

# Measurement News



May

1996

Issue #77



Several weeks before the 1996 Flora London Marathon an IRA bomb exploded in Marsh Wall, in the heart of the London Docklands, killing two people and causing massive damage. Marsh Wall is a street on the course of the Marathon, and shoring had to be installed beneath the Docklands Light Railway while repairs were made, completely blocking the roadway. This could have caused a big problem for the marathon, as rerouting in the Docklands area is not simple. Bob Blythe, a Civil Engineer who has been involved in the development of the Docklands for the last 14 years, organized his crew to provide a short diversion roadway leading around the shoring, which made rerouting unnecessary. Here we see the measurement crew in Marsh Wall, after taking a few measurements. Left to right: Pete Riegel, Bob Blythe, Hugh Jones, Mike Tomlins, John Disley. See the measurement puzzle within, which deals with the adjustment to the start.

## MEASUREMENT NEWS

#77 - May 1996

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### 1995 MEASUREMENT ACTIVITY

This summary is based on the course list as it existed on February 29, 1996. It was assumed that all of the 1995 courses had been received, and indeed none have been received since then. Here is how we did last year:

Most active certifier: Tom McBrayer - 111 courses certified (101 in 1994)

Most active measurer: Glen Lafarlette - 44 courses measured (41 in 1994)

Most active state: California, with 112 courses certified (81 in 1994)

Measurers active in 1994: 271 (292 in 1994)

State with most active measurers: New York, with 19 (21 in 1994)

Courses certified in 1995: 1134 (1033 last year)

25 people measured 10 or more courses last year, accounting for 50 percent of the courses certified.

### IMPROVED ATLANTA COURSE PROFILE

**Hugh Jones** accepted the challenge which appeared in November MN, and has prepared his own course profile for the Olympic Marathon. Working with USGS maps, and the measurements of Grosko and Cornwell, and carefully locating every place on the course that is crossed by a contour line, he produced the profile shown in this issue.

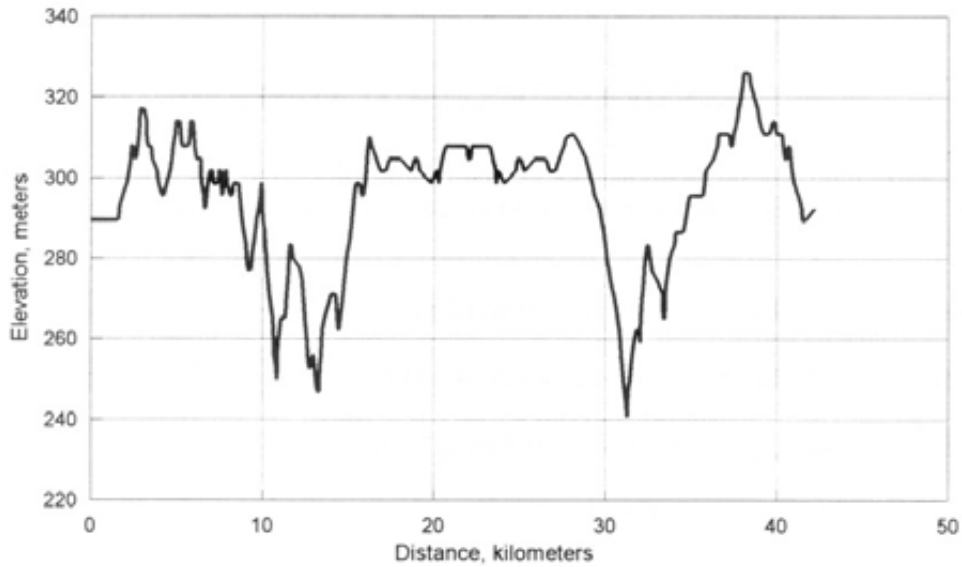
The profile is similar, but not identical, to the one I prepared. After checking my work, and consulting with Hugh, I conclude that my work had several mistakes, and his is the better work. Until further work shows evidence to the contrary (I think this unlikely), Hugh's should be accepted as the definitive work on the subject.

#### Characteristics of Some Marathon Courses

	Total Climb meters	Percent Uphill	Percent Downhill	Percent Flat	Drop meters
ATLANTA	368	31	33	36	0
BERLIN	68	51	44	6	1
BOSTON	176	21	48	32	136
CHARLOTTE	290	31	31	38	3
COLUMBUS	125	38	28	35	-5
LONDON	7	28	36	36	31
ST GEORGE	101	12	72	16	780

### Olympic Marathon - Atlanta

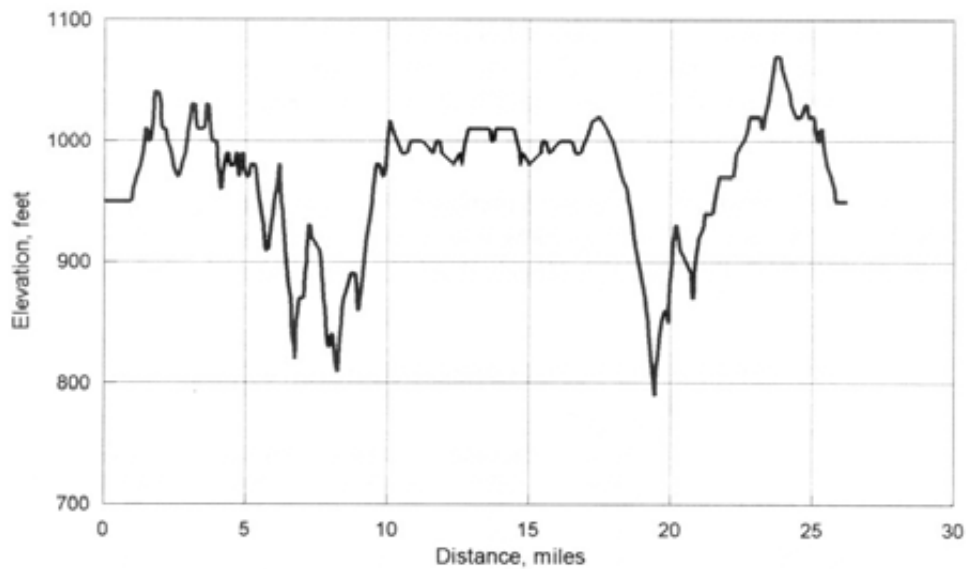
Course Profile



This profile was prepared by Hugh Jones, using contour analysis of USGS topographical maps. Also used were onsite measurements by Jack Grosko and Woody Cornwell

### Olympic Marathon - Atlanta

Course Profile



This profile was prepared by Hugh Jones, using contour analysis of USGS topographical maps. Also used were onsite measurements by Jack Grosko and Woody Cornwell

## THE MARSH WALL PUZZLE

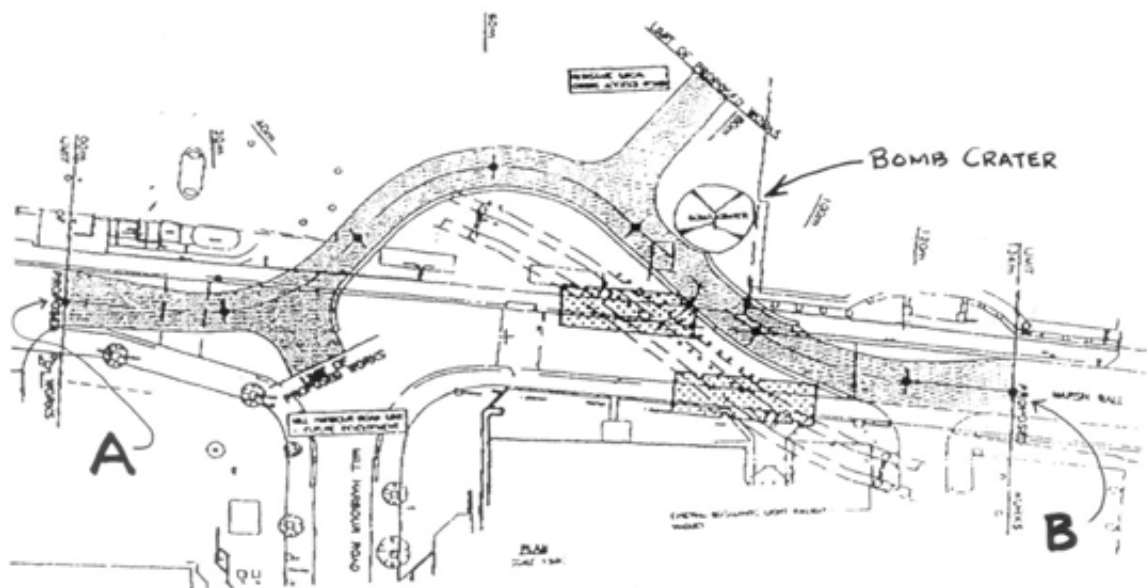
This year at the London Marathon the only measurement, since the course had not changed since 1994, was to measure the effect of a minor diversion in Marsh Wall, in the Docklands area, now the site of Canary Wharf. Five weeks before marathon day the IRA exploded an estimated 750 kg of Semtex at the point where the Docklands Light Railway (DLR) passes over Marsh Wall, leaving two dead, a large crater, and every window for 100-200 meters blown out. Also some damage to the DLR, which had to be shored up from beneath, completely blocking the roadway.

The London Marathon passes the bomb site. With the roadway blocked, it seemed that a new route would have to be found. Not so, declared **Bob Blythe**, site engineer, and he proceeded to build a beautiful 130 m of arced diversion roadway, specially for the marathon. We visited his work, and found it good. It was necessary to measure the effect on the marathon's length. Direct measurement of the old vs new routes was impossible, since the old route was blocked by shoring. However, a scale construction drawing allowed us to closely estimate the difference between the two routes, and the start line was moved accordingly.

When we visited the new roadway a week before the race, things were a bit rough, but on race day everything was spanking new, freshly painted, and a credit to Blythe and his crew. There was even a wreath posted for the marathoners to pass and ponder on the two victims of the blast.

The length of the new roadway, measured along the centerline from A to B, is 134 meters. The original course ran in a straight line from A to B. The limits of the new route are the gray areas of the new roadway.

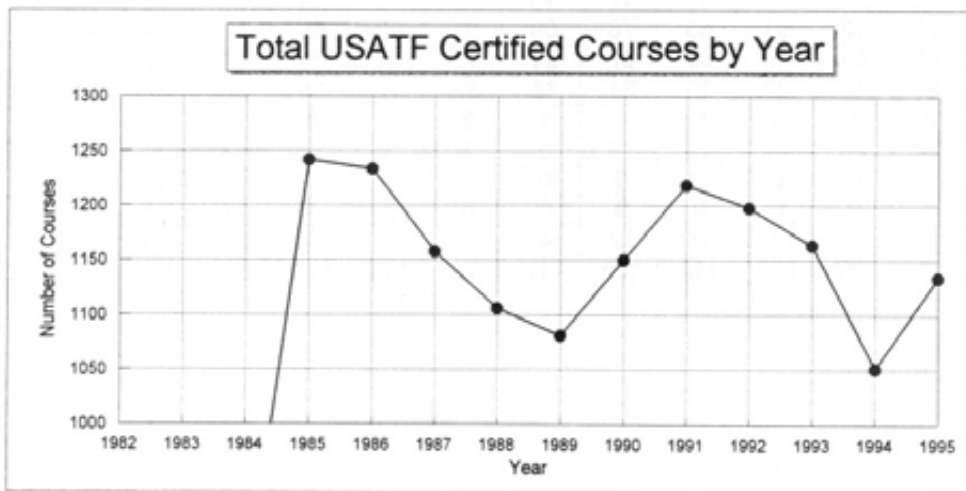
**Question:** How much does this diversion add to the course? I hope we get a lot of responses to this. Next issue will say by what amount the start was moved to compensate for the diversion.



Courses Certified in State in 1995		Active measurers in State in 1995		Courses Certified by Certifiers in 1995		Measurers with 10 or more	
CA	112	NY	19	ETM	111	Lafarlette	44
TX	104	CA	18	JW	82	Nicoll	39
IL	82	TX	18	WN	75	Scardera	38
FL	74	FL	16	DL	66	Hinde	38
OK	60	MA	10	BB	60	Hubbard	33
MI	58	OH	10	RS	60	Beach	32
OH	53	PA	9	SH	58	Brannen	31
NY	52	CO	8	PR	52	Sissala	28
NJ	48	CT	8	BG	48	Witkowski	24
PA	32	GA	8	RT	41	Knoedel	24
VA	30	MO	8	AM	40	Thurston	22
SC	29	IL	7	CW	36	Newman	22
NC	27	ME	7	JS	34	Dewey	21
NH	26	NC	7	BS	32	McBrayer	19
MO	25	OK	7	DB	31	White (Dan)	17
KS	23	SC	7	RH	26	Riegel	17
MA	21	TN	7	GAN	25	Polansky	17
MD	21	VA	7	MW	25	Wisser	17
TN	21	AL	6	RN	22	Recker	15
AL	20	IN	6	DR	18	Belleville	14
CT	20	KS	6	RR	18	Knight	12
DC	19	MD	6	JD	17	Wight	11
MN	17	NH	6	MR	16	Nelson	11
WA	17	OR	6	RE	16	Berglund	10
IN	16	WI	6	TK	15	Melanson	10
GA	15	NJ	5	WC	15		
CO	14	AR	4	DP	14		566
OR	12	IA	4	LB	14		
IA	11	MI	4	WB	12		
ME	11	MN	4	WG	10		
WI	11	WA	4	MF	8		
LA	8	DC	3	ACL	7		
UT	7	ID	2	FH	7		
AR	5	KY	2	DLP	5		
RI	5	LA	2	KU	4		
DE	4	MT	2	BC	3		
KY	4	NV	2	GT	3		
WV	4	WV	2	AS	2		
HI	3	AZ	1	EL	2		
MT	3	DE	1	KY	2		
NV	3	HI	1	DS	1		
AZ	2	NE	1	TF	1		
ID	2	NM	1				
NE	1	RI	1				
NM	1	UT	1				
VT	1	VT	1				
AK	0						
MS	0		271				
ND	0						
SD	0						
WY	0						
					1134		

## LENGTHS OF CERTIFIED COURSES

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	Total
5 km	1	59	89	187	275	327	350	344	435	478	473	516	488	512	4534
10 km	8	199	308	401	372	338	317	304	247	259	241	223	176	188	3581
8 km	1	43	99	136	102	89	76	73	76	68	64	51	62	71	1011
5 miles	2	32	49	90	68	92	70	66	58	64	62	40	34	45	772
Marathon	1	49	61	83	59	55	58	54	50	48	50	46	37	59	710
Cal	0	0	3	20	9	9	21	53	62	84	80	65	67	61	534
Half Mar	0	20	34	61	54	46	37	28	43	33	38	41	40	40	515
15 km	1	27	29	41	45	23	20	18	24	13	16	16	17	17	307
1 mile	0	9	8	23	18	38	17	13	23	21	34	24	24	27	279
10 miles	0	13	18	24	35	16	21	17	22	16	16	15	16	20	249
4 miles	1	4	13	10	18	13	14	17	12	19	18	23	11	25	198
2 miles	0	4	7	25	14	20	19	11	15	13	23	16	10	9	186
20 km	0	7	20	22	24	16	5	8	8	11	11	10	9	6	157
12 km	0	3	10	8	16	10	7	11	4	8	12	1	10	6	106
25 km	0	6	9	13	14	6	6	5	4	8	2	3	2	4	82
30 km	1	6	10	9	15	7	4	4	3	11	2	2	4	3	81
50 km	0	7	9	9	13	5	2	4	1	4	1	4	4	2	65
50 miles	1	2	7	11	7	6	2	7	6	2	3	6	3	2	65
Track	1	3	4	8	3	1	3	6	6	9	4	2	1	2	53
100 km	0	4	6	4	13	3	3	3	3	1	1	3	2	1	47
3 miles	0	5	4	4	2	2	2	6	5	4	5	2	2	3	46
3 km	0	2	1	6	3	3	5	1	2	8	5	3	3	2	44
2 km	0	1	0	2	4	5	2	0	2	4	4	8	3	6	41
3.5 miles	0	0	0	0	5	3	2	5	6	3	1	8	3	3	39
1 km	0	1	0	2	1	0	1	3	4	5	2	3	4	6	32
8 miles	0	3	0	4	4	3	0	1	3	0	2	1	0	0	21
20 miles	0	0	3	6	3	3	2	0	1	0	0	0	2	0	20
100 miles	0	0	2	6	2	0	0	0	1	0	0	2	1	0	14
7 miles	1	0	1	1	1	2	0	1	1	1	1	1	1	0	12
4 km	0	0	1	2	1	1	1	0	0	0	1	1	2	1	11
40 km	0	0	3	1	6	0	0	0	1	0	0	0	0	0	11
7 km	0	0	2	1	0	1	2	1	1	0	1	0	1	0	10
6 miles	0	1	0	1	1	0	2	1	0	0	1	0	0	0	7
15 miles	0	0	2	1	0	2	0	0	0	1	0	0	0	0	6
6 km	0	0	0	1	0	0	1	0	0	1	0	1	0	1	5
35 km	0	0	1	0	0	0	0	0	0	1	0	1	0	0	3
60 km	0	0	1	0	0	0	0	0	2	0	0	0	0	0	3
25 miles	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
500 km	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1



Year	No.
1982	20
1983	516
1984	829
1985	1242
1986	1234
1987	1158
1988	1106
1989	1081
1990	1150
1991	1219
1992	1198
1993	1164
1994	1051
1995	1134

## NUMBER OF CERTIFIED COURSES BY CERTIFIER AND YEAR

This listing includes only those certifiers active in 1995

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	Total
ACL	1	16	40	85	69	69	54	52	61	55	49	29	5	7	592
AM	0	0	0	0	0	0	0	28	31	50	35	45	41	40	270
AS	0	4	43	2	0	0	1	0	0	0	0	2	1	2	55
BB	0	35	69	72	65	51	52	54	52	74	79	49	56	60	768
BC	0	0	0	0	0	0	1	1	3	2	2	4	1	3	17
BG	0	0	0	14	37	22	31	31	28	36	38	37	50	48	372
BS	0	0	0	0	19	43	34	31	51	27	43	27	36	32	343
CW	1	21	41	36	61	24	48	53	28	36	24	28	34	36	471
DB	0	0	0	0	6	50	71	38	39	45	43	41	39	31	403
DL	0	0	0	0	0	23	15	4	41	77	68	51	53	66	398
DLP	0	0	0	0	0	0	4	8	12	4	5	9	10	5	57
DP	0	0	0	0	0	0	10	23	27	35	36	29	29	14	203
DR	0	1	10	15	19	19	19	29	17	19	19	21	20	18	226
DS	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
EL	0	0	0	0	0	0	0	0	0	0	1	2	0	2	5
ETM	0	0	0	10	26	36	64	71	87	71	87	103	101	111	767
FH	0	0	0	6	6	14	11	6	15	4	10	10	6	7	95
GAN	0	0	0	0	0	0	0	0	0	0	15	31	24	25	95
GT	0	0	0	0	0	0	0	1	1	3	7	10	0	3	25
JD	0	0	0	0	6	11	6	23	25	28	18	16	12	17	162
JS	0	0	0	0	0	0	0	5	14	6	19	15	19	34	112
JW	0	0	0	0	0	0	41	50	67	65	72	68	68	82	513
KU	0	0	0	0	0	0	0	1	5	15	11	14	7	4	57
KY	0	0	0	0	0	4	3	0	6	3	4	3	3	2	28
LB	0	0	0	0	0	0	3	13	15	12	9	11	8	14	85
MF	0	0	0	0	0	0	0	11	7	10	7	8	6	8	57
MR	0	0	0	0	1	19	20	25	18	16	17	18	15	16	165
MW	0	0	0	0	0	0	10	21	23	15	7	18	16	25	135
PR	1	66	110	154	143	97	85	58	66	62	112	75	51	52	1132
RE	0	0	0	0	0	13	51	56	48	33	25	47	24	16	313
RH	0	0	0	0	0	0	0	0	2	13	5	28	20	26	94
RN	0	0	0	0	0	0	0	0	0	0	5	36	18	22	81
RR	0	2	9	27	46	34	12	18	25	16	14	7	14	18	242
RS	0	2	24	48	51	55	76	68	52	83	61	43	38	60	661
RT	0	5	34	51	39	33	37	21	19	31	18	29	20	41	378
SH	0	0	0	0	22	36	31	18	33	17	25	39	32	58	311
TF	0	0	0	1	5	6	6	1	3	0	0	0	2	1	25
TK	0	9	14	26	42	27	19	8	7	19	11	13	8	15	218
WB	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
WC	0	0	0	0	0	0	0	0	0	0	4	27	21	15	67
WG	0	0	0	0	22	18	17	4	15	12	5	6	16	10	125
WN	0	4	32	123	124	112	106	117	138	148	139	93	81	75	1292

**NUMBER OF CERTIFIED COURSES BY STATE AND YEAR**

State	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	Total
AK	1	0	0	0	1	4	4	5	6	10	10	1	7	0	49
AL	2	14	8	15	12	11	5	23	27	39	19	28	16	20	239
AR	0	4	5	9	4	4	8	8	13	4	5	9	10	5	88
AZ	0	13	14	23	20	20	7	10	10	16	9	5	3	2	152
CA	4	67	103	146	130	93	133	129	88	139	103	87	81	112	1415
CO	0	29	17	15	30	14	20	23	26	35	36	29	29	14	317
CT	0	1	10	17	22	19	21	31	20	20	19	21	22	20	243
DC	0	3	23	25	17	9	11	4	9	7	6	16	11	19	160
DE	0	0	12	24	18	18	13	13	23	23	18	10	11	4	187
FL	0	17	21	60	52	71	70	63	72	84	74	56	59	74	773
GA	0	7	20	50	41	28	32	29	30	35	37	30	24	15	378
HI	0	7	6	9	9	9	6	1	3	0	5	0	3	3	61
IA	1	7	5	12	4	16	5	21	11	14	8	11	10	11	136
ID	0	1	1	4	0	1	0	1	1	2	0	0	1	2	14
IL	0	6	17	11	48	52	45	50	68	70	75	72	69	82	665
IN	0	11	23	36	21	17	8	8	15	10	4	16	16	16	201
KS	0	7	6	12	31	14	21	20	24	23	29	30	33	23	273
KY	0	1	9	19	13	7	16	6	15	7	12	7	1	4	117
LA	0	2	2	11	2	0	1	5	5	2	6	6	4	8	54
MA	2	4	4	17	29	22	17	34	36	36	26	37	17	21	302
MD	0	4	8	16	17	28	14	7	17	5	17	14	18	21	186
ME	0	4	3	26	15	6	9	12	11	17	26	17	16	11	173
MI	0	21	27	37	22	36	31	18	33	17	25	40	37	58	402
MN	0	5	11	27	46	32	12	18	25	15	14	7	14	17	243
MO	0	13	14	10	6	8	10	11	4	14	9	7	17	25	148
MS	0	1	3	18	6	0	2	7	2	1	3	5	1	0	49
MT	0	1	8	5	8	1	4	1	1	3	7	10	0	3	52
NC	1	16	41	88	70	72	55	52	61	57	58	34	25	27	657
ND	0	1	3	0	2	1	0	0	1	2	0	0	0	0	10
NE	0	4	22	20	25	17	3	5	0	6	7	7	1	1	118
NH	0	11	11	21	17	16	9	11	12	12	21	34	13	26	214
NJ	2	15	13	20	38	46	51	33	35	39	50	62	56	48	508
NM	0	1	0	3	3	5	3	11	11	15	4	4	4	1	65
NV	0	0	6	4	5	0	4	1	4	2	2	4	1	3	36
NY	3	28	60	57	45	44	41	45	41	65	43	62	76	52	662
OH	1	43	51	46	52	56	64	64	62	60	91	69	52	53	764
OK	0	34	69	72	65	51	54	50	51	74	78	47	56	60	761
OR	0	22	32	32	14	11	11	9	12	13	8	11	8	12	195
PA	1	23	24	28	29	38	57	50	48	32	26	50	26	32	464
RI	0	2	1	4	5	1	2	9	1	5	4	10	6	5	55
SC	0	0	15	32	41	52	37	35	51	25	36	22	29	29	404
SD	0	1	6	6	2	0	0	4	1	1	1	2	0	0	24
TN	0	3	10	13	10	16	19	9	14	26	23	18	15	21	197
TX	0	10	22	37	97	105	93	71	83	70	85	101	98	104	976
UT	0	0	3	6	6	14	11	6	15	4	10	10	6	7	98
VA	1	12	17	21	23	26	24	19	14	26	15	17	12	30	257
VT	0	0	1	5	3	5	1	4	3	7	8	4	5	1	47
WA	1	25	37	53	34	18	20	28	20	14	18	18	15	17	318
WI	0	7	0	13	22	20	17	4	15	12	5	6	16	11	148
WV	0	8	4	7	2	4	3	3	0	4	3	1	1	4	44
WY	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3
<b>Total</b>	<b>20</b>	<b>516</b>	<b>829</b>	<b>1242</b>	<b>1234</b>	<b>1158</b>	<b>1106</b>	<b>1081</b>	<b>1150</b>	<b>1219</b>	<b>1198</b>	<b>1164</b>	<b>1051</b>	<b>1134</b>	<b>14102</b>



## FROM STEVE VAITONES.

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From Ron Daws, 3435 Elliot Ave., Minneapolis, Minnesota 55407

Get ready to move over Bikila and Shige-matsu!! And poor Edalen, he is no longer America's fastest marathoner. A new runner has neared the top of the pack with a 2:12:48 clocking...me. Fantastic and unbelievable you say, but that was my official winning time in the Windy City Marathon. I spoke to the clerk of the course before hand and he assured me that the course had been accurately measured with a surveyors wheel which he said was so accurate he didn't have to bother calibrating it.

I don't wish to embarrass anyone, especially the people who went to the trouble to measure and sponsor the Windy City Marathon but it so dramatically illustrates the point that I will try to make that I had to mention it here. Actually, this kind of thing goes on all over the country so the Chicago people shouldn't feel that I am singling them out to ridicule their race. It is simply the result of an honest error which could have easily been avoided.

I wonder how many readers have run a good gummy race on the road, established a tremendous time, only to later wonder how far you had really run? Would you like to know how far you are going when you get off the track so you can say with certainty what kind of performance you are producing? If so you could use the services of the RRC Standards Committee.

If you jump into a race billed as say a 10 mile expecting to establish your personal best, the chances are, you will not be running 10 miles. If you don't believe it just look at the times in the LOG every month at various distances. I can recall seeing times of 49:00 to 50:00 for an advertised 10 miles by runners I have never heard of. These times are international quality and I know the course has to be closer to 15km. Now if you want to fool yourself into thinking you are a 49:00 10 miler, a short course is a great thing, but I would suspect that most of us would rather know exactly where we stand.

One of the major reasons for inaccurate courses in this country (England, for example, is far ahead of us in this respect) is that many runners and race sponsors simply have never investigated the problem of linear measurement closely. Most of us are still relying upon the car odometer as our tool for setting up courses but car odometers simply don't come close enough. Even a car

which has been calibrated on an odometer check will still be inaccurate, and until we realize the shortcomings of this method we are going to be running long & short courses.

Getting an accurate measurement is not difficult but does require a certain amount of knowledge and careful work. There are several acceptable methods which will produce results within the accepted limits of accuracy (plus or minus 5 yards per mile) & some are easier than others. The Standards Committee has invested considerable time developing these & has compiled this information in a booklet which may be purchased for \$1.00 from Ted Corbitt, the Long Distance Log or myself. The profits, if any, will be used to promote the Standards Program. This booklet gives valuable information on various measuring techniques & is a must for every club.

If runners could expect to run the exact distance that is advertised on the entry blank then comparisons of times could be made between courses. Granted, some courses are more difficult than others due to their terrain & would not be strictly comparable to flat courses, but at least you could safely say that you had run "X" miles over a hilly course & post this or that time. Incidentally, even some tracks & swimming pools are considered to be faster than others but they are all supposedly the same length.

An accurate course is an asset to the sponsor because it will be more appealing to runners thereby attracting a larger field. I know that I would rather run a marathon over a course I know to be certified because I can come away knowing exactly where I stand in the event. On the other hand, a good time turned in over a car measured course or the race I mentioned above must always be suspected, & one later wonders what he ran. In short, from a time standpoint, it is a waste. Of course, from the competitive position it doesn't make much difference - unless you want to compare your time to one that your rival ran in a different race.

When the Standards Program was initiated in 1964, its founders had two main goals in mind, the first was to work with race sponsors, helping them to accurately measure their courses; the second was to award class certificates to runners who posted minimal times at three different distances. The RRC is currently printing these certificates which will be available to the runners who qualify. A runner may be eligible

under any of the three following classes but may receive any one certificate only once. The three classes & the minimal qualifying standards are:

	10mi.	15mi.	20mi.	Marathon
First Class	55:00	1:26	1:58	2:40
	30mi.-3:15	52mi.-6:25		
Second Class	63:00	1:40	2:20	3:10
	30mi.-3:50	52mi.-7:20		
Veteran(48 & over)	70:00	1:50	2:30	3:25
	30mi.-4:10	52mi.-8:00		

I imagine that there are many runners who have already posted these times in one or more of the above listings but are probably ineligible because they can not prove that the courses were the full distance. Unless the times are covered on a track they must be run on certified courses to qualify.

So far, RRC clubs & race promoters have been slow in responding to the efforts of the Standards Committee. They either feel that their course is measured well enough now & remeasuring involves too much work, or they are afraid they would have to change their course if it does not come out to be what they had intended. This, of course, is not true. If your 15-mile race measures out to 14.5 miles but you don't want to alter it because the runners are familiar with the times, fine, leave it alone but call it 14.5 & get it certified as such. If anyone wonders about his time over a true 15 miles he can easily adjust his time. National Championships & marathons however, must be full distances & long or short courses adjusted accordingly.

The Standards Committee has already contacted many clubs & it appears that at this time there are a number of courses that have been carefully measured & meet the criteria for certification. But they cannot be ratified because the people who have measured them either are too apathetic to submit their data or they have not kept any data at all. Thus the runner who competes on their courses is robbed of the knowledge of knowing for sure what the courses' status is. If you are going to set up a race & are planning to get it certified, please contact the Standards Committee beforehand. It could save you a lot of duplicate work.

The Committee recognizes many methods, some of these being: steel taping, calibrated surveyors wheels, bicycle method and certain large scale maps. Unless you steel tape the entire course, which is very time consuming, any instrument used must be calibrated over an accurate measured course of 1/2 to 1 mile length.

Many courses have been measured using expensive surveyors wheels, but unless they have been calibrated, they tend to produce short courses. More accurate, comfortable & probably best is the bicycle method. An ordinary bicycle is fitted with a counter which records wheel revolutions as the bicycle is pedaled over the course. This bicycle has been calibrated beforehand so that the number of wheel revolutions needed to complete a mile can be determined.

This glimpse of some of the measuring methods is not intended to be a technical description, but rather, to give an idea of what is involved. The booklet goes into far more detail. I hope we are able to solve this problem soon. I think that the hundreds of runners in this country deserve a better measure of their ability for all their sweat and blisters.

Steve Vaitones writes:

Pete,

I found this article while reading through a pile of old Long Distance Log magazines - when 32 pages of results covered nearly the entire country.

I don't remember seeing it in the past in Measurement News; it may make interesting reading as to how far we've come in 30 years - or how bad it was 30 years ago!

(Article is from Long Distance Log - May 1966)

Editor's note: Long Distance Log became Runner's World. Is there hope for MN?

Subj: New course to be certified and question about "pending certification"  
Date: 96-03-18 12:05:52 EST  
From: Zean Susan  
To: Riegelpete ← ZEAN GASSMANN

Dear Pete,

Thanks for all your hard work on the last measurement that I sent you. A local 5K wants their course certified ASAP because their race registration forms will be printed up soon, and they want the fact that the course is certified to be on the registration forms. Because of weather and getting together with race officials to determine the course route, it will probably be a week or even two weeks before they could expect to have the course certified.

I have occasionally seen race applications with the phrase "certification pending". To those in the know, which is a very small percentage of the population, this phrase really means that the course is not certified and that there may be some intent to have the course certified. This 5K asked me about this and whether they could get "pre-certification code". I told them that I didn't think so, and that I wouldn't give anyone a certification code until the course was actually certified (if I were a certifier), but that I would ask. I do believe they will get the course certified. It's the NEC World Series of Golf 5K, which is a well-sponsored and well-attended and fairly well-organized race.

I hope to get this race measured some time in the next two weeks.

Zean

Subj: Re: New course to be certified and question about "pending certification"  
Date: 03/18/96  
To: Zean Susan

Dear Zean,

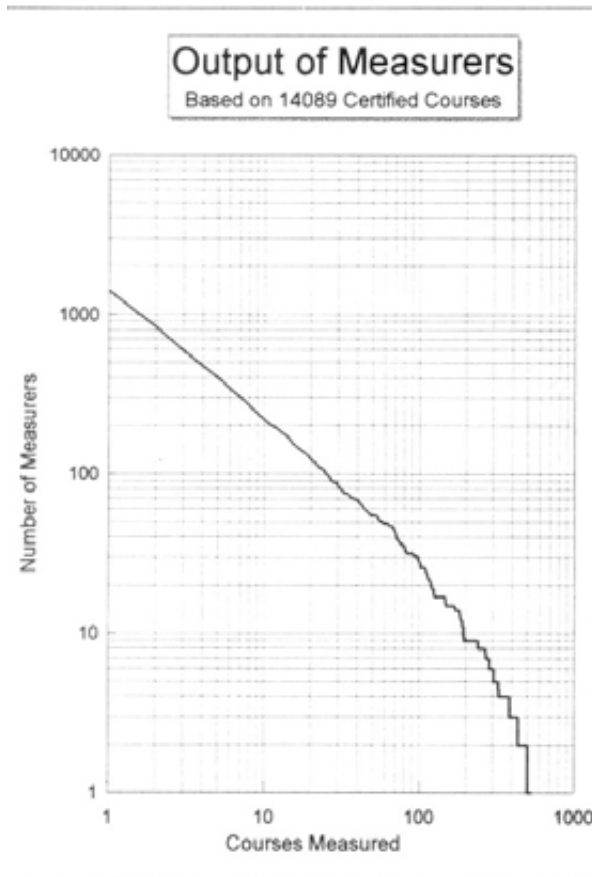
I NEVER give out a code before I have in hand everything needed to support the number.

I have done it once or twice in the past, for courses I know I am sure to measure, but it is a bad practice and I will NOT do it again.

"Certification Pending" has been a pain in the neck for years. I wish I could figure out a way to make people not do it, but, as you say, savvy runners know what it means. It means "not certified at this time."

Best regards,

Pete  
riegelpete@aol.com



### Top 50 Surnames

Courses Measured	Number of Measurers	Name	Courses Listed
1	570	Linnerud	537
2	247	Lafarlette	498
3	119	Nicoll	432
4	74	Scardera	383
5	57	Brannen	324
6	41	Thurston	303
7	36	White	282
8	26	McBrayer	268
9	22	Courtney	239
10	17	Riegel	193
11-20	83	Knoedel	192
21-30	38	Recker	189
31-40	15	Hubbard	183
41-50	11	Smith	181
51-60	6	Hinde	169
61-70	9	Wisser	147
71-80	7	Beach	146
81-90	1	Hickey	124
91-100	5	Knight	123
101-200	18	Lucas	120
201-300	3	Wight	119
301-400	3	Sissala	116
401-500	2	Berglund	113
501-600	1	Nelson	112
		Witkowski	109
		Dewey	108
		Pierce	101
		Standish	100
		Newman	98
		Ensz	97
		Connolly	96
		Letson	91
		Grass	82
		McDowell	80
		LeBlanc	80
		GuidoBros	79
		Marable	76
		Shields	73
		Christensn	73
		Hansen	71
		Teschek	70
		Edwards	70
		Lewis	69
		Cichocki	69
		Johnson	67
		Barrett	67
		Wickiser	67
		Loeffler	63
		Belleville	62
		Cornwell	57

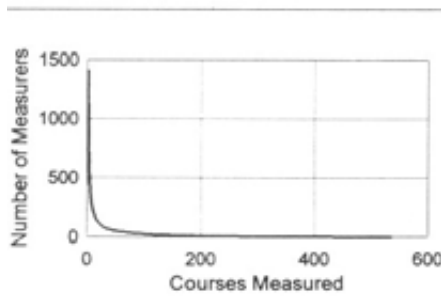
**Notes:**

1409 measurers have measured courses for certification since 1982. Each one has measured at least one course.

219 People have measured more than 10 courses

28 people have measured more than 100 courses.

Some surnames include more than one measurer.



Note: Logarithmic scale was used above. Graph to left shows data to true scale.

Note also: Last year it took 52 courses to be included in the top 50.

3/26/96

PETE

SIGN US UP FOR ANOTHER 12!

YOU'VE PROBABLY SEEN OUR FIRST CD ROM MAP ATTEMPT. (WARREN ST 5M, FAIRFIELD, CT).

THE MAPS ARE A LITTLE OUT OF DATE AS CONCERNS STREET NAMES AND THE MAC VERSION DOES NOT ALLOW EDITING.

ALSO IF A LARGE AREA IS TO BE MAPPED, USUALLY FOR A LONG RACE, THE PIECING TOGETHER OF THE NECESSARY VIEWS CAN BE TEDIOUS AND THE RESULT TOO SMALL WHEN THE WHOLE THING IS REDUCED TO FIT ON A PAGE.

WE'LL KEEP TRYING WHILE WAITING FOR NEXT UPGRADE.

THANKS FOR THE 'NEWS' ITS THE BEST 'TECHNO LITERATURE' I'VE SEEN - AND PRODUCED BY A DEDICATED VOLUNTEER TOO.

PETE VOLKMAR  
GUIDO BROTHERS ESCORT SERVICE  
174 PLANT STREET  
NEW LONDON, CT 06320

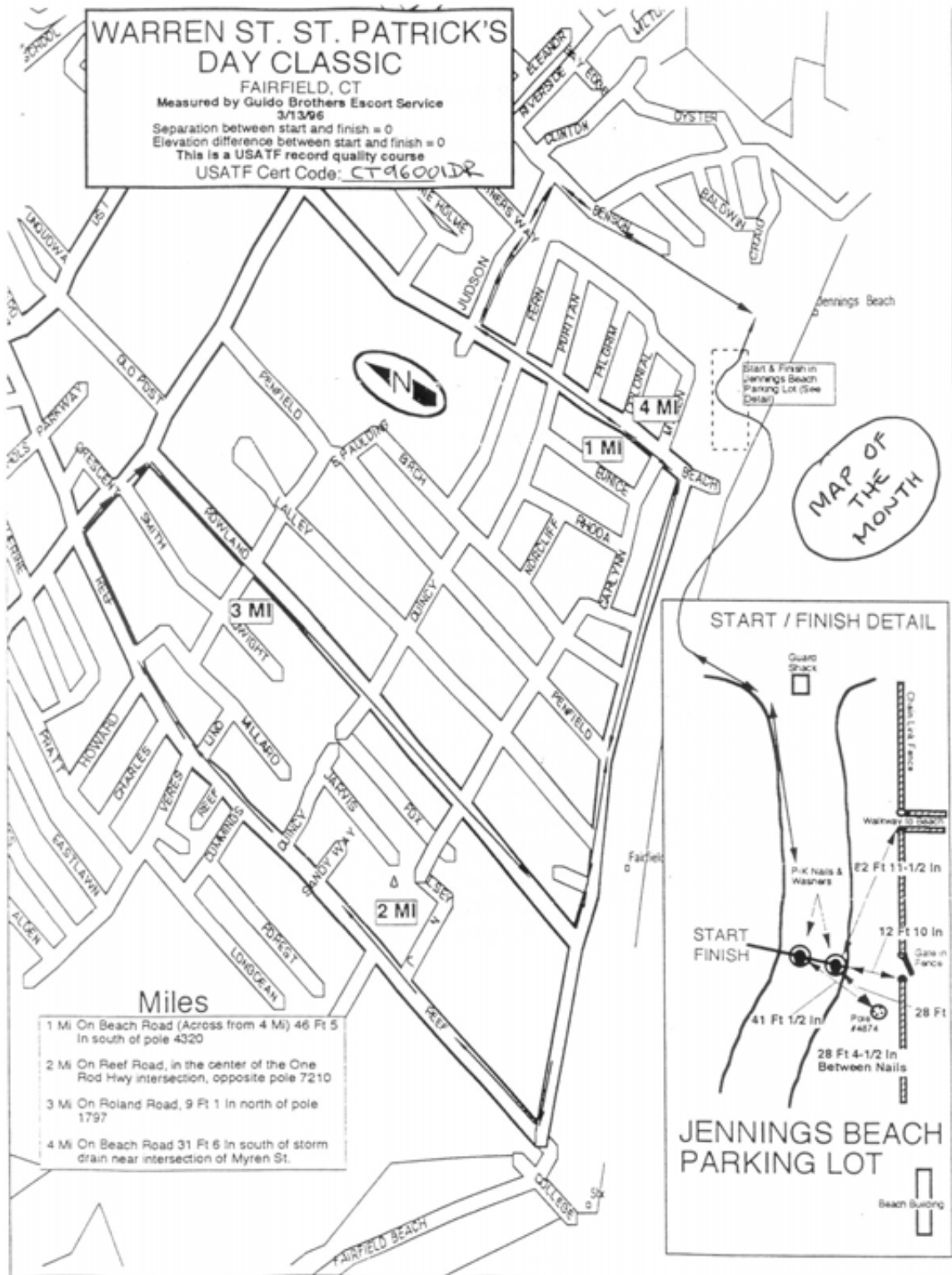
860 433 2067 (W)

860 437-7247 (H)

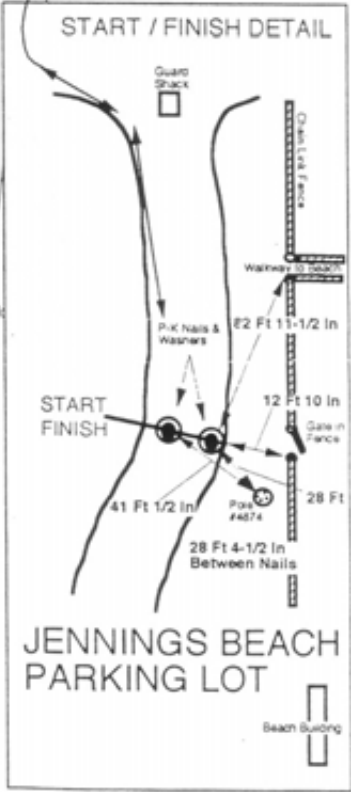
18

# WARREN ST. ST. PATRICK'S DAY CLASSIC

FAIRFIELD, CT  
 Measured by Guido Brothers Escort Service  
 3/13/96  
 Separation between start and finish = 0  
 Elevation difference between start and finish = 0  
 This is a USATF record quality course  
 USATF Cert Code: CT9600DR



MAP OF THE MONTH



- Miles**
- 1 Mi On Beach Road (Across from 4 Mi) 46 Ft 5 In south of pole 4320
  - 2 Mi On Reef Road, in the center of the One Rod Hwy intersection, opposite pole 7210
  - 3 Mi On Roland Road, 9 Ft 1 In north of pole 1797
  - 4 Mi On Beach Road 31 Ft 6 In south of storm drain near intersection of Myren St.

## PASS THE WORD

The article below, contributed to by **David Reik**, Connecticut RRTC Certifier, appeared in **New England Runner Annual 1996**, at the top of the listing of New England certified courses. If you have a running publication in your area, why not try to interest them in an occasional listing of courses?

*What is the point of USATF certified courses? Does it matter to your own running? Can you certify your own race? Here are some answers: 1. The USATF course certification program is designed to produce running-race courses that accurately reflect the stated distance. The way courses are measured guarantees that the stated distance is accurate, because a short course prevention factor is built into each verified course. 2. Record performances can only be recognized on certified courses. The certification program benefits all runners who have any interest in what times they are capable of running for various distances, regardless if they have any chance of running a notable time. Personal bests have little meaning if the actual distance is substantially off. Beware of courses that say "wheel-measured " but are not certified. The reason for the USATF certification program is that it guarantees uniform and accurate measuring procedures. 3. Anyone can measure a course for USATF certification who is willing to work thoughtfully and follow instructions. It is also possible to hire someone to measure your course for you. Contact regional certifier Wayne Nicoll at (603) 735-5721 or David Reik at (860) 236-9160 for more information.*

*(David Reik contributed to this article)*

SPR DOES MAKE A DIFFERENCE  
by Paul Hronjak

In my relative short career as a State Certifier (less than a year - I have been measuring courses since 1980) I have witnessed two occasions where it was beautifully demonstrated what a difference using the SPR can make and why we shouldn't take the Short Course Correction Factor (SCPF) for granted in covering the errors of measurers.

In the first instance, I had had a number of telephone conversations with a new measurer who showed great enthusiasm and had purchased the book and Tom's fine video and had reviewed both of them. She submitted her measurement package and all the numbers looked reasonable and there were only a few nits to pick, such as her lack of recalibrating the same day (night, actually) - she did recalibrate within 24 hours and after discussion with Wayne Nicoll, we decided we'd let it go this time. However, I was somewhat concerned with some rather large variations in the numbers for a couple of miles, especially since she had measured the course finish-start then start-finish. I then looked at her excellent map and saw that she had carefully drawn a line which was not SPR.

When I called her, she admitted that she had shown great smarts (if poor technique) and had ridden a "legal" rider rather than SPR. I explained the problem and the potential for error and suggested that she ride it again, using "offsets" as necessary and used the "tightened string" analogy to explain the concept.

When she submitted the data for her final measurement (done SPR, rather than using "offsets"), even I was surprised at the difference it made. The correction which was required because of this ride was to add 253± feet to the course, well above the 32± feet given by the SCPF.

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I actually got to observe the second example. I had decided to rent my bike-with-counter to a local, pecunious race director and went out to watch him measure (he also had reviewed the book and video). I pointed out, after his first ride, that he was not using an SPR route and we discussed the principles in detail. He rode a very good route on his next ride and it made a difference of over 27'. SCPF would have given him a little over 16'.

-----

My conclusions from this experience are as follows:

1. Never assume that the importance of riding the SPR will be totally understood by a measurer, even if they are serious about their work and they have read the book and watched the tape. We, as certifiers, must continually stress the importance of riding the proper line and use examples such as these (above) to show what a difference it can make.
2. While the SCPF will help if minor errors are made, it will not make up for a ride where SPR is ignored or poorly executed.

This is probably "old hat" to the more experienced certifiers; however, it was a real learning experience for me.





# Oregon Road Runners Club

Founded in 1970

Mailing address: P. O. Box 549, Beaverton, OR 97075-0549 Phone (503) 646-RUNR (7867)  
Location: 4840 SW Western Ave., Suite 200, Beaverton, Oregon 97005 FAX (503) 520-0242

March 19, 1996

Joan Riegel  
USATF/RRTC Course Registrar  
3354 Kirkham Road  
Columbus, OH 43221

Dear Joan:

The Oregon Road Runners Club is working to reverify proper course certification mile & kilometer marks on several area courses. With time some of the landmarks change; construction rearranges the landscape, resurfacing obliterates markings, utility landmarks or road signs are removed, replaced or relocated, and on and on ... We need file information on some courses to be sure these routes are accurately measured and changes in landmarks are brought up to date.

Please send copies of the following certifications:

	5K	OR 85037 ✓	Portland	Oregon RRC Blue Lake
	5K	OR 84017 ✓	Portland	Lynn's Run
	8K	OR 84012 ✓	Portland	Terwilliger Bikepath
86002	8K	<del>OR 96002</del> ✓	Seaside	Trails End 8 km
	8K	OR 88002 ✓	Seaside	Trails End 8 km
10 MAP	10K	OR 83005 ✓	Portland	Washington Park/OMSI Turkey Trot
?	10K	OR 85015 ✓	Keizer	Keizer Days
	15K	OR 85038 ✓	Portland	Oregon RRC Blue Lake

If possible, we would appreciate receiving an updated list of the Oregon Certified Courses. We enclose \$25.00 for the copies and postage. Let us know if we need to do anything additional.

Thank you.

Sincerely,

  
Gordon Lovie  
Executive Director



Gordon Lovie  
Executive Director  
Oregon Road Runners Club  
P. O. Box 549  
Beaverton, OR 97075-0549

Dear Gordon,

March 24, 1996

Joan passed your request on to me, so that I could address several aspects of your request.

First, enclosed is your new listing of Oregon certified courses. You will note that the list is divided into Active, and another category. The other category includes courses that are greater than 10 years old (expired), those for which we have no map on file, and those that may have failed a validation remeasurement.

Enclosed also are copies of all the course certificates requested. You will note that they vary in quality, with the older ones of lesser quality, because of poor maps. Although we certify only the overall distance, we strongly encourage people to include a listing of the splits on the map or in a separate listing that can be included on the certificate. This has been done on a few of those you requested, but the others do not contain the information you need.

The Trails End 8 km, OR 88002 TK, must have originally had split data, but it was so dimly reproduced in the original copy in our files that I find it unreadable and thus useless to you.

We have improved our quality in recent years, but are still short of perfection. I regret that so many of these maps do not contain the information you need.

With regard to the expired courses, they are considered to no longer physically exist until we hear from the contrary from someone presently associated with the race. Enclosed is a form we use for renewing expired courses. For those courses which you consider as candidates for renewal, it will be necessary for someone to check out the course to be sure that it is still possible to locate all the reference points shown on the map. An old paintmark is not sufficient. They tend to wander with the years. When you are done, send the renewal form back to me or Joan, and we will see that the course is renewed for another ten years.

Because of the low quality of what we are sending you, I do not feel that it's proper to keep your money. Enclosed is your check.

If you have any questions, please get in touch.

Best regards,

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

## FINISH LINES SOME COMMENTS ON THE CHIP SYSTEM

Date: 96-03-29 15:21:20 EST  
From: lin-mark@lin-mark.com (linda/mark Toretzky)  
To: riegelpete@aol.com

Hi Pete: the following is a memo we sent to alan jones about our new Winning Time Transponder Timing system. Please feel free to contact us should you have any question. Thank You  
Linda and Mark

Hi Alan, Mark will reply to printer question, but I can briefly explain the other. We are temporarily downloading into runscore thru transfer file, then printing back thru Winning Time. We are waiting for new software which will meet all our scoring demands. Should have it in a few weeks. We can score thru WT but right now it takes us too long because of the process we have to go thru for special divisions. The new software will eliminate this problem. But we want to use the system so are temporarily transferring thru special file.

This past week end we used the system at a 5K that had 450 enter of event day. .computers were really cranking to get them all in prior to race finish -- leader were thru in 14 to 15 mins.

We had almost 700 finishers in the 5K. The transponder boxes were spread across the finishline. Had 5 Chutes open at the same time. They can enter any chute. Must remind them to spread out as they approach the finish because they are so used to following the person in front of them in. It worked great, no long lines, no back-ups, no swinging open & shut chutes. We have volunteers/staff at each box reminding them to "brush the box top & keep moving. . .they do not have to stop! Takes times to 1/10 of a second. If a person bangs down their wrist twice, it only accepts the first recorded time. People cannot hold hands or touch together as in a tie finish. They are instructed to this. With them spreading out in so many chutes & we had no problems, if a runner did wait to touch it was maybe for a second. Much more accurate than when 5, 6, or 10 in a pack rush in squeeze into a single chute for a finish, and you are just clicking the times machine as fast as you can "hoping you got them all" and how they sorted themselves out in the finish line.

Remember we do not pull numbers. We do stop time and pull tags on the elite top finishers, men and women. In a battle to the finish they should not bend to us, rather we conform timing to all levels of runners. We believe we have blended the system to meet all levels. The beauty of the system is really in big numbers and the accuracy you can give the middle of pack runner. No bandits to throw times out, no

one skipping under a chute to throw times out, no chance of dropping stringers or stringer tags out of order. Remember as soon as we dump the transponder boxes, we print, no tags to scan or key in, another chance of error eliminated.

It is more work for us prior to a race. The bands (weather worn of the ankle or wrist), must be precoded to event day numbers & bagged. I then string the 75-100 on thin hangars. We put them in number order (1-100, 101-200) on the tables, entrants present their numbers, we give them their precoded bags. We even set the boxes up for them to practice. At pre-reg. we connect the box to a computer, and when they practice scan, their data comes up for them to verify: Name, Age, Sex, Event.

We are still learning to streamline but like the athletes it will become easier the more we use it. Just about every multi-event we have has confirmed with the system. After communication with USATF they are advising Championship events not to use the system until: more runners get used to the system thru exposure, and they issue guidelines in Dec. 1996. I am sure they are going to advise on back-up timing. But we are already utilizing it, and I have so informed USATF of this.

I know the other system "Real Time" which was utilized in LA utilized the chip tied to the shoe. After experiencing several events, to me it is not convenient to athletes. Can't imagine after a hard effort, having to stop and untie my shoes to take the chip off or the poor volunteers who would have to perform this!

We should have the mats available in several months. They have been working to increase the antenna reception on it, and have just tested it at a mountain bike race in France, and were very pleased with the results. We are already informed that the transponder boxes we have are ready to be replaced with a "new generation" . . . I did not even get a chance to know this generation. What has timing come to. . .don't know but I do know I sure am moving faster with it than my running.

Some runners love it, some complain. But then you know runners, they still want a \$5 entry fee. Like anything new there is a learning curve. There will always be room for both systems, and I know it will be required for back-up in all high levels events. Hopes this answers some of your questions, we are still learning (it never stops).

Take care, stay in touch. . .Linda.

# Races don't measure up

**A**THLETICS WEEKLY and its sister magazine, *Today's Runner*, have joined together with the British Athletic Federation (BAF) and British Association of Road Races (BARR) in a bid to bring more consistency in the organisation of road races.

In linking with BAF, the sport's governing body, and BARR – an association of race directors who are committed to raising the standards of race organisation – we hope to bring about changes that will benefit everyone in the sport.

At present, all parties are concerned at the number of races which have no permit and/or are run on uncertified courses. Some of this, it is felt, is due to non-running organisations staging events without full knowledge of who to contact, affiliate to, and so on.

Number one consideration, of course, should be to the runners, for without them there would be no race. These competitors race frequently throughout the year and it is important they are able to compare performances by knowing the distances they run have been officially measured by a certified course measurer (we've had stories of courses being measured by car!).

It goes without saying being able to confirm that the distance has been certified accurate adds to the appeal of the event, for runners like to beat their personal bests and need to know the declared distance can be relied upon.

Therefore, with effect from this issue, *Athletics Weekly* will indicate in their fixture lists those races which have BAF Permits to help runners in their selection of which races to do.

Some race organisers are reluctant to obtain a permit because they are raising money for charity. However, a permit costs just £20 – the equivalent of about five race entries.

In return for this modest fee, race organisers are able to declare to prospective entrants that the race is a permitted event, held in accordance with BAF rules, and will also secure the benefit of full Public Liability Insurance Cover.

In races with permits, those individual runners who aren't members of clubs affiliated to BAF would have the reassurance of knowing their 50p unattached levy provides them with the protection of insurance cover.

Another advantage of obtain-

*Athletics Weekly* November 8 1995

ing a race permit is that members of affiliated clubs can compete in your race without fear of being banned. Although rarely enforced, BAF does have the power to ban club members taking part in unaffiliated races.

Also, only permitted races run on certified courses will be considered for *Athletics Weekly's* road rankings. With overseas results, checks will be made wherever possible but in some cases it made be necessary to give athletes the benefit of the doubt.

Occasionally we get calls from athletes asking why their performances haven't made the AW ranking lists, when the results have been listed in the magazine.

In some cases this is because the race is not certified. In these circumstances, we would ask runners to take their complaints to the race organisers rather than ourselves.

We are asking all parties to give the above their consideration. We hope all race organisers will get their courses measured accurately and obtain permits; runners will only compete in such races, and *Athletics Weekly* will be able to print road rankings without doubts about short courses.

## Course accuracy attacked

JAN SCHEERS, agent to several world class athletes, has attacked the accuracy of the IAAF world road rankings, claiming some of the courses are short.

Sheers, who acts as agent for several leading Africans and, along with Ray Flynn, looks after the affairs of Derartu Tulu, says: "Some of the performances listed are a joke. For example, the half-marathon in Las Vegas with times such as Hellebuyck 60:49, Kempainen 60:51, Morris 61:08 and Pilkington 61:17.

"When Hellebuyck can make 60:49 I'm God! On one of the fastest courses in the world (Route du Vin Luxembourg Remich-Grevenmacher) he could never run faster than 63 or 64 minutes.

"I'll have to send my athletes there, then I'll have some world record holders in my team next year.

"The same for the women's race. Metzner only 14 seconds behind Pippig, that's the best joke German athletics lovers have heard in their whole life. She can't even go under 70 minutes.

"The Ghent 10km is just as bad, with Hellebuyck (again!) running 27:51.

"These lists will be used for important things. The 50 best half-marathons are qualified for the IAAF World Cross Challenge and some athletes will receive good sponsorship contracts because of performances set on short courses. Can't there be a system found so that – before the results are listed in the rankings – there has to be 100 per cent certainty about the length and height difference of the course?"

● INCIDENTALLY, the IAAF half-marathon ranking lists have an asterisk marked against the Marrakesh Half-marathon, indicating 'questionable distance'.

Of course, Paul Evans' 60:09 European record, second on the lists, was set on that course along with Karen MacLeod's 71:44 which is ranked second in Britain this year.



Marrakesh Express – Paul Evans's half-marathon time is now in doubt

*Athletics Weekly* November 29 1995

## E-MAIL ADDRESSES

This is the last time this listing will appear in MN. New addresses, and address changes, will be posted as received.

Bob Baumel	Bobbau@pcok.com
Andy Beach	Abeach@ti.com
Bill Callanan	Bcallan369@aol.com
Bernie Conway	Bernconw@village.ca
Tom Ferguson	Ktjsudad@lava.net
Zean Gassmann	Zeansusan@aol.com
Basil Honikman	Honikman@silcom.com
Alan Jones	AlanLJones@aol.com
Tom Knight	Tdk@leland.stanford.edu
Tom & Mary Anne McBrayer	Etmmam@aol.com
Jack Moran	Jmoran@skypoint.com
Gene Newman	Brunner@aol.com
Pete Riegel	Riegelpete@aol.com
Brian Smith	Bnewbatt@aol.com
Jay Wight	Jaywight2@aol.com

## A DITTY FROM CYBERSPACE

I halve a spelling checker, it came with my pea sea.  
It plainly marks four my revue, mistakes I dew not sea.  
I've sent this message threw it, and I'm shore pleased to no  
It's letter perfect in its weigh; my checker tolled me sew.

Year	Length km
1982	15.60
1983	14.76
1984	15.17
1985	14.17
1986	13.46
1987	11.14
1988	10.68
1989	11.01
1990	10.54
1991	10.31
1992	9.55
1993	10.01
1994	9.65
1995	9.69

