marathon in a week are fading fast. After we finish touring the course, which Doug obviously knows like the back of his hand, I tell him that he will have to be my guide every time I have to do a section in the Park. No problem, he is planning to accompany me every time. Big sigh of relief. Then Doug smiles and reminds me that this is only the 5K. The marathoners will enter the Park three times and run a different portion each time.

We're standing at the finish line-to-be, in front of the Main Street Cinema, on Main Street USA. The Park will open for the public at 10:00. Now I realize that all my measuring has to be done between 6:30 and 9:00 A.M. No big deal. The 5K will take one morning. But not today. Today we need to set up an on-site calibration course. No problem. We ride to the largest parking lot I've ever been in, and Doug says, "Pick a spot." So I select a section that's only used for parking on the weekends and Doug and I lay out a 1000-foot calibration course. End of Day One.

The 5K and marathon are to have the same start and finish lines and coning pattern for their first mile, so we decide to measure the short one first. One morning, indeed. Maybe you remember hearing about the great rains pelted California in February? That and Doug's busy schedule leave me limited windows for measuring.

The 5K takes a lot longer than one day. Disneyland does more than wash down its streets and walkways. They paint them, somewhere in the Park every day. It's very clean. We ride the course in reverse, and come upon a painting crew in our path. End of ride. Next measurement day we pick up where we left off and ride to the start, in the parking lot just outside the main entrance. The proposed 5K proves to be short by 242 meters. Now what? Back into the Park to scout out where we can pick up additional distance. No go. We have to pick it up in the parking lot. We give up the idea of finishing the 5K first, and start to measure the three marathon segments within the Park -- they're fixed and will never change. The race is less than a month away.

I spend the next few measurement dates doing the city-street portion of the marathon course. At least I don't have to finish by 9:00. The city loop is estimated to be at least ten miles, but proves to be under ten. Doug adds some distance to it, but we need more. We decide to add it in the Anaheim Stadium parking lot, to keep the coning pattern in the Disneyland parking lot the same for both races. Rain and conflicting

schedules cost us a few more measuring days. The race is less than two weeks away, and we still have the 5K to finish.

Doug is concerned that the slowest 5K runners might get in the way of the lead runners on their return loop in a very narrow section within the Park. We have to change the course to reroute the outgoing 5K runners. Now the 5Kers will not enter Mickey's Toontown from the front but will have to come in from the back. Hey, sacrifices must be made. We had picked up the earlier missing 5K distance in the parking lot, but now we've lost 160 meters again. We'll have to deviate a bit from the identical coning in the parking lot, sending the 5K runners out a little extra and returning to the joint course, causing a different Mile-1 mark for the 5K. Both courses are now complete. It's six days before the race.

I spend the next few days snapping at my wife. Doug has asked me to come down Saturday morning to conduct an elite runner tour of the course, stay over and oversee the coning changes in the parking lot at dawn. My wife and I are having our annual Academy Awards dinner party for 25+ people on Monday evening, in a house we've just moved into and are frantically trying to make presentable, so she's not too happy about my not being home that weekend to help. She spends the same few days snapping back at me. Ah, the joys of big-time road racing.

Saturday I give two tours of the city portion of the course while the Park is open to the public. Doug had taken them on a jogging tour of the Park in the early A.M. Saturday night I can't sleep. My hotel window looks out over the entire Disneyland parking lot. At 3:30 A.M. I look out and see no activity. I read a while. At 4:30 I check again, still no activity. The race goes off at 7; at 5 there's still nothing in sight. I've brought my bike so that as soon as the 5K runners clear my coning area I can scoot over 1½ miles to the north section of the Park to ensure that the coning has been done correctly and that the marathoners take the right loop. I get a coffee. I get to the parking lot and spot the coning wagon on its way toward me. I introduce myself and my mission, tell them they're doing a good job, and proceed to make a sweep of the parking lot from the starting line through my cones to the parking lot exit (over a mile). Then I ride back to where the 5K deviates from the marathon and wait for the marathoners to pass so I can re-cone for the 5Kers.

A little after 6:00 A.M. Doug Thurston comes by, being chauffeured on the back of a motorbike. He's making a last-minute sweep of the Park portion. I wish him good luck and thank him again for all his invaluable help guiding me through the maze called Disneyland. The sun is coming up, it's going to be a beautiful day.

The marathon- and 5K-wheelchairs both start at 6:55. I see them coming, and I'm going to play traffic cop, directing them down two different routes so the 5Kers take their little extension. They have different colored bib numbers, but I can't wait until they're close enough for me to distinguish. As they approach, I'm yelling "5K straight ahead, marathon turn right!" Wheelchairs are gone, no problem.

Next the 2000 marathoners, with bicyclists to lead them. They make their correct turn and head out to the street; they'll soon go into the Park. I'm all alone. After the last runner passes, I have 5 minutes to reposition the cones for the 5K. Once I verify that they all take the correct path, I'm planning to jump on the bike and ride to my next assignment. All of a sudden here's Doug again, still on the back of the motorcycle. He says, in a very calm voice without a trace of panic, "The marathoners were led off-course, took the wrong gate into the Park and then made a wrong turn. They've eliminated the first Park loop. We're going to have to pick up the distance." I swallow hard. All the split points are going to be off. The first loop in the Park covers over a mile. We'll have to add the distance near the end of the race. First I have to know exactly what they missed. What are the odds of a certifier being on-site on race day, right next to a calibration course, with his bike in hand? Is this part of the magic in this kingdom? But nothing can be done yet. Doug says, "Wait for me here. I'll get back to you after the 5K."

The 5K starts. Quite a sight, 5000+ runners streaming past. But I haven't got time to enjoy it, I'm busy trying to figure out where we can add the missing distance. Now it's about 25 minutes into the marathon, and there are still 5K runners coming past me. Finally the last one is in sight. But where's Doug? Not to worry, keep calm. A few minutes later he returns. He made sure the 5Kers took the right gate, and led them through the Park loop. The leaders are in. He can now tell me what happened. Talk faster, Doug.

An Anaheim Police officer directed the bicycle escorts into the wrong gate, the cyclists turned left inside the backstage area instead of right, and they wound up coming out the gate they should have gone into. We head over there. I need an eyewitness to tell me exactly where they did run. Greg from Park Operations

locates a monitor who saw everything. Now I have to measure what the runners did do, then measure how much they missed. I calculate the distances as fast as pressure will allow. We have to add 2048 meters.

We scam up to Ball Road (which all three loops take), to the point where the returning runners will enter the Park for the last time. This will be where we start adding distance, by keeping the runners on the streets longer before turning them into the Park. We have to get the Police involved to control vehicular traffic so the coning truck can ride against traffic to create a bypass lane for the returning lead runners, who will also be running against the slowest runners still completing their middle loop. Whew. OK, now I'm ready to ride ahead of the coning truck to add the missing distance. I'm told the lead pack is less than an hour away.

Wait. Here comes Doug again. He's just found out that the marathoners made another wrong turn during the middle loop, eliminating more distance. They've skipped the section in back of Mickey's Toontown. How much was that? I visualize the horde of runners approaching fast, some angry, some bewildered.

Back into the Park. Ride what they did do. Ride what they should have done. Compute the distances and the difference. They're gaining on me. I'm now back on Ball Road, just past Mile 25, and we still have to create the spur for the remedial distance. People are coming up and asking can we get this done in time? We get radio reports that the runners are at Mile 22, and moving along at under 5 minutes a mile. We have to add another 462 meters besides the original 2048.

Everybody snaps to action. Police department, Park Operations, coning crew, just need instructions. I explain. I ride, measure and calculate while the coning wagon follows right on my tail and the Police block. I begin at the Ox Gate, where the runners would normally have entered the Park, and head east to West Street, south on West Street and into the Winston Gate. So far so good. Somehow we have to get back onto the finish route, with the distance added. I mark a reference point, ride to the rejoin point and compute. It's still 1243 meters short. Since it will be an exact out-and-back, that means adding half that. Where? Will there be enough distance in the backstage area without exiting the Park again? Only one way to tell.

At some point, word gets back to the runners that we are correcting the error and adding distance near the end of the race, not to worry, they will get full marathon distance. They're now less than two miles away.

I return to my reference mark, knowing I need 621.5 meters to a turnaround. The slow runners exiting the middle loop at Splash Mountain Gate are all over this backstage roadway. We have to fit an out-and-back along the same path, so I yell at the runners to keep to their left, to make room for the coning wagon right behind me. We cone along the centerline. I'm yelling and pedaling and checking my Jones counter and getting reports that the lead runners are gaining on me. I reach where the turnaround should fall, jump off my bike, mark the spot (which happens to be on a manhole cover) and help the coners.

I vault back on my bike and dash back to the Winston Gate reference point, praying that the runners aren't there yet. I screech up just in time to take another Jones counter reading and pick up the two lead runners coming through the Gate. I yell to them to follow me. Why should they? Because I'm wearing the official Mickey Mouse T-shirt. I escort them through the new coning to the turnaround and back out to rejoin the original course for its last thousand meters. There are such large gaps between the top ten runners it is necessary to guide each one. Doug has somehow managed to get the lead bikers over to the Winston Gate. It works! As each of the top ten runners comes through Winston Gate, a biker takes off to guide him. This continues until they're close enough together. Once the field starts "snaking through" I leave to find Doug.

We ride back to the finish area. Having done all I can, and with no more problems, I say goodbye and tell Doug that I hope he can come to our Academy Awards party the next night. I ride back to my calibration course and re-calibrate. What a strange mixture of chagrin, exhilaration and exhaustion. On the drive home I reflect on all that has happened, and one thing stands out in my mind. When a crisis happens, it doesn't necessarily mean disaster as long as one does not panic, can grasp the problem and work under pressure. Much of my success that morning was due to Doug Thurston exhibiting those qualities. Thank you, Doug.

I arrive home around midday and my wife Ronni yells from the kitchen "Hi, did you have fun?" And before I can answer her she adds "there's a list of things still to do before the party on the table." I smile and think to myself, I'll tell her later, and begin to read the list.



NATIONAL ULTRARUNNING
SUBCOMMITTEE

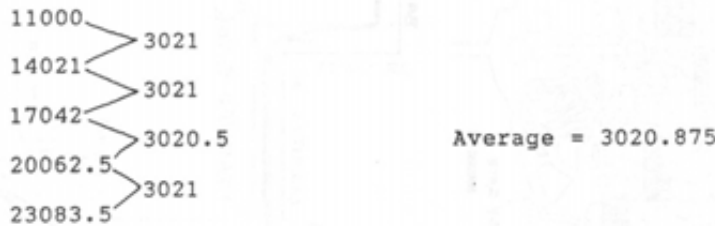
CHAIRMAN
Dan Brannen

USATF/RRTC VALIDATION REPORT

EVENT: 1995 Helen Klein 100km/USA 100km National Championship
 DATE: 18 February 1995
 COURSE: 25km point-to-point on American River Bike Path,
 Sacramento, CA (see below report for explanation of
 how this 25km course was used for 100km event)
 CERTIFICATION #: (Not yet issued?)

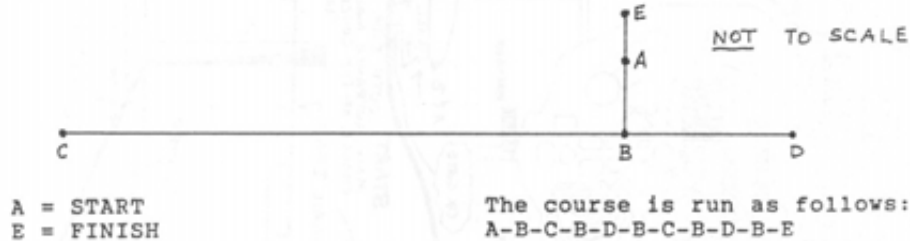
VALIDATOR: Dan Brannen
 DATE OF VALIDATION: 17 February 1995
 DATE OF EVENT: 18 February 1995

- (1) Precalibration:
- American River 1000-foot cal course
 - Cal course laid out 16 February 1995, 6:30PM, 52 degrees F
 - Precalibration done 17 February 1995, 7:00AM, 50 degrees F:



- (2) Validation (17 Feb 95, 8:00AM):

The course is a double out/back of 50km, the entirety of which is run twice, with a slight off-shoot for the START and a similar one for the FINISH:



(CONTINUED NEXT PAGE)

For validation purposes, I initially ignored the A-B "START" section and the B-E "FINISH" section, and considered that I was, in effect, validating a point-to-point (C-D) course of 25km.

The course is entirely a bike-path, and is free of auto traffic. The validation ride was smooth and uneventful:

C = 23084
D = 270698

> 247614

Total counts on course = 247614

(3) Postcalibration (17 Feb 1995, 10:38AM, 55 degrees F):

50000
53017
56034
59051
62069

> 3017
> 3017
> 3017
> 3018

Average = 3017.25

(4) Calculation of Course Length:

- Precal/Postcal average = 3019.06/1000' = 15940.65/mile
- Counts on course/counts per mile = 247614/15940.65
- 25km course length = 15.5335 miles = 24.9987km
- 100km course length = 62.134 miles
- 100km course is short by 0.003119 mile (or 16.468')
- Total course shortness = .005%

(5) The additional distances A-B (START) and B-E (FINISH) were not finalized until the morning of the race (18 Feb 1995), and upon observation were judged to be approximately 25 meters each, thereby making the course actually longer than 100.00km (see section 6 below).

(6) Unusual Course Background & Race-Day Observations:

The course which I validated on 17 Feb 1995 was actually the fifth course laid out and measured by measurer Dennis Scott for this event. During the preceding two months the area had been deluged by record rainfalls and portions of the original courses were literally washed into the river. The final course was not

(CONTINUED NEXT PAGE)

finalized until five days before the event. Four days before the event Dennis had completed his measurement but had not yet submitted paperwork to his certifier, Carl Wisser, explaining that he wanted to wait for the race director's final selection of the small, dog-le START and FINISH segments and then tweak the two turnaround points. I advised him to just send in what he had and to GET THE PRE-RACE POSTMARK so there would be no procedural irregularities. Dennis did so, but of course by the time I arrived for the pre-validation (the day before the race), no certificate had yet been issued (in fact, Carl Wisser had probably not even received the paperwork yet). Dennis Scott gave me detailed descriptions (from his field notes) of the two turnaround points. They were well-marked, I had no trouble finding them, and that was all I needed to validate the course for the event which I would then observe the next day.

On race day I served as chief timer and referee, and followed the event on parallel roads by car throughout its duration. I did observe that the placement and control of the two turnaround points was accurately enforced throughout the race. With the help of USA National Ultra Team Coordinator Lin Gentling, National Team member Lorraine Gersitz, and National Masters LDR Committee Chair Charles DesJardins, I recorded race numbers at key points along the course as a backup to the number recording being done at the turnaround points and the on-course aid stations. We also effectively enforced USATF Rule 66.

Since the course was a last-minute replacement five-times removed from the originally planned and advertised course, race director Norm Klein had his hands more than full in re-deploying his aid station personnel and supplies, support crews, and logistics vehicles to accommodate the new START & FINISH. Hence, the final placement of both the START and FINISH lines were not made until just an hour before the START. This fact was actually a moot point, since any placement other than point "B" on the diagram above would only lengthen the course. Since his two turnaround point crews had already been re-deployed and instructed to be exact with their turnaround operations, he (wisely) decided not to attempt a last-minute relocating of these marks, but instead decided to live with the fact of a course which would ultimately wind up about 45 meters long.

Despite unusually warm temperatures, Brazilian Valmir Nunes averaged close to 6 min/mile pace for the entire race, setting a new U.S. All-Comers, South American, and Western Hemisphere record. Also, two American age-group records were set.

All USATF timing requirements were met, and the necessary documentation is being submitted to RRIC.



USA TRACK & FIELD

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Dan Brannen - 40 Witherspoon Court - Morris Township, NJ 07960
April 25, 1995

Thanks for sending the validation report of the 1995 Helen Klein 100 km, USA National Championship. As your sticky note suggested, I will put it in MN. It has some interesting aspects:

1) It's not quite a validation, since you did not measure from an already-established start and finish line. It seemed to be your task to establish them on race day. Your calculations are correct and done as a validator should do them, with no short course prevention factor included. It would be useful, though to see the 100 km distance reported as 99995 m instead of 62.134 miles.

2) It's not quite a measurement, since you didn't measure twice or use the short course prevention factor in your calculations. The final course adjustment you applied is only an estimated 50 m instead of the 100 m mandated. (actually 105, since the 100 km loop length calculates to 99994.9 m). Your statement that the course wound up being 45 meters long was incorrect. It was 55 meters shorter than required for certification.

Under the circumstances, a second measurement should have been done, and 105 meters should have been added to the course (unless the second measurement was less than 99995 m). The course never fully existed before you measured it. There is never a good reason to use less than the full short course prevention factor. All courses are expected to have it. It is standard the world over. No exceptions.

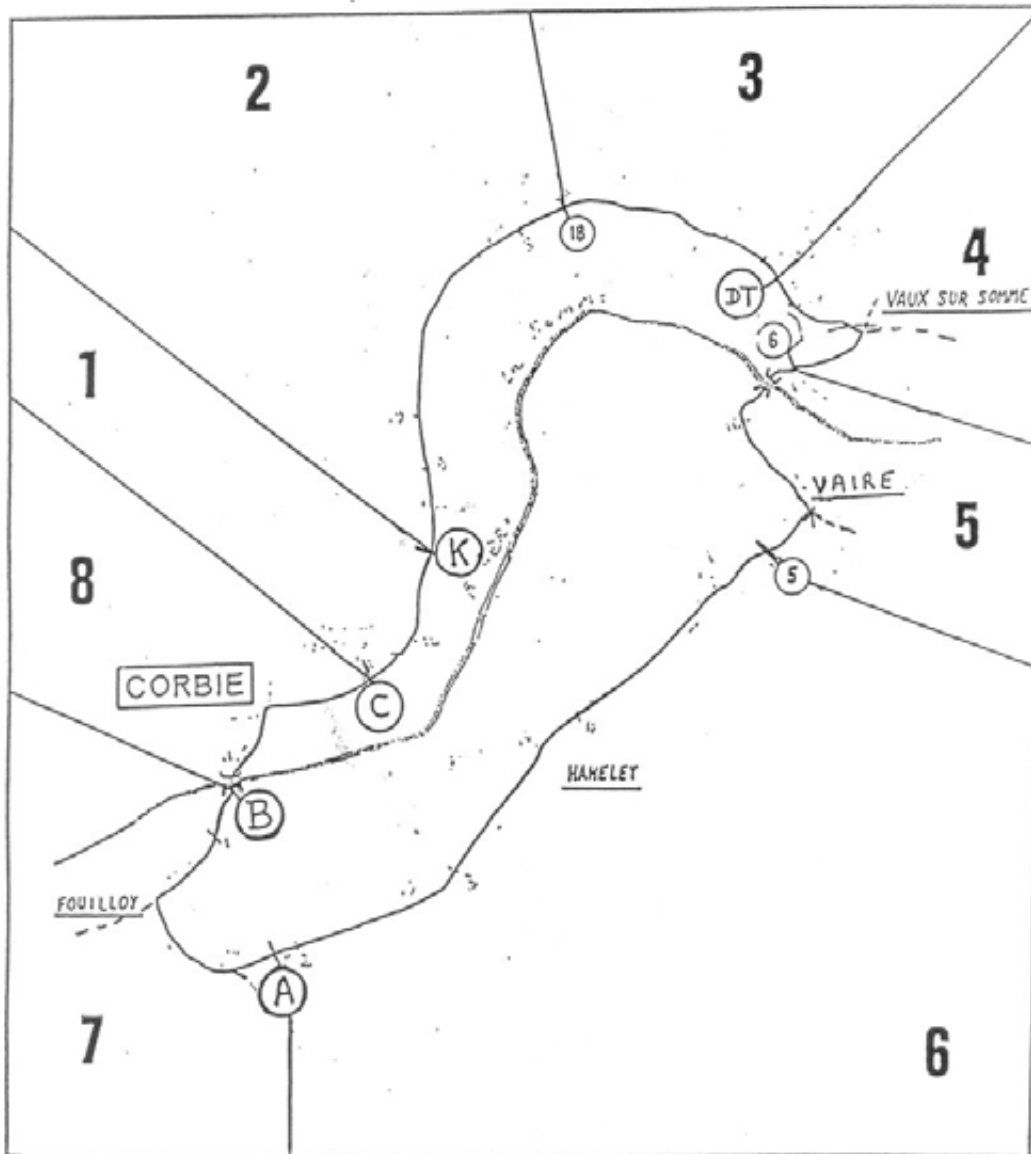
The details of the calibration course you used are unclear. Because of recent experience with not-quite-right calibration courses, Mike Wickiser and I are in agreement that a steel-tape check of an existing calibration course is now part of the validation measurement, unless the calibration course was originally laid out by the validator. If you don't want to check a half-mile, lay out your own shorter one. This policy is not retroactive.

It will be interesting to see what Carl Wisser can do with this as the certifier. There are now presumably **three** measurements of C to D (yours and two of Dennis Scott's). There are still **no** measurements of the offshoot for the start and finish. Assuming that an accurate measurement agrees with your estimate of 25 meters each for the start and finish, there remains another 55 meters to make up. If either of Scott's measurements of the C to D distance is less than yours, this will add more to the required extra distance on the offshoot.

As far as any records go, the course will probably be accepted by the Records Committee, after some discussion in which I'm sure we will both take part.

Best regards,

copy: Mike Wickiser, Carl Wisser



CIRCUITS JFD de CORBIE

LONDON, LUXEMBOURG, FRANCE

There were no changes to the London course this year, so when I arrived all I had to do was tour the course with John Disley to verify this. We also repainted all the splits on the roadway. When I was done with this, I flew to Luxembourg, where I met with Jean-Francois Delasalle and Isabelle Marechal (from France), and Roland Maury (Belgium). The four of us checked the course of the Route du Vin Half Marathon, originally measured by Dieter Damm of Germany. We found the course to be OK, even when measured up on the sidewalks. The race director said this was permitted, so that was where we measured. It actually made little difference - I'd guess maybe 4 meters total. It's a beautiful winding point-to-point course from Remich to Grevenmacher, along the Luxembourg bank of the Moselle River, with vineyards on both sides of the river. The weather had been snowy, and it was quite cold - about freezing. But the roads were clear and dry, and the sun was shining. A perfect day for a bike ride in the country. The organizers gave each of us a "finisher bottle" of wine when we were done. Results of the measurement were encouraging - all four measurements were within 5 meters of Damm's layout.

That afternoon (Wednesday, March 29) we drove 400 km to Corbie, Jean-Francois' home town. I rode with Roland Maury, and received an orientation to European driving. The motorway through Luxembourg, Belgium and France was narrower than our interstate highways, but the roadway was far smoother and in better condition than our US roads in general. Roland tooled along at 160 km/hr, which I mentally translated as 100 mph, blinking his lights and using the horn to get past the laggards. We slowed to 150 when the snow became heavy. The roadway was not slick.

On arrival we gathered at a hotel in Albert (near Corbie) for a fine meal lasting 3 hours, with other measurers. They came from different parts of France for a seminar to be held Thursday in Corbie. After dinner I met with the French measurers and we passed around measurement reports. Their reports are more comprehensive than anything I have seen anywhere. Plenty of maps and sketches, done to a very high standard of neatness. Far superior to most of what we see here. They do not have a requirement to keep things to one piece of paper yet. Whether they will adopt this remains to be seen.

Thursday we met at Jean-Francois' house and were given maps of a 10.3 km test course, laid out in the countryside around Corbie. Jean-Francois had established 8 reference points around the course, and we rode from point to point recording data. We measured the 10.3 km loop (whole road, shortest possible route staying on the roadway), then measured out-back between two of the points. On this ride we measured right-side-only going "out" and "back." At the conclusion of this ride each measurer had about 5 km. The next exercise was for each measurer to make a mark where the turn-around should be for a 5 km loop. This was a lot of fun. As soon as each measurer made his mark, he hovered while the others approached the mark, hoping the new measurer would pass his mark. There was one mark that each person passed enroute to making his own, which meant he had been beaten by at least one person. When I asked Christian Delerue whose mark it was, he laughed and said it was a false mark, put down as a joke.

Once we were safely recalibrated we gathered at JFD's home for a fine lunch prepared by Floryse, JFD's wife. Sustained, we then were given data sheets by Jean-Francois and told to calculate the various distances we had measured, and to figure out some tricky problems. The group was truly international, with measurers from Australia, Belgium, France and USA.

The results were fantastically good. All 10 measurers were within .0008, highly unusual for a group this

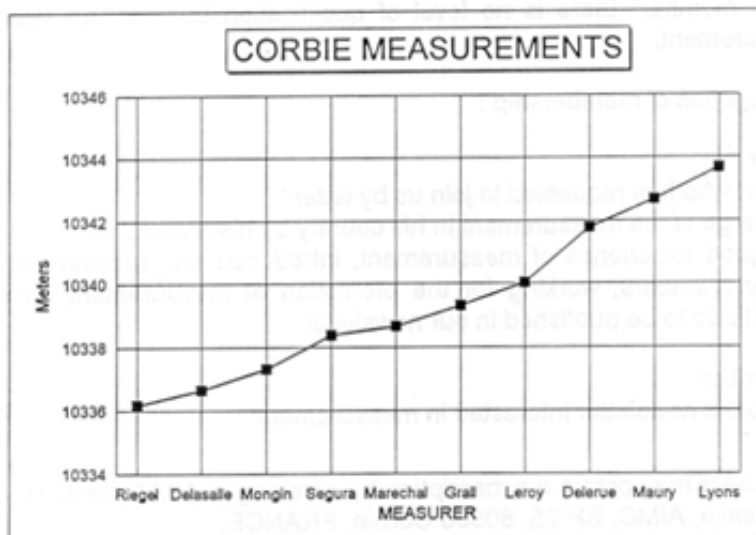
size. Jean-Francois had learned from our mistake at Phoenix, and every single point at which we stopped was marked by a painted line, a cone, and a nail, and located at a curve in the roadway to assure that the point was directly on the measured line. We had police protection also, although the traffic was not severe.

Everything about the seminar functioned smoothly, a tribute to the organizational work that Jean-Francois did. Although the languages differed, the measurers were all animated and excited, and carried the same competitive spirit as we see when US measurers gather together to measure.

Friday I flew back to London to get ready for the Marathon. The women's race started half an hour before the men's, and the wheelchairs 5 minutes before the men. The women and men are each preceded by a "milk float" containing referee, race director, observer (me), clock operators and photographers. The vehicles are electrically-powered milk trucks provided by Unigate, a British dairy. Because they are heavy and underpowered we had to accelerate ahead of the pack on congested parts of the course to be sure not to get caught up by the runners, especially on roadways with "sleeping policemen" (speed humps) in place. This procedure paid off as we passed the Tower of London. At the exit we encountered a short, steep portion of cobblestones. A wheelchair was laboriously ascending it at a snail's pace, and we could not get past him. We waited, nervously looking back to watch for the approaching leaders. Chris Brasher shouted "You will have to give him a push!" But, before anyone could push him, the wheelchair finally completed his ascent and we were free again, just in time.

The race was exciting, since Antonio Pinto had made a break at halfway and got a minute on the field. However, Steve Moneghetti and Dionicio Ceron were closing the gap. On the Embankment, 2 miles from the finish, Pinto still had a commanding lead of about 100 to 200 meters, was beginning to tire, but was by no means absolutely shot. Moneghetti and Ceron finally passed him with 800 meters to go, and emerged from the last turn side by side, with 300 meters to go. Both picked it up, but Ceron had the faster finish by two seconds. Pinto hung on for third. John Disley, who rode with the women, said their race had been similarly competitive.

Pinto



A.I.M.C

Liste des membres titulaires

List of titular members

au 1 / 04 / 1995

ALLEMAGNE : Harry ARNDT
ARGENTINE : Rolando CZERWIAK
BELGIQUE : Roland MAURY
CANADA : Dave YAEGER , Bernie CONWAY
ESPAGNE : Jorge TOURINO
ETATS UNIS D'AMERIQUE : Peter RIEGEL
FRANCE : J. F DELASALLE, Christian DELERUE, Jean Marie GRALL, Isabelle MARECHAL
GRANDE BRETAGNE : John DISLEY
MEXIQUE : Rodolfo MARTINEZ
NOUVELLE ZELANDE : Andy GALLOWAY
POLOGNE : Tadeusz DZIEKONSKI

Cette liste sera complétée à chaque édition du bulletin de l'AIMC.
This list will be updated with each edition of the AIMC newsletter.

Each member represents only himself and is pledged to work with the best possible coordination with the other members of the association , also all race organizers , the sport federations (in particular IAAF members) and the organisations belonging to an international association (eg : AIMS).

To be an "AIMC member" there is no level of qualification but only an interest in the technics of measurement.

We have two categories of membership :

1. Titular member :

- IAAF/AIMS expert who has requested to join us by letter
- the person in charge of the measurement in his country by his federation
- a person with good experience of measurement, introduced and recommended by two other AIMC titular members, working for the promotion of measurement for races and providing news articles to be published in our newsletter.

2: Associated member :

- all subscribers to the newsletter interested in measurement

All course measurers may obtain a subscription by enrolling in AIMC. Write to:
J. F. Delasalle, AIMC, BP 25, 80800 Corbie, FRANCE.
Tel: 22 96 86 17 fax 22 48 20 10

The membership fee is US\$30 per year.

INTERNATIONAL REGISTRY OF COURSES

IAAF/AIMS measurers are assigned to measure various international courses, but to date no central registry of accurate courses exists. After consultation with **Andy Galloway**, AIMS Secretary, I have volunteered to keep such a list and to make it available to those seeking information.

The form and content of such a list is not yet finalized. Certainly I don't intend to attempt to keep track of every single course in the world. Perhaps the list could be limited to those events shown in **Distance Running**, the IAAF/AIMS publication which lists their races.

It would be the responsibility of AIMS/IAAF measurers to send Pete Riegel a copy of relevant course information, and a map. Measurement information need not be included (although it is certainly interesting to me, and I'll be grateful to read it).

As a supplement to the list, countries that already have established a measurement and listing procedure could have a contact listed within that country.

I'm seeking ideas. Can anyone help?

FROM JOHN DISLEY

GREENWICH
1884 - MERIDIAN - 1984
ROYAL MAIL
FIRST DAY COVER



Sir George Biddell Airy (1801-1892)

J G Hookway
316 Kew Road
RICHMOND
Surrey
TW9 3DU

FEES

There have been some question recently regarding fees for various things. Here is a summary of our fee structure:

- Certification application fee: This is paid by an applicant to the state certifier, submitted with the measurement paperwork. It may be any amount, but not to exceed \$25 per course. This funds the operations of the individual certifiers. In the past we did not certify calibration courses. Now we do. I do not charge a fee for certifying calibration courses. I don't think we should. Commentary on this is invited.
- Listing fee: This is paid by the state certifier to the course registrar. It is \$2.00 per certificate (checks payable to Joan Riegel, or cash). Calibration courses are free. It is sent to the regional Vice Chairman along with certificates which, with fees, are forwarded to the Course Registrar. It funds the purchase, maintenance and upkeep of our office computers, copier etc, which are not funded by USATF. Note: The listing fee of \$2.00 should not be charged to the applicant as an extra cost beyond the \$25 application fee.
- Renewal fee for expired courses: None.
- Fee for changing the name under which a course is listed: None.
- Fee for measuring a course: This varies. Presently the free market reigns here. Any applicant who is curious about how to get a course certified should be encouraged to do it themselves, thus adding a valuable measurer to our ranks. If they don't choose to do it themselves, any fee at all may be charged with mutual consent. Certifiers must be careful of potential conflicts of interest here. Your first job is to encourage people to measure, help them with advice by phone and mail, and to process their paperwork. If there is a measurer in their area you should let them know how to find them. You should never use your office to force people to use you as a measurer. If this is happening anywhere, I want to know about it.
- Fee to obtain a copy of a course certificate and map: \$2.00. Certifiers may obtain certificates, when needed, at no charge, so long as the request is limited to a few courses. If you want all the certificates for your entire state, don't count on it being free.
- Fee for a course list: \$2.00 per state.

Note that we rarely actually charge anyone who requests a list or a certificate. These fees are published to keep requests limited to what is needed. If we advertised things as free, we would be swamped. Some people will ask for anything that is free.

MYSTERY CORRESPONDENT IDENTIFIED

Readers will recognize **Zean Gassmann** as the author of some recent letters with questions and suggestions, welcome material to the editor. When I received his first letter his name seemed familiar, but I could not recall why. **Tom McBrayer** recently sent me a note which reminded me that Zean had assisted him in the production of our RRTC video *Course Measurement*. Tom categorized Zean as "ex Houston resident and excellent runner." I watched the video again. Zean was cameraman and producer of the video. Zean, it's good to see you active again in the game, this time as a measurer.

A NEW CATEGORY OF MEASURER?

Tom McBrayer recently suggested that there ought to be some way to reduce paperwork by recognizing the talents of certain measurers. We have a certifier in each state. This is sufficient to get the review work done. We also have a category which we call "final signatory." This title is granted to people who have served as certifiers in the past. It allows them to certify their own courses without further review. Tom says he has a measurer whose work is such that it is a waste of Tom's time to review this person's work. The measurer no longer needs review. This is not to say that he is perfect - none of us are - but his work is as good as any certifier's. Tom would like to see a way to allow this measurer to create his own certificates thus reducing paperwork. Note that this would permit the measurer to do this only for his own courses.

I have some measurers like this in Ohio. One simple way this could be done is for the certifier to assign the measurer a block of numbers, and have him use them. The suffix on the course code would remain the certifier's. There are a number of ways this could be approached.

Does anyone have a suggestion as to how this might be structured, or whether it is a good idea at all?

LAST MONTH'S PUZZLE

Answers to the questions:

	Exact	Roger Gibbons	Pete Riegel	Bernie Conway	Jean-Francois Delasalle	Christian Delerue	Bob Harrison
1	247.189	248.500	248.500	247.189	247.560	246.933	247.179
2	20269.704	20269.000	20268.000	20269.704	20269.320	20269.967	20269.710
3	20269.704	20269.000	20268.000	269.704	269.320	20269.967	20269.710
4	294.948	294.000	293.500	294.952	294.633	*	294.960
5	10574.934	10575.000	10576.000	10574.934	10575.120	*	10574.935

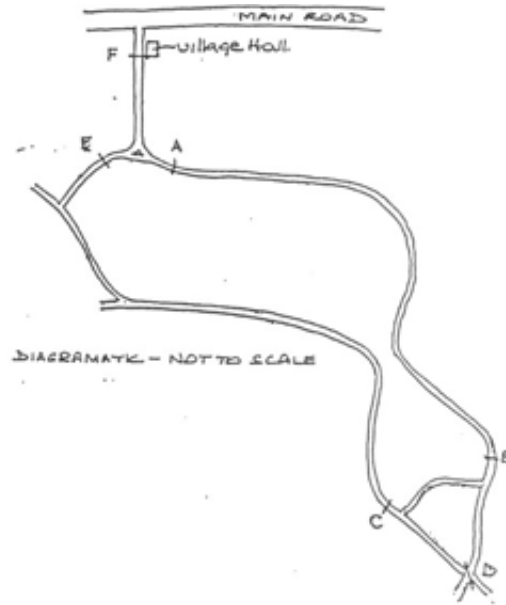
Riegel used the wrong constant, sent his work to Gibbons as a check. Gibbons checked, and, misled by Riegel's work, also used the wrong constant. Conway got almost everything exactly right except the answer to (4). Delasalle and Delerue, unfamiliar with feet, inches, yards, miles used an inexact conversion from miles to km, thus missing the mark by a tiny amount. Delerue gave no answer to (4) and (5), instead proposing that the tiny triangular island at the E-A-F junction be used as a possible adjustment means, by having runners run around the island the long way. Harrison did not answer some of the questions as stated, but submitted correct information.

In practical terms all solved the puzzle. In puzzle terms, we are more particular. After splitting all the hairs, I declare **Bernie Conway** the winner.

Roger Gibbons' Puzzle Course

Constant : 14951 Counts per mile
9.29012 Counts per meter

Interval	Counts	Meters	Miles
F-A	9650	1038.7	0.6454
A-B	31202	3358.6	2.0870
B-C	7208	775.9	0.4821
B-D-C	12010	1292.8	0.8033
C-E	42240	4546.8	2.8252
E-A	2108	226.9	0.1410
E-F	10448	1124.6	0.6988



COURSE USING ONE SHORT LOOP			COURSE USING TWO SHORT LOOPS			USING ONE SHORT LOOP AND ONE LONG LOOP		
Interval	Meters	Miles	Interval	Meters	Miles	Interval	Meters	Miles
F-A	1038.7	0.6454	F-A	1038.7	0.6454	F-A	1038.7	0.6454
A-B	3358.6	2.0870	A-B	3358.6	2.0870	A-B	3358.6	2.0870
B-C	775.9	0.4821	B-C	775.9	0.4821	B-C	775.9	0.4821
C-E	4546.8	2.8252	C-E	4546.8	2.8252	C-E	4546.8	2.8252
E-F	1124.6	0.6988	E-A	226.9	0.1410	E-A	226.9	0.1410
			A-B	3358.6	2.0870	A-B	3358.6	2.0870
			B-C	775.9	0.4821	B-D-C	1292.8	0.8033
			C-E	4546.8	2.8252	C-E	4546.8	2.8252
			E-F	1124.6	0.6988	E-F	1124.6	0.6988
TOTAL	10844.6	6.7385		19752.8	12.2738		20269.7	12.5950

Answers:

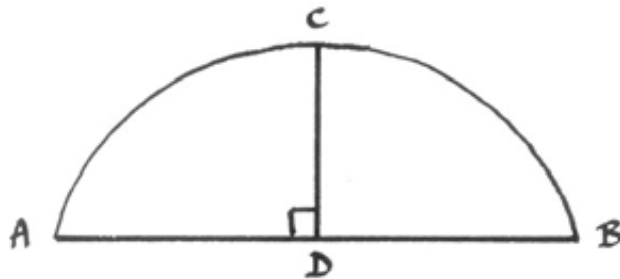
- 1) The course as visualized by the director was 247.2 meters short
- 2) Using one extra short loop makes the course come out to 20269.7 meters. This gives a bit of extra which can be removed from the start.
- 3) Without the final movement of the start, the course would have a length of 20269.7 meters.
- 4) The start line will be 295 yards south of the finish.
- 5) The shorter race had a length of 10844.6 meters. If the same adjusted starting line is used as for the 20 km race, this is shortened by 269.7 meters to 10574.9 meters.

THIS MONTH'S PUZZLE

This month we have two puzzles. The first is from **Brian Smith**, below. The second one is a real-life situation I encountered in a real measurement, and it had me scratching my head on site, when I'd not had a lot of time to think about it. Did I get it right? Send an answer and see how things worked out next month.

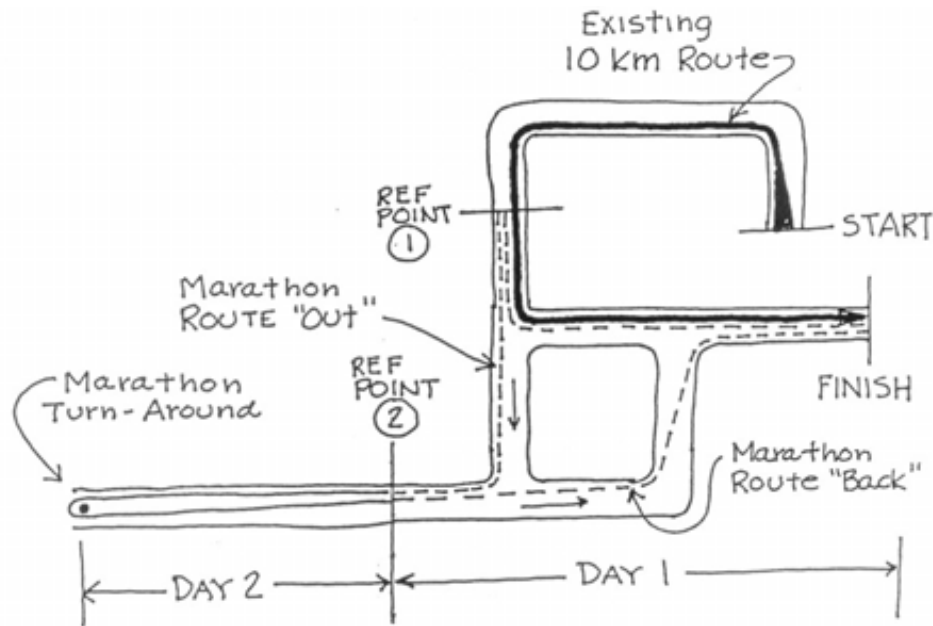
PUZZLE OF THE MONTH

Seems that Multi Blisters, track coach Podunk High, asks your help in restoring the school track to its exact original dimensions. The track was a perfect circle, only an arc of which remains, and Mr. Blisters doesn't know if it was a $\frac{1}{4}$ mile or a 400 meter track. You inspect the site and find:



ACB is all that remains of the original track
AB measures 400.796 feet
CD is a perpendicular at the mid-point of AB
CD measures 150 feet

Where on the extension of CD is the circle center?
What is the length of one lap?



THE REVCO-CLEVELAND MARATHON PUZZLE

This is real. It uses actual data I obtained, and the method I used, during a recent measurement of the Revco-Cleveland Marathon. The marathon course needed to be remeasured because of enroute construction. The 10 km course, which I had measured and which had been validated as OK by Don Standish, remained unchanged. The new marathon course would use the same start and finish as the 10 km, and would follow most of the course of the 10 km.

I reasoned that I could save myself considerable riding if I accepted my own 10 km measurement as exactly 10,000 meters and did some adding and subtracting to establish a starting point for the out-back portion of the marathon. With this point established I figured on laying out all the splits on the way out, and checking them on the way back, thus obtaining two measurements of the out-back portion.

Day 1

I arrived Friday noon and obtained the following data on Day 1:

Day's constant:	10976.97 counts per kilometer including 1.001	
Reference Point 1 to the finish line	17484 counts	Note: each distance was ridden twice. These values are the lower ones.
Reference Point 1 to Reference Point 2	9428 counts	
Reference Point 2 to the finish line	18711 counts	

Day 2

On Saturday, Day 2, I calibrated the bike, obtaining a precal (layout) constant of 10978.97 counts per kilometer (including 1.001). I rode to Reference point 2. I began my layout from Reference Point 2 at 12520 counts.

Questions

What should be my count at 25 miles, 6 miles, 10 km, 40 km, and turnaround?

FRENCH

ENGLISH

SPANISH

FRENCH	ENGLISH	SPANISH
BICYCLETTE	BIKE	BICICLETA
BICYCLETTE CALIBREE	CALIBRATE BICYCLE	BICICLETA CALIBRADA
ROULER EN BICYCLETTE	TO RIDE	CONducIR
COMPTEUR JONES	JONES COUNTER	CONTADOR JONES
ETALONNER	TO CALIBRATE	CALIBRAR
ETALONNAGE	CALIBRATION	CALIBRADO
BASE D'ETALONNAGE	CALIBRATION COURSE	RECORRIDO DE CALIBRADO
CONSTANTE D'ETALONNAGE	CONSTANT	CONSTANTE DE CALIBRADO
PULSES	COUNTS	PASOS , NUMEROS
PARCOURS, CIRCUIT	CIRCUIT, COURSE	CIRCUITO
COURSE, COMPETITION	RACE	CARRERA
LIGNE DIRECTE DU COUREL	SHORTEST POSSIBLE COURSE	LINEA IDEAL DE CARRERA
TRAJECTOIRE	TRAJECTORY	TRAYECTORIA
LIGNE DE DEPART	START LINE	SALIDA
LIGNE D'ARRIVEE	FINISH LINE	META
MESURER UN PARCOURS	TO LAY OUT A COURSE	MEDIR UN CIRCUITO
CONTROLLER UN CIRCUIT	TO CHECK A COURSE	CONTROLAR UN CIRCUITO
GUIDER SUR LE CIRCUIT	TO LAY THE COURSE	CONducIR SOBRE EL CIRCUITO
CARREFOUR	INTERSECTION	CRUCE
ROUND POINT	ROUND ABOUT	PLAZA
VIRAGE	CURVE	CURVA , GIRO
ILOT DIRECTIONNEL	NATURE STRIP	ISLETA
PANNEAU INDICATEUR	ROAD SIGN	SEÑAL INDICADORA
FEU TRICOLORE	TRAFFIC LIGHT	SEMAFORO
PASSAGE PIETON	PEDESTRIAN CROSSING	PASO DE PEATONES
PARKING	SQUARE (PLACE)	APARCAMIENTO
REVERBERE	LAMPOST	REFLECTANTE
POTEAU TELEGRAPHIQUE	TELEGRAPHE POLE	POSTE TELEGRAFICO
BORNE D'INCENDIE	FIRE HYDRANT	BOCA DE INCENDIO
TROTTOIR	FOOT PATH , SIDE WALK	ACERA
BORDURE DU TROTTOIR	KERB	BORDILLO
CANIVEAU	GUTTER	CUNETA
RETEVEMENT DE LA CHAUSSEE	PAVEMENT	PAVIMENTO
PAVE OU BITUME	PAVED OR BITUMED	ASFALTADO
PISTE CYCLABLE	LANE , SIDE ROAD	CARRETERA TRANSITABLE
CHEMIN EN TERRE BATTUE	PATHWAY	CAMINO DE TIERRA BATIDA
CHEMIN DE TERRE	TRACK , SMALL ROAD	CAMINO DE TIERRA
SENTIER	PATH	SENDERO
SENTIER DE MONTAGNE	TRAIL	SENDERO DE MONTANA
BARRIERES	BARRIERS	VALLAS
CONES	CONES	CONO
CORDE	STRING	CUERDA
RUBAN	RIBBON	CINTA
ELASTIQUE	ELASTIC TAPE	ELASTICO
RUBAN METALLIQUE	STEEL TAPE	CINTA METALICA
MESUREUR	MEASURER	MEDIDOR
MESURAGE	MESUREMENT	MEDICION
GEOMETRE	SURVEYOR	AGRIMENSOR
DIRECTEUR DE COURSE	RACE DIRECTOR	DIRECTOR DE CARRERA
JUGE ARBITRE	REFEREE	JUEZ ARBITRO
CHEF DE JURY	CHEEF OFFICIAL	DIRECTOR DE REUNION
CHRONOMETREUR	TIME KEEPER	CRONOMETRADOR
CONTROLE ANTI DOPING	DRUG TEST, DOPING CONTROL	CONTROL ANTIDOPAJE
RECORD DU PARCOURS	COURSE RECORD	RECORD DEL CIRCUITO

FROM J. F. DELASALLE

FRENCH	ENGLISH	SPANISH
RECORD PERSONNEL	PERSONAL BEST (PB)	RECORD DE LA PRUEBA
DOSSARD	CHEST BIB	DORSAL
EPINGLES DE NOURRICE	SAFETY PINS	IMPERDIBLES
PLAN , CARTE	MAP	MAPA , PLANO
DOSSIERS , CLASSER	FILES , TO FILE	DOSIER , CLASIFICADOR
CALCULS	FIGURES	CALCULOS , NUMEROS
FACTEUR PREVENTIF D'ERREUR	SHORT COURSE PREVENTIVE	FACTOR PREVENCIÓN DE ERRORES
FACTEUR PREVENTIF 1.001	SAFETY FACTOR 1.001	FACTOR DE PREVENCIÓN 1.001
THERMOMETRE	THERMOMETER	TERMOMETRO
CHAUD , FROID	HOT , COLD	CALOR , FRIÓ
TEMPERATURE	TEMPERATURE	TEMPERATURA
MORCEAU DE CRAIE	PIECE OF CHALK	TROZO DE TIZA
CRAYON	PENCIL	LAPIZ
CALCULETTE	POCKET CALCULATOR	CALCULADORA
ODOMETRE	ODOMETER	ODOMETRO
ALTIMETRE	ALTIMETER	ALTIMETRICO
MARTEAU , CLOU	HAMMER , NAIL	MARTILLO , CLAVO
CLEF	ILLONS KEY	LLAVE
CLEF A MOLETTE	SHIFTER,SHIFTING SPANNER	LLAVE DE ESTRELLA
ECROU , RONDELLE	NUT , WASHER	TUERCA , ARANDELA
ROUE , PNEU	WHEEL , TIRE	RUEDA , NEUMATICO
PNEU PLEIN	SOLID TIRE	NEUMATICO HINCHADO
PNEU GONFLABLE	PNEUMATIC TIRE	NEUMATICO HINCHABLE
CHAMBRE A AIR	TUBE	TUBULAR , CAMARA DE AIRE
RAYON	SPOKE	RADIO
PEDALE	PEDAL	PEDAL
CHAINE	CHAIN	CADENA
DERAILLEUR	GEAR CHANGE	CAMBIO
POMPE	PUMP	BOMBIN
BEQUILLE	BIKE STAND	SOPORTE
PORTE BAGAGE	PACK RACK	PORTAEQUIPAJE
SELLE	SEAT , SADDLE	SILLIN
CADRE	BIKE FRAME	CUADRO
GUIDON	HANDLE BAR	MANILLAR
FREINS	BRAKES	FRENOS
FOURCHE	FORK	HORQUILLA
PORTE BIDON	BOTTLE HOLDER	PORTABIDON
BOMBE DE PEINTURE	SPRAY PAINT	BOTE DE PINTURA
CREVER	TO GET A PUNCTURE	PINCHAR
CREVAISON	PUNCTURE	PINCHAZO

REPORT ON THE MEASUREMENT OF THE COURSE FOR THE IAAF
WORLD CUP MARATHON, MARATHON TO ATHENS, APRIL 9th 1995.

Measured by Dave Bendy, IAAF Grade A, March 18th 1995.

Requirements

These were conveyed to Mr. Costantopoulos, the Race Director, in a fax from John Disley, IAAF Road Measurement Co-ordinator. I later received a phone call from Mr. Costantopoulos's secretary and followed this with another fax restating the requirements. (Copies of both faxes attached.)

Friday March 17th

We had requested that time be made available for pre-measurement routines. This was not done and so everything had to be done on the Saturday.

Saturday March 18th

I met Mr. Koutsoudakis, 'Technical Director' of the race, and race officials Mr. Mavrapostolos and Mr. Nikodimovic. At no time did I meet Mr. Costantopoulos, the Race Director.

Course map: Despite several requests, I was not given an official course map, only an entry form from a previous race on the course. This contained a small scale map, lacking in detail. I was also given a street plan of Athens on which the last stages of the course were pencilled.

Bicycle: This was excellent and I had no problem in fitting the Jones counter and my own front wheel with solid tyre

Calibration baselines: Despite the requirements listed by John Disley and myself, nothing had been done to find suitable locations. Eventually I was taken to a park near the Finish where I could only measure a 300m stretch on a slightly curving road. In Marathon, again only 300m could be found. This was on the course itself, with a straight white line for guidance.

The calibration itself was perfectly satisfactory. It was reassuring that the figures obtained were very similar to those obtained for the same wheel/solid tyre on an EDM measured baseline in England.

The course: The whole road, as far as the start of the dual carriageway in Stavros, will be closed to traffic for the race. From Stavros to the Finish, the whole of the right carriageway will be closed.

Having seen the course while driving to the Start, I was concerned at a number of left hand bends, some blind, between approx. 10km and 25km, where I would have to ride against quite heavy traffic. Only one police car was provided for protection and I didn't think this would be adequate. My concerns were shared by the police and by the race officials. After discussion, it was agreed that I should measure up to the centre of the main road.

I explained that all left bends would have to be coned on the day of the race to prevent the course being short.

I also discussed with the officials how the course could be lengthened if my measurement found it short. They said that any shortfall, provided it wasn't too great, could be made up on the track at the Finish.

Measurement: The measurement itself was very straightforward. With the protection of the police car at the rear, I was able to follow an ideal line up to the centre of the road. (Full width of roads to the tomb of the Marathon Warriors and back.) I stopped at the permanently marked '5km' points and then corrected these. The exact location of the new points was noted by the race officials, who marked them with paint.

At the finish, the course was provisionally 183 metres short, depending on re-calibration. With the agreement of the race officials, I continued around the track and identified a provisional new finish point, which was accepted. Re-calibration showed that this had to be extended by 3 metres.

Sunday March 19th

One of the officials with whom I'd done the measurement drove me to the airport. He reappeared just half an hour before my plane was due to leave to say that there had been a complication. I was taken to a phone and spoke to the Race Director for the first time. Mr. Costantopoulos said that it was not possible to have the agreed new finish point. He seemed under the mistaken impression a) that the finish would involve going clockwise around the track and b) that this was against IAAF rules. When I attempted to explain, he said that the proposed new finish point would be occupied by sponsors' tents. He proposed making up the shortfall by measuring an out and back section near the tomb (just after 5km) with a tape measure. I told Mr. Costantopoulos that there was nothing I could do at that stage and that I would consult John Disley on my return.

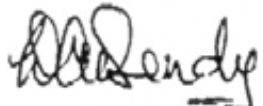
Other points:

No certificate has yet been issued.

If the organisers are allowed to measure an out and back section, this may have to be more than 186 metres. Due allowance must be made for any section of the measured route which is lost because of the diversion, e.g. on a curve or tangent.

Whether or not it includes the shortfall, a detailed plan of the section to the tomb and back is required.

The organisers should be made aware of the importance of coning the left hand bends on the main road.

 23.3.95

Dave Bendy.



WAYNE B. NICOLL

Ragged Mountain Club
Potter Place, New Hampshire 03216
(603) 735-5721

6 March 1995

Peter S Riegel
3354 Kirkham Road
Columbus, OH 43221-1368

Dear Pete,

Just finished reading the March 95 issue of Measurement News.
A nice mix of input from measurers of all levels.

I was especially interested in your Output Of Measurers information on page 8. Under "notes" you say that "Some surnames include more than one measurer". Using that approach you being quite unfair to at least four measurers - Danny White of South Carolina, Doug White of Delaware, Ray Nelson, the MA/RI certifier, and Greg Nelson, the former Maine certifier.

I have taken a quick look through the most recent full course list to see how these men would fare against the measurers you show in the top 50. I have counted only the courses reflected in the states they usually measure in, and I did not count any courses done since the course list was published in November.

Your consolidation by surname is especially unfair to the two Whites. Danny White has compiled a strong record of high quality measurement in the SC/NC area. He has at least 75 courses to his credit. Doug White's measurement record is even more impressive. Doug is the man who has almost singlehandedly brought course certification to the state of Delaware. Of the 180 certified courses shown on the current list for Delaware, 145 of those courses were measured by Doug White.

Of the courses shown under "Nelson", at least 72 of them belong to Ray Nelson. Greg Nelson has 23 listed in Maine. They deserve to be listed separately, especially in light of the hundreds of hours they have given to course certifier duties.

If you were to publish separate accurate figures on the output of these men, Doug would at least rank in the top 15 and Danny and Ray would be in the top 35. Woody Cornwell would be 51st on the list.

I ask you to take the time to reflect their output figures separately in the future. You may publish this letter in Measurement News.

Sincerely,

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

Wayne B. Nicoll
VC East



USA TRACK & FIELD

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

614-451-5617 (phone)
614-451-5610 (fax)

March 10, 1995

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

Dear Wayne,

It's a cruel world, isn't it. I didn't reflect on the unfairness of what I was doing when I made up that list of the top 50, but as you point out, there are some areas that could use clarification.

There are lots of ways to treat data. When I did the first "top 50" I used all of the courses, without exception. In the corrections I peeled the list down a bit. I took away tracks, calibration courses, and any course that had a duplicate number. The reason for the latter was to rid the course of multidistance loops, such as the Autumn-Bramble course in Ohio, which has 18 listings at different distances. Of course, this also removes the typical 5k/10k that is contained in the same map and certificate, and the same number. Every number appears once and only once. And all the courses are road running race courses.

One reason I was able to publish the top 50 at all was because of the skill I am slowly gaining at Lotus 1-2-3 and Windows. When I got your letter, and set out to reduce injustice, I did not know it would take me another 8 hours of work. Most of it was spent wasting my time, while learning from my mistakes. Next time it will take about an hour. Even though the list is in a computer data base, it takes more than just punching a button to generate a list. Each operation is followed by a few seconds to a few minutes of waiting, while the computer sifts through the zillion calculations needed to put things in different orders. Frankly, I don't think the original list in MN 70 was all that bad. It was clearly stated what the ground rules were. List by surname.

Anyway, the enclosed sheet shows how things come out using the different approach. It's possible to sort by last name and first initial, and distinguish between measurers that way. When the state gets thrown in, things get a bit more complicated. That's where personal knowledge comes in. There is no way, working from the list alone, that one can tell the difference between Doug and Danny White. It has to be done by hand, and by guessing from the states involved who did the course. Of course, one could always go back and look at the original certificates, but I'm unwilling to do this. I gave the "D White" measurers credit as follows:

DE	143	SC	52	
PA	13	NC	24	
MD	4	GA	2	Assigned to Danny
NJ	4			Assigned to Doug

The two Nelsons get credit now by virtue of their different first initials. Of course, there may be a Ruth Nelson getting ready to measure in Ohio, so we must be on guard.

There is no sure way to know if I'm right without a certificate-by-certificate search, and the benefit is not worth the effort, in my mind. For those who disagree, the course list is available to anyone who wishes to analyze it.

Aside from the White entries, the rehash had no significant effect on things. A few people moved up or down a couple of notches, but not much. The Whites both lost ground because of their separation into two people. You lost 2 courses (aside from the tracks and cal courses and dupes) because two of the Nicoll courses were done by "S Nicoll."

Here are some of the names in the original Top 50, and the first initials that exist for different measurers using the same surname:

Nicoll	S,W
White	A,D,J,N
Thurston	J,R
Smith	B,C,D,E,G
Knight	K,T
Nelson	D,G,R
Pierce	J,U
Newman	G,K
Cichocki	F,M
Edwards	G,H,M,R
Johnson	A,B,C,D,J

The work of separating measurers is complicated by the fact that their first initials are not always consistently reported by the certifier. As an example, S. Mark Courtney was sometimes listed as "M Courtney" and sometimes as "S Courtney." Courtney, an MN reader, recently requested that we fix the listing so that he was always "M Courtney," which we did. Robert (Bob) Letson is sometimes "R Letson" and sometimes "B Letson." We made him always "R Letson." Add in the undoubted typographical errors, and the possibility of perfection flies rapidly away.

In future I will reflect output figures separately, by last name and first initial. Beyond that it becomes a hand operation, and is impossible to do in any reasonable time.

I remain open to suggestion as to how lists may be more fairly organized. We certainly don't want to shortchange anybody. For example, should I have eliminated dupes, cal courses and tracks? Arguments can be made either way.

Best regards,



REDRESS OF INJUSTICE

The Top 50
From MN #70

Top 50 with
Initials only

Top 50 with
D Whites
Separated

Includes all
Courses

Cal, Trck &
Duplicate
Numbers
eliminated

Cal, Trck &
Duplicate
Numbers
eliminated

Courses		Courses		Courses	
Name	Measured	Name	Measured	Name	Measured
Linnerud	514	A Linnerud	509	A Linnerud	509
Lafarlette	453	G Lafarlette	447	G Lafarlette	447
Nicoll	370	W Nicoll	333	W Nicoll	333
Scardera	331	R Scardera	330	R Scardera	330
White	256	R Thurston	258	R Thurston	258
Thurston	243	D Brannen	247	D Brannen	247
Brannen	234	D White	242	M Courtney	231
Courtney	232	M Courtney	231	E McBrayer	221
McBrayer	225	E McBrayer	221	R Recker	168
Smith	174	R Recker	168	J Knoedel	166
Recker	168	J Knoedel	166	D White (DE)	164
Knoedel	166	S Hubbard	150	S Hubbard	150
Riegel	157	P Riegel	143	P Riegel	143
Hubbard	150	C Hinde	122	C Hinde	122
Hinde	122	J Smith	122	J Smith	122
Lucas	117	K Lucas	117	K Lucas	117
Wisser	114	A Beach	108	A Beach	108
Beach	112	R Hickey	108	R Hickey	108
Knight	110	T Knight	107	T Knight	107
Hickey	110	J Wight	105	J Wight	105
Wight	104	C Wisser	105	C Wisser	105
Pierce	99	D Standish	94	D Standish	94
Nelson	99	S Berglund	93	S Berglund	93
Standish	96	J Pierce	91	J Pierce	91
Berglund	95	C Ensz	88	C Ensz	88
Sissala	87	D Connolly	85	D Connolly	85
Ensz	86	J Sissala	84	J Sissala	84
Connolly	85	R Dewey	81	R Dewey	81
Dewey	83	R Letson	78	R Letson	78
Letson	80	G Witkowski	77	D White (SC)	78
Witkowski	79	F LeBlanc	76	G Witkowski	77
Newman	76	E McDowell	74	F LeBlanc	76
LeBlanc	76	B Grass	73	E McDowell	74
Grass	75	G Newman	73	B Grass	73
GuidoBros	71	R Nelson	71	G Newman	73
Shields	69	P Christensn	70	R Nelson	71
Marable	68	B Marable	68	P Christensn	70
Cichocki	68	F Shields	68	B Marable	68
Christensn	68	F Cichocki	66	F Shields	68
Teschek	64	R Teschek	65	F Cichocki	66
Hansen	64	F Hansen	64	R Teschek	65
Lewis	61	L Barrett	62	F Hansen	64
Edwards	60	GuidoBros	60	L Barrett	62
Barrett	60	J Lewis	59	GuidoBros	60
Loeffler	59	D Loeffler	55	J Lewis	59
McDowell	57	D Katz	53	D Loeffler	55
Johnson	56	M Wickiser	50	D Katz	53
Wickiser	53	B Belleville	47	M Wickiser	50
Katz	52	D Poppers	46	B Belleville	47
Cornwell	52	G Tillson	46	D Poppers	46



USA TRACK & FIELD

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Chairman, Road Running Technical Council
3354 Kirkham Road
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614-451-5617 (phone)
614-451-5610 (fax)

March 6, 1995

By FAX: 805-967-5958

Road Running Information Center - 5522 Camino Cerralvo - Santa Barbara, CA 93111

Dear Basil, Linda, Ryan,

I've just finished the annual statistical wrapup. Having the course list in database form (Lotus 1-2-3) makes possible faster and more comprehensive number crunching. Here's a preview of what you will see in next **Measurement News**. I'm sending it to you early because it may be of help to you in your own numerative massaging.

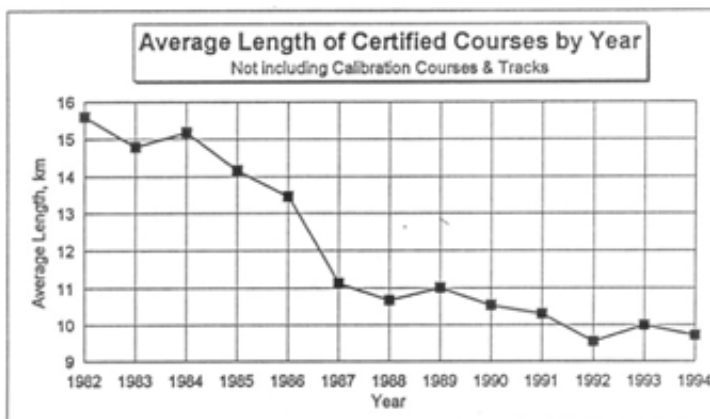
Is road racing on the decline?

Last year we saw a decline in the number of certified courses of 11 percent. Although we have had our ups and downs, I think this recent decline may be significant - it is the largest change we have had since 1985, when we first reached our steady state level of 1100 to 1200 courses per year. These numbers do not say anything about how many people are racing, but do show that there are fewer recent courses on which they race. Perhaps this will supplement the information you publish in **On the Roads**

Races are getting shorter.

In the mid 1980's the average certified course had a length of about 15 km. That average has declined to 10 km. Without knowing the number of participants at each distance, it doesn't prove conclusively that people are racing less, but it seems to point that way. The 5 km distance seems to have replaced the 10 km as the favorite distance for new courses. The kinder, gentler advice we have seen in recent years about how to race well without really trying seems to be reflected in these numbers.

Year	Length km
1982	15.6
1983	14.8
1984	15.2
1985	14.2
1986	13.5
1987	11.1
1988	10.7
1989	11.0
1990	10.5
1991	10.3
1992	9.6
1993	10.0
1994	9.7



I hope this is a help.

Best regards,

How We've Measured Up

by Lora Lee Cordes
Citrus Springs, Florida



Dear M.D.:
You might
enjoy this
article from an
antiques news-
letter. Love Nigel

Early History

Measurement started with the cave man judging distance by the eye and comparing size by paces. He matched objects with trees, stones and mountains. Later he learned to use the sun and stars. His body became his yardstick, his height, his arms outstretched and his feet and hands became rough methods of measure. In 6000 B.C., the first known standards of measurement were established along the Nile and the Plains of Chaldea. In 4000 B.C., the cubit was the prime measure. It was the bent forearm to the middle finger of the outstretched hand, roughly 18-19 inches. The cubit was used in building all the Pyramids.

The reed was the forerunner of the rod and was equal to a double fathom which is eight cubits, 12 feet or 6 spans. The span was the length between the tips of the thumb and the little finger of the outstretched hand, 1/2 cubit or 9 inches. The palm was the breadth of 4 fingers or about 3 inches and widely used by merchants for measuring cloth. The digit was determined as the breadth at the middle of the middle finger, equal to 3/4 inch. The foot was adopted just as the Pyramids were being built and equalled 2/3 of a cubit, 4 palms or 16 digits. It meas-

ured about 12.16 inches. The fathom was an ancient Egyptian measure equal to the length of the outstretched arms, about 6 feet, which is used today in nautical measurement internationally. The meridian mile, a unit used by seamen, was established by 4000 B.C. as 4000 cubits or 1000 Egyptian fathoms. The Greeks and Romans set up their own standards for the longer distances. The mille, or mile, 1000 paces, was established as the statute mile (then equivalent to 4/5 of a meridian mile). The Romans invented the inch, originally called a thumb breadth. It divided the foot into 12 units. In the 16th century A.D., the rod we know was established as the length of the first 16 men out of church on a certain Sunday morning.

Things were so confused by the 13th century that all English land measurements were in accordance with the foot stored in St. Paul's Church and with the iron "ell" in the King's Palace. Even today you will find standard measures of length imbedded in the base of the Northern wall of Trafalgar Square, in the London Guild Hall and in the chief public buildings all over England, which were placed there to settle difficulties.

In 1324, England's King Edward II decreed that 3 barley corns taken from the middle of the ear and placed end to end equalled 1 inch. The yard, a measurement of 3 feet or 1/2 fathom was decreed by King Henry I to be the distance from the tip of his nose to the end of his thumb. Yard comes from the old English "gerde" or "yerde" meaning wand. The poppy seed became a means of precise measure in the 1700s. The inch divided into 3 barley corns, each barley corn equalled 4 poppy seeds and each seed equalled 12 hairs.

In 1790 France's Louis XVI authorized a scientific investigation aimed at a reform of French weights and measures. This led to the development of the first metric system. Today many of the world's population use the metric system but the United States does not, except in technical industry, foreign car repair and medicine.

Advances in modern precision came in 1851 with the invention of the first measuring machine using end standards and capable of one millionth of an inch detection. Precision measurement has brought us to the space age of mechanical marvels and high technology.

continued on page 15

TCI BULLETIN is published quarterly by Thimble Collectors International for its members. 46

Measuring Up,
continued from page 14



The Domestic Domain

When clothing took on form and fashion, tools for measurement became necessary for the tailor, dressmaker and the domestic seamstress. Sturdy ribbon was used as a device for measuring in the early part of the 17th century. On the early yard measurements, the units of measure were marked with ink or embroidered on the cloth. Beginning in the late 18th century, they were stenciled or printed. Some have inches on one side and centimeters on the other. Today, our ribbon type measures are 60 inches in length. Some English measures are marked in terms of nails or 2-1/4 inches. Printed books of direction for making baby clothes, as late as the 1830s, gave the length of fabric required in nails. After this decade, the term seems to have faded from use. The tape measures were marked with 1N, 2N, 3N, etc., and they are exceedingly hard to come by in this country. Years ago, brass headed nails were used to measure cloth in fabric shops. They were even spaced along the counter and then later were replaced with a brass rule attached to the edge of the counter.

The measuring tape was a more convenient flexible means of measure than a rigid yardstick. Small containers were made for them so they could be wound up and stored neatly. The winding device was usually a spindle that extended

beyond the top of the hollow container.

In the days of the traveling vendor, the lady of the house needed her yard measure to check that he did not short measure her cloth or trimming. The wind-up type were used until about 1870.

As with many sewing tools, artistic ingenuity entered in. Some containers were beautifully fashioned from materials such as silver, brass, ivory, bone, mother-of-pearl and shells. They were sometimes combined with needlecase, pincushion or thread waxer. Others were carved from vegetable ivory with peephole viewers in the spindle depicting scenes from the special places where they were purchased.

Later types were spring loaded and many novelty shapes encased the tape measure. One measure, shaped like a straw hat says, "Most hats cover the head, but this one covers the feet." Another one was an old laced shoe that stated "Three feet in one shoe." Besides animal shapes, such as the turtle and pig, there were the windmill, fishing reel, carts, coaches and sailing ships. Fragile German porcelain and bisque figurine type measures of this century command high prices when they are found.

Tape measures declined in variety after World War I when cheaper materials made them available for

worldwide distribution, but through the 1930s novelty tapes could still be found at the local five and ten cents store. Many tape measures from this period bear advertisement and were given away in great numbers.

Short, flat rulers that measured 3 to 6 inches in length were used for hemming and there are some lovely sterling silver examples. Modern 5- and 6-inch measures have gadgets to simplify measuring. For marking the fabric they have 1-inch notches, a glide to set the inches with a pointer or a chalk stick attached. Inch measurements are also printed on a small plastic card that is combined with round holes to measure knit and crochet needle sizes. These are all innovations that aid in the many projects of the modern homemaker. School children used to have 12-inch rulers stating the Golden Rule: "Do unto others as you would have them do unto you." And if they didn't, the teacher used a ruler as a convincing paddle. They also were given away as business advertisements. The yardstick measure is still indispensable to those homemakers who do their own decorating and crafts.

All these measuring methods and tools, born of necessity, continue to provide an immeasurable service to all of us.

MOSELLE LUXEMBOURGEOISE - APPELLATION CONTRÔLÉE

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M.N./L-1202



Le 9 septembre 1995
à Pauillac

ALCOHOL AND RUNNING

In South America and Asia beer and cigarette manufacturers' money is gladly accepted to help produce races. In the US it is rare for a race to have an alcoholic beverage company as a sponsor. Our worries about health seem to prevent this, and possibly a concern for political correctness. In other places beer and wine producers are welcome as sponsors. The left-hand picture above is the label from a bottle of wine which is given to each finisher of the Route du Vin Half Marathon, in Luxembourg. The picture on the right appears on the postcard sent to people requesting an entry form for the Medoc (France) Marathon. The postcard informs that entry forms will be sent out shortly, and the requestor will receive one, although this does not guarantee entry, since the race is popular. At this race runners may receive wine at the aid stations. The cartoon text roughly translates to "Medoc - the world's longest marathon."

March 15, 1995
Akron, Ohio

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

Dear Pete,

Now that my two most recent letters to you made it into **Measurement News**, I can now add these publication achievements to my curriculum vitae. Bob Letson wrote me a card and a short note after reading my comments on having the measurer's initials be part of the certification code rather than the certifier's. His card, which I received first, encouraged me to hound you into submission on this issue. His note, which I received yesterday, encouraged me to take satisfaction in being an important part of the process, and that it was this satisfaction that was much more important than the credit and subtle public recognition that we might receive in doing the job. I and everyone else in the world could do a lot for themselves and the rest of society by taking Bob's second comment to heart.

I have included another course certification application with this correspondence. It is the one mile fun run that is being held in conjunction with the five mile run that I had you certify last month. When I measure courses for race directors, I quote them a price for measuring their main event, and then tell them I will measure the short (usually only a mile or two) fun run associated with the event for free. This ensures that both courses get measured. I think some race directors feel the casual short fun run/walk deserves less rigid measurement. My feeling is that everyone participating in an advertised event with a specified distance deserves an accurate distance even if it is only half a mile long.

I appreciate your call about joining you for measuring a course in Norwalk, but as you probably now know I will be in California. Please give me a call the next time you plan on being up this way.

Sincerely,



Zean Z. Gassmann
"Present measurer"
ZZG

P. S. Bob Letson signed his correspondences to me as "Former certifier" RL



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Bob Letson - 2870 Amulet St - San Diego, CA 92123

Dear Bob,

March 8, 1995

The work of appending the two letters of the measurer's initials to the certification code would be out of proportion to the benefit gained. In our list of certifiers, some have had to use the three letters of their initials, to avoid duplication of the code, and we have had only 70 active certifiers since 1982. On the other hand, we have had over 1400 different measurers active in the same time period. Even three extra letters in the code would likely not suffice.

I agree that a measurer deserves credit for the work done. We give them credit by listing their first initial and last name in all listings of courses. Their name also appears on the certificate itself. The code number's meaning is unknown to most members of the public, and the addition of two or three more letters in the code would only add clutter, while not shedding meaningful light. A measurer desiring to shine in the public eye can do two things:

- 1) Make sure that his course map is first rate, well-drawn and containing all of the information that a runner or race director would need.
- 2) Put at the bottom "Measured by Jim Dandy."

If the first is done, the race director will be encouraged to publish the map. This will cause the second part to kick in, and give the measurer credit. The course map is the end product of the work we do - all the numbers are mere tools we use to generate a map. Measurement is useless unless the course is accurately defined when the work is done.

I'm far from being the best mapmaker around, but I'm pretty good, and I'm proud of my work. I routinely put "Measured by Pete Riegel" at the bottom of each of my maps, like an artist signing his work. It gives me a glow to see my map on display at a race, because I know the organization places value on my work.

The mere act of measuring a course does not confer sainthood. A good measurement, supplemented by a messy, near-incomprehensible map, does not lend lustre to a measurer's reputation. All course maps meet our minimum standard (or the course doesn't get certified), but not all are maps on which you or I would be proud to see our names. I'd prefer to see measurers get the credit they deserve, and I believe that the public expression of their work - the course map - is the place to do it.

Best regards,

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

Bob Letson to Pete Riegel:

4 March 1995

Re: Zean Gassmann's request to acknowledge the measurer in the certification code

Would there be much harm in appending a 2-letter measurer's initials to the existing code?

This may look corny for courses where the certifier is the measurer, but it could give satisfaction where due for the dozens of hours spent by measurers who risked life and comfort on the road and spent far more than the "certifier" assembling the data, writing the report, and drawing the map. Besides, the true expert in knowledge of the course is the measurer, not the certifier. The certifier's initials are needed for record keeping (because the sequence number belongs to the certifier). So appending is needed.

i.e. CA 95007 RSRL if Robert Letson measured, Ron Scardera certified.

Maybe the certifier's initials could be lowercase, and the measurer's initials in UPPERCASE, to emphasize their respective contribution to the effort.

Bob Letson

Bob Letson to Zean Gassmann:

11 March 1995

Re: Recognition of measurers

In nature, in order to rise, an object must have little weight. (Angels fly because they take themselves lightly) The ship stays upright because its heaviest load is at the lowest level (ballast in the hull) out of sight. If you want to be really "out of sight," be content to be a measurer, the ballast of the certification process.

Pete Riegel gave a brave answer to my request for extra letters on the certification code. The truth is the extra letters are not needed to identify the course. The code should be simple (i.e. light) as possible.

Best regards,

*Bob Letson
former certifier*