

Measurement News



January 1997 Issue #81



四万十川 100km マラソン 陸連公認へコース計測

国際大会化向け準備着々

中村市

国際陸上競技連盟（本部）と日本陸上競技連盟（東京都渋谷区）による「四万十川100kmマラソン」コースの計測が十九日、始まった。二年後の大会を国際大会化するため、まず日本陸連の公認コースへすることが必要で、主催者の大会実行委（委員長・加藤敬一郎）中村市助役らが、陸連の検定員を招いた。一日間、自転車五台で距離を計りながら全コースを回り、来月上旬の日本陸連理事会へ公認を目指す。

中村市、幡多郡十和村、行委は十年の第五回大会（陸上）を主催する「マラソン」を、国際陸連公認の大会とする。計測は、陸連の検定員（国際陸連公認）とランナー（約十人以上）のランナーズ協会（I・A・U）の「ワー」が参加し、住民ボランティア（ロードチャレンジ大会）として大会を支えるなど、地域で開催することを目標にして、来月上旬の日本陸連理事会へ公認を目指す。



四万十川100kmマラソンの国際大会化へ向け、国際陸連の検定員らによって行われたコース計測

（中村市新聞のスタート付近）

来月上旬にも理事会で認定

しており、日本陸連を通じて国際陸連への申請は、コースが日本陸連公認となる。これが最初のハードルとなる。国内の「マラソン」で日本陸連の公認コースは、北海道のサロマ湖だけ。計測には国際陸連（I・A・U）の検定員である米国のピーター・リーゲルさんと、日本陸連検定員委員会の三つの検定員が訪れ、国際陸連と国際マラソン協会が認める方法で厳密に計測した。最初「スタートの瞬間、付録で自転車五台が直線四百メートル走り、前輪の回転数を計測し、1・1・3という回数（自転車の「km/h」）を算出。それを基に、初日は十和村昭和の五十・地点までを自転車平均しながら正式な距離を測定した。

十二月上旬に日本陸連の理事会が開催される予定で、コースの公認は、計測結果を基に決定される。

Pete Riegel went to Japan in November to measure the Tokyo International Women's Marathon and the Shimantogawa 100 km. He was accompanied by several Japanese measurers, who demonstrated all the skills of experienced and competent measurers. See story in this issue.

MEASUREMENT NEWS

#81 - January 1997

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THE USATF CONVENTION

You have read of the various political upheavals already from other sources. As far as RRTC goes, we had only one minor change: We are not certifying cross-country courses. You will see an amplification of this in Bob Baumel's minutes of the RRTC meetings at the Convention, and in the RRTC **Late-Breaking News** section copied from Bob Baumel's web page.

USE THE NEW CERTIFICATE YOU WILL FIND IN THIS ISSUE

Announced at the convention were three changes in office:

Mike Wickiser replaces Wayne Nicoll as Eastern Vice-Chairman. **Note: All Eastern certifiers should begin NOW to send their courses to Mike exactly as you used to send them to Wayne.**

Doug Loeffler replaces Mike Wickiser as Validation Chairman.

Ron Scardera will assume the duties vacated by Carl Wisser upon his retirement as Northern California Certifier. This makes Ron the Certifier for **all** of California.

CHAIRMAN'S REPORT

This year included the following activities:

- Gave a measurement seminar in Bogota, Colombia
- Checked London Marathon (no course change this year, except for a very small diversion due to a bomb explosion in Canary Wharf.)
- Gave a measurement seminar at the RRCA Convention in Knoxville, TN.
- Organized the group measurement of the Atlanta Olympic Marathon course
- Measured the São Paulo Marathon and a 10 km course in Brazil
- Attended the Olympic Games and checked to see that the marathons and racewalks were set up properly. They were.
- Attended an IAAF meeting in Dublin to further solidify international road course measurement
- Measured two courses in Japan - Tokyo International Women's Marathon and Shimantogawa 60/100 km course (one big loop)
- Certified 62 courses
- Measured 8 US courses - my first year to not make the 10-or-more list.



Road Running Technical Council
USA Track & Field

recognized by



Measurement Certificate

Name of the course _____ Distance _____

Location (state) _____ (city) _____

Type of course: road race calibration track Configuration _____

Type of surface: paved _____% dirt _____% gravel _____% grass _____% track _____%

Altitude (meters/feet above sea level) Start _____ Finish _____ Highest _____ Lowest _____

Straight line distance between start & finish _____ Drop _____ m/km Separation _____%

Measured by (name, address, & phone) _____

Race contact (name, address, & phone) _____

Measuring methods: bicycle steel tape electronic distance meter

Number of measurements of entire course: _____ Date(s) when course measured: _____

Race date: _____ Course paperwork postmark date: _____

Difference between two best measurements of the course: _____ Certification code: _____

Replaces _____ (if applicable)

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

Be It Officially Noted That

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

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

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

AS NATIONALLY CERTIFIED BY:

Date: _____

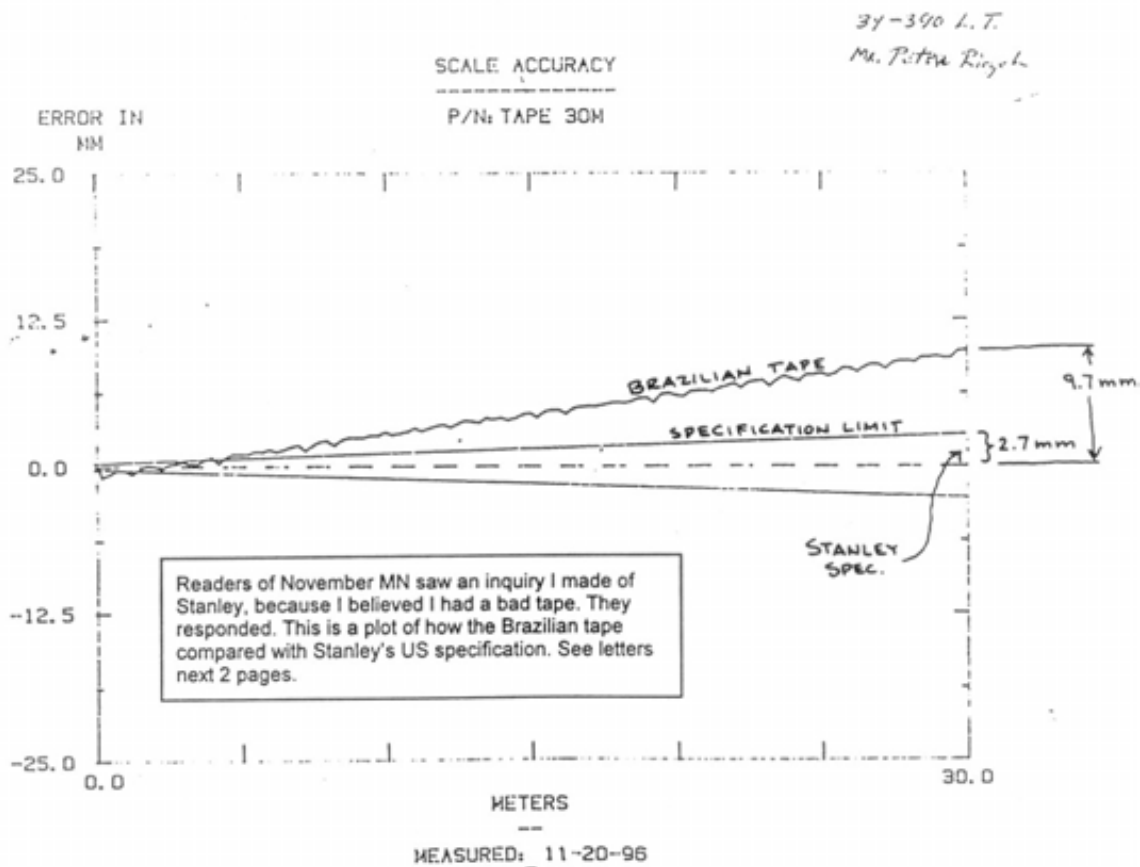
CHIP TIMING AND THE NEW RULE

At the recent USATF convention, a rule modification was adopted to permit the use of new technologies in race timing. This was spurred by the advent of various "chip timing" devices and systems, which have already been employed at several large races. The Road Running Technical Council was tasked with the job of evaluating and approving such new systems.

Recently I was contacted by Basil Honikman, of Road Running Information Center (RRIC), to explore the ways in which a new system might be judged. After some discussion, it was agreed that a test period should be employed for a new system. During this period a timing operator would submit results from three races, along with a listing of select times. A reasonable matchup between select times and official times would indicate what kind of a job the system did at that particular race.

Approval by RRTC will not mean that any future results will be accepted at face value. For record acceptance, select times will still be required.

You can read more about this in the next issue of *On the Roads*. See also the paragraph from Bob Bauml's "Late-Breaking News" section of his homepage (reproduced in this issue of MN).



STANLEY

STANLEY TOOLS

A Division of The Stanley Works

600 Myrtle Street, New Britain, Connecticut 06093 • (203) 225-5111

December 5, 1996

Mr. Peter Riegel, P.E.
3354 Kirkham Rd.
Columbus, OH. 43221

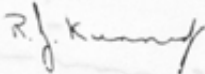
Dear Mr. Riegel:

I have had your tape examined on the laser interferometer in the manufacturing plant. The readings indicate that the tape begins to exceed our internal specification (in the U.S. we use an internal standard higher than Government Handbook 44, standards for measuring tapes) at about the 5 meter mark and continues to get worse out to 30 meters. You indicated that you felt it was short. Our reading indicate that it is long. Your letter may have just been a typo.

Stanley/Brazil is an independent operating site which is slated to be closed. Brazil has not produced tapes for the U.S. thus, we have not had to oversee their accuracy from this end.

I have included a 30meter/100 foot (34-393) replacement for your tape. Thank you for contacting us concerning this matter. It has been entered in our Customer Complaint database.

Best Regards,



Bob Kennedy
Division Quality Assurance Manager

FROM THE DESK OF

GRANT WOOD

TO: BOB KENNEDY

11/21/96

YOU LUCKED OUT. WE CHANGED OVER TO METRIC LONG TAPES BETWEEN 2ND & 3RD SHIFTS. (NO CHARGE)

ATTACHED IS MR. RIEGEL'S REQUEST LETTER AND OUR LASER CHART FINDINGS. PLUS METER TO METER READINGS. WE WOULD NOT ACCEPT THIS BLADE IF MANUFACTURED IN N.B.. NOT SURE WHAT THE ACCURACY IS IN BRAZIL???

NO THANKS NECESSARY.

SEND CASH



GRANT WOOD
DID THE ACTUAL TESTING.
Pete

Peter S. Riegel P.E. - 3354 Kirkham Rd - Columbus, OH 43221
Phone: (614) 451-5617 FAX: (614) 451-5610
E-mail: Riegelpete@aol.com

December 9, 1996

Bob Kennedy
Division Quality Assurance Manager
Stanley Tools
600 Myrtle Street
New Britain, CT 06053

Dear Mr. Kennedy,

What to my wondering eyes should appear in today's UPS delivery but a box from Stanley! Inside I found a new 30 meter tape, my old tape, and exactly the information I was so curious to obtain.

Your readings coincide with mine. When I said the tape appeared to be short, what I meant was that I obtained shorter measured values for the same distance as I did with other tapes. This, of course, makes the tape long. I wish I could say I will not make that mistake again.

The new tape was gravy - the information was what I craved. It is as complete as any engineer could desire. My huge thanks for your efforts and those of Grant Wood, whose final comments I enjoyed. Please assure him that the check is in the mail.

As for adding my inquiry to your Customer Complaint Database, that's your prerogative. As for me, I have nothing to complain about. Stanley has acted handsomely as far as I am concerned.

Best regards, and thanks again,

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

Peter S. Riegel, P.E.

**Minutes — Road Running Technical Council
USATF 1996 National Convention — San Francisco, CA**

1st Meeting — Wednesday, December 4, 1996

Attending: Bob Baumel, Bill Grass, Norman Green, Finn S. Hansen, Bob Harrison, Basil Honikman, Linda Honikman, Kimberly Keenan, Tom Knight, Justin Kuo, Jim Knoedel, Ryan Lamppa, Bob Langenbach, AC Linnerud, Mary Anne McBrayer, Tom McBrayer, Mick Midkiff, Rick Recker, Joan Riegel, Pete Riegel, Ron Scardera, Don Shepan, Allan Steinfeld, Mike Wickiser, Carl Wissner

The meeting was called to order by Chairman Pete Riegel at 20:32. All present introduced themselves. The following officers' reports were given (Only brief summaries are given here, as complete written versions appear in Jan 1997 *Measurement News*).

Officers' Reports

Vice Chairman East, Wayne Nicoll (report presented by Pete Riegel): Wayne Nicoll (who did not attend this Convention) has elected to retire from the Eastern Vice Chairmanship after more than 10 years of service. Wayne's report summarized his tenure in office, thanking the many people he has worked with. Highlights of the past year included supervising measurement of the Olympic racewalk courses, participating in measurement of the Olympic marathon course, training of two certifiers (Paul Hronjak, NC, and Bill Belleville, PA), and appointment of NJ certifier Gene Newman to also handle certifier duties in Delaware. Also in the past year, Wayne validated three courses, and, as he has done several times before, conducted wind observations at the Crescent City 10 km (Pete noted that Wayne is the *only* person who has helped people comply with the wind provisions in Rule 185.5). Wayne will be missed as Vice Chairman, but remains the certifier for four states.

Vice Chairman West, Tom McBrayer: Tom announced that northern California certifier Carl Wissner is retiring after more than 13 years of service. His duties will be assumed by southern California certifier Ron Scardera, who now has responsibility for the whole state. Tom indicated that the "senior measurer" position he instituted last year in his home state of Texas has been working well. Two areas of concern expressed by Tom were: (1) totally inactive cities and states with regard to certified courses, and (2) fewer venues for staging long distance races.

Course Registrar, Joan Riegel: The projected number of courses certified in 1996 will probably be in the historical range of 1100 to 1200 per year. The number of requests for course lists has remained low, but improvement was seen in two areas: (1) more requests for copies of certificates and maps, (2) our Internet presence has "blossomed." Pete and Joan can be reached by email at riegelpete@aol.com (See additional information on Internet presence below).

Validations Chairman, Mike Wickiser: The year's validation activity began with a pre-validation of the Women's Trials marathon course led by Amy Morss immediately after the 1995 Convention, and was highlighted by the pre-validation of the Atlanta Olympic marathon course by an international team led by Pete Riegel. One major race failed validation this year, namely the Freihofer's 5 km Run for Women in Albany NY, where the main problem was failure to follow coning restrictions specified in the certification. This was Mike's last report as Validations Chairman, as Mike now takes over the job of Eastern Vice Chairman, following Wayne Nicoll's

retirement from that position (See Chairman's report below).

Road Running Information Center, Basil Honikman: According to Basil, RRIC is trying to "re-invent" itself to provide greater value to the road running community, which is changing rapidly. Basil spoke about his USA-LDR web site (<http://www.usaldr.org/>), which has been more popular than the central USATF site (See additional info about Internet presence below). He also spoke about the new "transponder" or "chip" timing technology, which was tested during a measurement/timing seminar conducted by RRIC in 1995, and was the subject of a rule change passed at the present 1996 Convention (See additional discussion on this topic below). Basil praised Ryan Lamppa's work as RRTC Finish Line Chairman, but expressed a need to greatly "ramp up" this Finish Line subcommittee.

Chairman, Pete Riegel: Pete made several **official announcements:** Mike Wickiser would replace Wayne Nicoll as Eastern Vice Chairman, and Doug Loeffler replaces Mike Wickiser as Validations Chairman. Also, Carl Wisser has retired as northern California certifier; Ron Scardera, previously southern California certifier, now takes over certifier duties for all of California.

Regarding his own activities in the past year, Pete did lots of international traveling, performing measurements in Brazil, Japan and Great Britain, giving seminars in Tennessee and Colombia, and attending an IAAF measurement meeting in Dublin. His biggest project was organizing the measurement of the Olympic Marathon course in Atlanta—an international effort involving 28 measurers from six countries (This project was so successful that the Australians have promised to conduct a similar group measurement in Sydney for the 2000 Olympics). Pete also remarked that he has become "brighter" about using the Internet, although it's important to remember that 95% of the people we need to reach still don't have Internet access (See additional remarks on Internet presence below).

Other Business

Tribute to Carl Wisser: Tom Knight thanked Carl for all he has meant to measurers in California during the past 15 years. Pete Riegel recalled the measurement of the 1984 Olympic Marathon course in Los Angeles, where Carl had been one of the most experienced measurers, and an inspiration to the rest of us.

Special Presentation: In recognition of Pete Riegel's work in organizing the measurement of the 1996 Olympic Marathon course in Atlanta, Tom McBrayer presented Pete with a framed photograph of all the measurers in the Olympic Stadium.

Internet Presence: Bob Baumel explained that he and Basil Honikman agreed to transfer some of the RRTC-specific content on Basil's USA-LDR web site to a new location that Bob will operate, in order to keep this information more current. The new RRTC home page, operated by Bob, can be accessed at

<http://www.pcok.com/~bobbau/rrtc/>

or alternatively, you can go to Basil's USA-LDR site at

<http://www.usaldr.org/>

and follow the link labelled "Course Measurement (Road Running Technical Council)" which takes you to the same place. This change will be transparent to most users because Bob's pages will maintain the same graphic appearance as Basil's earlier versions, and the two sites will have

many links between each other. Basil will continue to operate the **certified course search engine** that he built, while Bob's pages include an option for **downloading the complete course list**, as well as downloading the measurement calculation software he wrote. Bob will also provide an **RRTC Late-Breaking News** page.

Recruiting Measurers for Foreign Measurements: Pete claimed that he doesn't *really* want to take every juicy foreign measurement that comes along. Therefore, he wants to recruit a corps of measurers who are willing and ready to do international measurements. Volunteers should have a current passport, and a fax machine, and a schedule that lets them drop everything to travel halfway around the world to measure a course with only two or three weeks notice. [Note: after this meeting, Pete admitted that these are not reasonable requirements, and he would work on the AIMS and IAAF people to see if they can provide more advance notice when measurements are needed.]

No More Cross-Country Certifications: Cross-country courses have been a perennial topic at RRTC Convention meetings, but this time we reached a decision. After some discussion about how cross-country measurements generally fail to satisfy our standards for accuracy and documentation, Basil Honikman proposed that we declare we will no longer certify cross-country courses, and that we remove the "cross country" checkbox from our certificates. Hearing no objections, Pete proclaimed this as our policy. Thus, we are no longer in the business of certifying cross-country courses. New certificate forms without the cross country checkbox will be distributed with January *Measurement News*.

[Note: The electronic certificate templates distributed to certifiers by Bob Baumel will also be updated in accordance with this decision. These templates are available for three word processors: Microsoft Word for Macintosh, Microsoft Word for Windows, and WordPerfect for Windows. Certifiers who want an updated template can send a floppy disk to Bob, or send email to bobbau@pcok.com if you want it by email attachment (be sure to specify which word processor you want it for).]

IAAF, AIMS and Us: Referring to the IAAF meeting he attended in Dublin, Pete noted that USATF remains the only Federation with a "Validation" process for checking courses after the race. Some international courses have, nevertheless, been checked after the race. This year Jean François Delasalle, in charge of Italy for IAAF, checked the Stramilano Half Marathon and found it short by 49 m due to incorrect coning by race organizers. Pete sensed that some IAAF officials feared that such public revelations might do harm to the IAAF road running program.

USATF is also the only Federation with a well-developed system of road running records, including standards to avoid records aided by downhill grade or tailwind. AIMS apparently wants to accept records *without* any considerations about aided courses. Norm Green urged us to "stand our ground" in maintaining our standards to avoid aided records. Pete Riegel noted that AIMS is mainly an organization of race directors, and that course measurers have little influence in it.

Pete doesn't particularly favor IAAF's system of designating class "A," "B" and "C" measurers, but given this system, Pete has promoted every RRTC certifier to at least "B" IAAF status (not counting the 7 or 8 who already have "A" status). Courses measured by a "B" measurer are acceptable for all AIMS/IAAF races except the biggest international events (Olympics and World Championships). Pete's appointment of every US certifier as a "B" measurer (or better) avoids problems that have occurred regarding AIMS/IAAF acceptance of some US courses, such as the

Las Vegas Marathon measured by Nevada certifier Bill Callanan.

Racewalk Course Validations: Pete expressed a feeling that maybe we're doing too many validations of racewalk courses—that the effort spent validating these courses seemed out of proportion to the numbers of participants, and it seemed excessive to send validators long distances just to check a 1 km loop. In response, it was pointed out that RRTC members have worked to apply identical standards regarding course certification and records to race walking and road running, and this was a natural consequence. Justin Kuo noted that all the courses now being validated were certified by RRTC. It was also observed that records in race walking are currently “softer” than in road running, so we should expect more race walking records for a while. Linda Honikman emphasized the importance of being *inclusive* for race walkers as well as road runners.

Funding for Worthy Projects: RRTC has conducted many special projects. This year it was measurement of the Olympic Marathon course; in the past, we've conducted international seminars on course measurement and/or race timing. Pete wants people to step forward with ideas for future projects. But don't just suggest something that you want somebody *else* to do! You should be willing to run the project yourself. Describe your ideas, specify how much funding you'll need, and then follow through. Any volunteers?

Transponder Technology: Basil Honikman described a rule change that he proposed [and was later adopted] at this USATF Convention. The rule change makes it legal to use the new “transponder” or “chip” timing systems if certain conditions are met. This rule also designates a formal role for RRTC, stipulating that the systems must be “approved by the finish line subcommittee of the Road Running Technical Council.” Ryan Lappa is currently the RRTC Finish Line Chair. He will recruit additional members for his subcommittee, probably from companies that are developing the chips, so we can keep abreast of this rapidly evolving technology.

In additional discussion about chip timing, Finn Hansen noted that records at intermediate splits will now be more likely, so we'll need to spend more effort on certifying splits. Norm Green warned us of a way runners can cheat using the “chips” (by exchanging chips with another runner during the race).

Fast Wheelchairs: Jim Knoedel asked whether RRTC would support a resolution from the Disabled committee that, for safety reasons, “hand-cranked” wheelchairs (which are much faster than ordinary wheelchairs) be banned from races meant for runners, and used in bike races instead. Pete Riegel replied that, however individual members might feel about this type of question, it's really not in the jurisdiction of RRTC.

The meeting was adjourned at 22:25.

2nd Meeting — Thursday, December 5, 1996

Attending: Bob Baumel, Sharon Good, Bill Grass, Norm Green, Tom Knight, Carol Kuo, Justin Kuo, Carole Langenbach, AC Linnerud, Mary Anne McBrayer, Tom McBrayer, Paul Oerth, Joan Riegel, Pete Riegel, Ron Scardera, Don Shepan, Mike Wickiser, Jack Wing

The meeting was called to order by Pete Riegel at 20:10. There were two main items of business:

Presentation by Paul Oerth: In spite of a bad cold, Paul Oerth, current producer/distributor of the Jones/Oerth counter, gave a lively presentation about these counters. He recalled that when Pete Riegel approached him six years ago, because parts needed for the original Jones counter were no longer available, Paul had to think about it (for two or three minutes) before agreeing to take the business. Setting up this business required an initial investment of \$20 000 to buy a machine lathe and considerable research to design the plastic connector between the sprocket gears (purchased from a firm in Columbus, OH) and the Veeder-Root counters. The connector had to be made of "Delrin"—the same DuPont plastic used for the cover of the Veeder-Root counter. Delrin is easy to machine, but nearly impossible to bond to anything—even another Delrin part. DuPont did have a glue (a special epoxy) that succeeded in bonding the two Delrin parts, however, DuPont didn't know if they would continue producing this glue. Therefore, Paul stocked up with enough glue to make 50 000 counters!

Paul also recalled that he presented his first counter to Alan Jones (inventor of the original Jones counter), and apparently, Mrs. Jones was very pleased with it. A curiosity: Americans tend to prefer 5-digit counters, while people in other countries generally favor 6-digit counters. Finally, Paul requested that whenever somebody else takes over this business, they preserve the name "Jones/Oerth," although additional names can be added; thus, it may become the Jones/Oerth/xxxx counter.

Pacing Contest: Finally, it was time to find out who won the RRTC Pacing Contest. This was our 10th annual contest. This year's course covered a two-block area including Union Square, just east of the Convention hotel. The course was laid out by Tom Knight, who did such a careful, unambiguous job, there was no chance for any of the controversies that have occurred in previous years. When Tom announced the winners, your humble scribe was surprised to learn that his estimate was closest, followed by Carol Kuo (a frequent winner in previous years) and Pete Riegel. The winners all received mementos of San Francisco. In presenting these awards, Tom Knight alleged that he didn't know the people who won first and third place, which he proved by mispronouncing their names!

Following these business items, there was some more discussion of items from the previous night (transponder timing; who can measure courses for AIMS). Pete made an announcement to welcome Ron Scardera as California certifier, and thanked Tom Knight for scouting out the course for the Pacing Contest—which is always the highlight of the Convention, according to Pete. The meeting was adjourned at 21:00.

Minutes prepared by Bob Baumel, RRTC Secretary

**1996 Measurement-by-Pacing Contest
USATF Convention - San Francisco**

Official Distance: 666.094 meters

		Estimated Meters	Meters Error	Percent Error	Place	Prize
Bob	Baumel	668.00	1.91	0.29	1	Musical Golden Gate Bridge
Carol	Kuo	662.04	-4.05	-0.61	2	Fancy San Francisco Map
Carol	Kuo	660.72	-5.37	-0.81	Unofficial	
Pete	Riegel	659.22	-6.87	-1.03	3	Calendar
Carole	Langenbach	673.19	7.09	1.06	4	
Bob	Harrison	674.50	8.41	1.26	5	
Tom	McBrayer	675.03	8.94	1.34	6	
Justin	Kuo	675.61	9.52	1.43	7	
Finn	Hansen	675.83	9.74	1.46	8	
Sal	Corrallo	655.00	-11.09	-1.67	9	
Wayne	Armbrust	677.67	11.58	1.74	10	
Mike	Wickiser	682.03	15.94	2.39	11	
Don	Shepan	684.38	18.29	2.75	12	
Bill	Grass	645.24	-20.85	-3.13	13	
Bob	Langenbach	644.70	-21.39	-3.21	14	
Ron	Scardera	636.00	-30.09	-4.52	15	
Steve	Vaitones	629.00	-37.09	-5.57	16	
Dave	Gwyn	620.69	-45.40	-6.82	17	
Sharon	Good	772.00	105.91	15.90	18	
Frances	Childs	484.00	-182.09	-27.34	19	
Wayne	Armbrust	1356.17	690.08	103.60	unofficial	

Tom Knight's Measurement Data:

Precal 553 counts for 50 m
553

Postcal 553 counts for 50 m
553

Day's constant = 11.06 counts per meter
Does not include SCPF

Measurements of whole course:

	Counts	Meters
First:	7367	666.094
Second:	7369	666.275

Thanks to Tom Knight for designing and laying out the course.

This year's contest went without any major brouhahas, as all were able to locate the course and successfully get through the exercise. Contest management was not aware of any difficulties remotely resembling grounds for protest. The above results are official.

Two people submitted dual entries, but noted on their second one that it was the official one.

Eye in the Sky (Norm Brand) retired his instrument this year and did not compete.

PERCENT ERROR RECORDED IN RRTC PACING CONTESTS

		1987	1988	1989	1990	1991	1992	1993	1994	1995	1996
Wayne	Ambrust								1.15	1.86	1.74
Bob	Baumel	0.07		-3.03	-0.91	2.63	-0.72	-1.03	-1.18	-0.52	0.29
Marcia	Baumel	0.02				4.37					
Andy	Beach					-5.36	-2.42			-4.54	
Michael	Blanchard						1.14				
Bob	Boel				27.76	-0.19	-4.33	1.72	2.75		
Haig	Bohegian				6.72						
Norm	Brand	41.61	8.07	0.80	-0.90	9.56	-24.63	-4.00	-6.84	1.44	
Dan	Brannen		-0.21								
Margaret	Brooke	-6.52									
Nick	Brooke	-6.61									
Jim	Brown			0.36						-0.48	
Frances	Childs					10.46					-27.34
Felix	Cichocki	2.14	0.76	6.51	0.99			-1.89			
Sal	Corrallo								-11.38	-10.11	-1.67
Robert	DeCelle				187.61						
John	Dunaway			4.58							
Miriam	Gomez		-3.86								
Sharon	Good								3.13		15.90
Barb	Grass					-1.11	12.17	-0.60			
Bill	Grass					-0.83	-3.73	-2.57			-3.13
Dave	Gwyn	-3.33		4.91	0.65	1.86	-10.20		0.63	4.55	-6.82
Ben	Hablutzel	-3.05									
Finn	Hansen	3.31	4.16	-1.02	4.28		-0.07	-1.04	2.05	2.75	1.46
Bob	Harrison								-0.83		1.26
Walter	High						-3.34				
Basil	Honikman			5.67	-1.22	-29.89	-0.17	1.35	2.52	-0.06	
Linda	Honikman								3.28		
Bard	Horton				-0.47						
Paul	Hronjak									0.64	
Jim	Jacobs				28.14						
Alan	Jones			0.01	1.27						
Clain	Jones				0.09						
Bill	Keesling					22.29					
Tom	Knight	1.50									
Carol	Kuo					0.72			0.34	0.03	-0.61
Justin	Kuo			17.14	-1.61	0.07	-2.85	40.21	-1.09	0.16	1.43
Bob	Langenbach	-0.66		3.50		-0.93	0.33	0.42	-0.52	13.55	-3.21
Carole	Langenbach						1.76		-2.23		1.06
Mel	Lemon								157.85		
Tom	Mayda				-0.21						
Mary Anne	McBrayer	-2.91	0.14	4.06	-1.89	0.61	2.54	2.40			
Tom	McBrayer	-3.66	-2.38	-1.48	-0.90	3.07	-0.43	0.52		-1.53	1.34
Dick	Mochne						-6.11	2.13			
Wayne	Nicoll	-1.11		-10.34	0.54	-2.55		1.32	-1.26	0.10	
Ron	Pate					-7.62					
Rick	Recker	-0.79	-2.22	-0.17	-1.96						
Joan	Riegel		1.74	-3.35	-1.40	2.28		-1.17			
Pete	Riegel	-1.00	0.95	0.08	-0.52	-1.25	-0.39	0.13	-0.99	1.16	-1.03
Bruce	Robinson								4.00		
Ron	Scardera										-4.52
Larry	Schloss			2.07							
Don	Shepan								-0.82		2.75
Jim	Skelly								0.15		
Jim	Smith	0.86									
Christine	Steele						-1.83				
Phil	Stewart								6.48		
Stephen	Tabb	0.62									
Bob	Thurston		0.84								
George	Tilson								-1.65	2.43	
Peter	Torres, Jr.				33.21						
David	Troy					18.38					
Steve	Vaitones										-5.57
George	Vernosky				27.30	-1.49	-4.68	1.31	0.50		
Karen	Wickiser				-1.53		-5.02			0.19	
Mike	Wickiser				2.49	0.22	-0.86	2.36	-0.00	0.98	2.39
Contestants		18	11	18	26	22	22	18	25	19	19
Median		-0.72	0.76	0.58	-0.06	0.42	-1.83	0.47	0.15	0.19	0.29
Average		1.14	0.73	1.68	11.54	1.50	0.58	-6.82	6.24	0.66	-1.28
Std Deviation		10.18	3.13	5.41	36.84	9.45	1.46	3.74	31.13	4.25	7.67

ANNUAL REPORT - USATF Convention, December '96
RRTC Course Registrar, Joan Riegel

This year has been much like past years. While the final count of certified courses will not be complete until March, it looks as though we will be within our historical year's range of 1100 to 1200 courses.

Requests by certifiers for up-to-date course lists remain stationary and low. I do not know whether this is because of a lack of interest or a desire not to bother us. Please know that it is our pleasure to send certifiers a listing whenever one is requested. It is free to certifiers. I solicit corrections, especially to the status of courses. I'm happy to send you the list, have you correct it, fix your listing, and send you a corrected copy. Lists can be requested and supplied by email, disk, or in printed form.

Email: **riegelpete@aol.com**

There are areas in which we have seen significant improvement:

- Requests for copies of certificates and maps have increased. While I do not log every request, the volume of requests is up noticeably from past years. Some requests are made for the purposes of renewal, and some to search for a course to use without measuring a new one.
- Our presence on the internet has blossomed. The major site for information is that provided by RRIC, with Basil and Linda Honikman and Ryan Lamppa posting all the information. Each two months, just after Measurement News is published, we email a course list to RRIC. They update their web site so users can search for a specific course. Search **<http://www.usaldr.org>**

I remain eager to serve the running community in any way I can. Suggestions for improvement are most welcome.

**USA Track and Field
Road Running Technical Council**

E. T. (Tom) McBrayer
Vice Chairman West
4021 Montrose Blvd.
Houston, Texas 77006-4956
(713) 523-5679

December 1, 1996

RRTC Annual Report of Vice Chair West

- Carl Wisser is retiring from his position as Northern California certifier effective December 31, 1996. His duties will be assumed by Ron Scardera, the Southern California certifier.

Carl began measuring in the late seventies and served as certifier for over 13 years. His precise technique, accurate measurements and beautiful maps will still be with us though as he retains his final signatory status.

Ron will now be certifier for all of California, which is in line with all other states.

- The "senior measurer" position instituted last year appears to be working. This new category, still in the test stage, does require 1) the state certifier to know the abilities of the measurers and 2) a high level of trust and confidence in those measurers. Not only is it a time saver for me, but also takes the measurers to another stage of development and confidence in their own abilities.
- All of us in the measurement/running community owe a debt of gratitude to Wayne and Sally Nicoll. How many times did I, as a new vice-chairman, rely on Wayne's experience? Fortunately, he was only a phone call away. They will be greatly missed by all of us.
- Areas of concern:
 - 1) Totally inactive cities and states with regard to certified courses. The measurers report a lack of interest by race directors and runners. The courses may be measured, but not certified.
 - 2) Fewer venues for staging races especially longer distances, i.e., over 10km through marathon. Public reaction seems to be "not in my backyard."

Submitted by,

E. T. (Tom) McBrayer
Vice Chairman West



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

Vice Chair East Report of Activities, USATF Convention 1996

This is a summary of activities the Vice Chair supervised, monitored, or participated in during the past calendar year. Since I am leaving this position I will recognize numerous people who have been so helpful to me in this job.

Reviewed approximately 600 certificates transmitted from certifiers to this office and forwarded to the Chairman, RRTC. Worked daily with the Eastern certifiers to resolve problems and clarify procedures. Many thanks to all certifiers and measurers who worked with me over the past ten years.

Supervised certifier apprenticeships with Paul Hronjak, North Carolina, and Bill Belleville, Pennsylvania. Both are now fully qualified certifiers who are doing excellent work. Appointed Gene Newman, certifier, NJ, to include certifier duties in Delaware.

Served as the course inspector for the US Mens Marathon Olympic Trials at Charlotte, NC. My thanks to Danny White, technical director, for his support. Conducted wind observations at the Crescent City Classic 10K in New Orleans. Thanks to Neil McDonald, Event Tech, for this opportunity the past several years.

Participated in the international team measurements of the Olympic Marathon course in Atlanta. This was the highlight of nearly 20 years of course measurement. Thanks to Pete, who created this project, and Woody Cornwell, GA certifier, for his local support.

Measured and certified the two Olympic racewalk courses used for the Women's 10K and Men's 20K and 50K racewalks. I offer sincere thanks to the members of the Olympic Marathon Measurement Team who assisted in verifying the length of the racewalk courses, and Joe Rogers, the Atlanta racewalk coordinator, for his dedicated and selfless service on this project.

Validated two racewalk courses in Washington, DC. Thanks to Bob Thurston for his hospitality and excellent support. Participated with Mike Wickiser in the validation of the Freihofers 5K and conduct of a measurement clinic in Albany, NY. I thank Jennifer Aviles, Sally Nicoll, and Mike Wickiser for the many opportunities to validate race courses over the past ten years.

Finally, I would like to thank Pete and Joan Riegel, Basil and Linda Honikman, Ryan Lamma, and my wife Sally, for their sustained and enthusiastic support during my tenure.

Submitted by:

Wayne B. Nicoll

USATF RRTC VALIDATIONS

1996 ACTIVITY REPORT

December 4, 1996

Validations conducted:

DATE OF RACE	DATE OF VALIDATION	TYPE OF RACE	DISTANCE ADVERTISED	NOMINAL DISTANCE	MEASURED DISTANCE	PERCENT DIFFERENCE	COURSE ID #	COURSE NAME	MEASURED BY	VALIDATED BY
02/10/96	12/02/95	LDR	Marathon	42195.00	42280.81	2.03	SC 96001 AM	US Womens Olympic Trials	PRYTHERCH	MORRS
1996	05/26/96	LDR	Marathon	42195.00	42260.70	1.56	GA 96012 WC	Olympic Marathon	GROSKO	RIEDEL
1995	08/17/96	LDR	5000.00	5000.00	4997.84	-0.43	NY 94001 WN	Fireholer's Run for Women	NICOLL	WICKISER
06/01/96	08/17/96	LDR	5000.00	5000.00	4990.65	-1.87	NY 94001 WN	Fireholer's Run for Women "as run"	NICOLL	WICKISER
02/11/96	09/21/96	RW	10000.00	2000.00	2008.45	4.22	FL 95018 DL	Brian Piccolo Park 2k	WITKOWSKI	LOEFFLER
07/20/96	09/22/96	LDR	8000.00	8000.00	8011.21	1.40	TN 96006 RH	Crazy Eights 8 km "as certified"	CHANEY	RIEDEL
07/20/96	09/22/96	LDR	8000.00	8000.00	8005.50	0.69	TN 96006 RH	Crazy Eights 8 km "as run"	CHANEY	RIEDEL
08/28/96	10/21/96	RW	5000.00	5000.00	5004.86	0.97	PA 95003 DB	USATF 5k RW - Sallie Mae	BRANNEN	WICKISER
03/19/95	11/02/96	RW	10000.00	2000.00	2004.52	2.26	DC 95006 RT	Hains Point RW loop	THURSTON	NICOLL
03/24/96	11/02/96	RW	5000.00	2000.00	2003.97	1.99	DC 96008 RT	Hains Point Flood Emergency	THURSTON	NICOLL
1997	11/02/96	RW	5000.00	2000.00	2004.58	2.30	DC 96007 RT	Hains Point RW loop	THURSTON	NICOLL

Currently pending:

10/18/92		RW	20000.00	2000.00		WI 90008 WG	U W Parkside	GRASS	WIGHT
10/28/95		RW	5000.00	2500.00		FL 88001 DL	Tradewinds Park 2.5k Racewalk	MILLSPALUGH	LOEFFLER
09/17/95		LDR	Half-Marathon	21097.50		PA 94016 RE	Philadelphia Distance	BELLVILLE	
11/17/95		LDR	ULTRA	1.36		CA 94032 CW	Gibson Ranch Multi-Day	SCOTT	
1996		LDR	15000.00	15000.00	15005.00	NY 96001 WN	Stackade-athon	GOOT	NICOLL
1996		RW	Various	1000		MI 95051 SH	Alongi International Racewalk	HUBBARD	

Courses Reviewed:

09/14/96		RW	5000.00	500.00		TN 96010 RH	USATF Masters	CHANEY	
05/16/93	10/07/93	LDR	10000.00	10000.00	10014.40	1.44	OH 93014 PR	Revco Cleveland 10k	STANDISH
05/13/95	10/22/95	LDR	12000.00	12000.00	12010.64	0.89	IN 95010 MW	Arts Festival 12km	WICKISER
04/25/92	11/18/95	LDR	100000.00	7218.00	7234.00	2.22	CA 86021 CW	Ruth Anderson 100km	WIGHT
03/31/96	08/09/92	LDR	5000.00	5000.00	5005.00		CA 93001 WN	Carlsbad 5000	NICOLL
04/23/95	09/29/95	LDR	100000.00	100000.00	100094.00	0.94	CT 89002 DR	Jack Bristol/Lake Warramaug	GUIDO BROS
05/13/95		LDR	5000.00	5000.00		OK 94024 BB	Run For the Berries	LAFARLETTE	NICOLL
09/30/95	06/03/90	LDR	5000.00	5000.00	5005.00	IL 86031 WG	Park Ridge Charity Classic	PARSON	WIGHT
09/17/95		LDR	10000.00	10000.00		IL 93050 JW	Condell Distance Classic	WIGHT	
11/19/95		LDR	16093.44	16093.44		OH 94044 PR	Randy's 10 Miler	STANDISH	
09/10/95	07/27/91	LDR	25000.00	25000.00	25044.80	1.79	MN 90015 RR	City of Lakes 25km	RECKER
09/02/96	09/06/93	LDR	20000.00	20000.00	20014.00	0.70	CT 91001 WN	New Haven 20k	WICKISER
09/13/96	10/08/94	LDR	ULTRA	1.61	1.61	0.58	NY 92005 DB	Sin Chimney Ultimate Ultra	GUIDO BROS
05/11/96		LDR	25000.00	25000.00		MI 95012 SH	Old Kent River Bank 25k	BRANNEN	THURSTON
10/02/94		LDR	5000.00	5000.00		NY 92026 AM	Charger 5000	DEWEY	
1996		RW	10000	2000		FOREIGN	Eisenhuettenstadt Racewalk	MORRS	
1996	09/19/93	LDR	160934.4	1806.33	1811.52	2.87	OH 93054 PR	Candler Park Loop	STANDISH
									WICKISER

Respectfully Submitted
December 4, 1996



Michael A. Wickiser USATF RRTC Validations Chairman

November 1, 1996

Wayne Nicoll
Potter Place, New Hampshire 03216

Dear Wayne:

I managed to get out to Wickham Park to take a look at Ken Platt's course. I have enclosed his map with my penned-in additions. I am pretty sure I was able to find where the course goes, even without talking to Ken Platt, although the course may be too indefinite for certification.

The biggest problem, I think, is the first turn from pavement to grass, the turn you mentioned in your letter. The apparent contradiction between the map and the course description that you mentioned results from the fact that the point where the runners first leave the paved road is apparently determined by a slope, upward to the south. If the runners wanted to cut some distance from the course they could, if they were willing to do some climbing. Nailing and documenting the turns to and from pavement would be difficult because of the absence of landmarks, although maybe, for that first turn, it should have been tried. The turns that are completely off-road could not be nailed, and they are important in determining the route. None of the other turns seemed to be as fuzzy as that first turn onto the grass, although a few of them would be significantly changed if a tree or two were cut down.

I don't think our system is really set up for courses like this, although courses like this are an important part of distance running, and people are interested in the lengths of such courses.

My current thinking on how best to ensure the accuracy of cross-country courses is that we follow this procedure: The course should be measured and mapped, but either the start or the finish should not be exactly specified. Each time the course is set up, the course should be remeasured to find where the floating start or finish should fall. The course should be set up, not just with arrows, but also with gates, formed with cones, ribbon-topped stakes, or similar upright markers the runners have to run through. Maybe the measurer might actually measure the course as he was setting up the gates. It would be difficult or impossible to validate the course, unless the validation was done the day of the race, while the temporary gates were still in place.

A few years ago, I was asked to measure a course that was part cross country and had some ambiguous restrictions. After attempting to measure it, I told the race organizers I thought the course was uncertifiable. Calling the course uncertifiable made me uneasy, though, because I knew runners wanted to compare their performances on the course with performances on other 10-K courses, and I knew my measurement could find what the distance was plus or minus about 30 m, which would give runners a pretty good basis for figuring out if they had run the race of their lives or not.

Maybe I should have completed the measurement as best I could and issued a map, but not a certificate.

I recall Peter Riegel mentioning, in Measurement News, that he had, at least once, issued some sort of one-day-only certification for a course with indefinite turns.

I don't know what I should have done with the Fidelco 3 Mile Challenge. I wouldn't have been happy telling Ken Platt to go away, and I am not happy having declared the course

certified.

Sincerely,



David Reik
26 Griswold Drive
West Hartford, CT 06119

P.S. I sent a copy of my amended map, your letter, and the note below, to Ken Platt. He quickly broke off discussion about the first turn onto grass, and said he didn't want to discuss it because the course had never been used (the organizers didn't like it, for some reason) and he didn't want to measure any more courses for certification. He said we had too many requirements. The two that he mentioned were the requirement that a copy of the certificate of the calibration course being used be sent in with the application for certification of a road course, and the requirement that elevation figures be included in the application for certification of a road course.

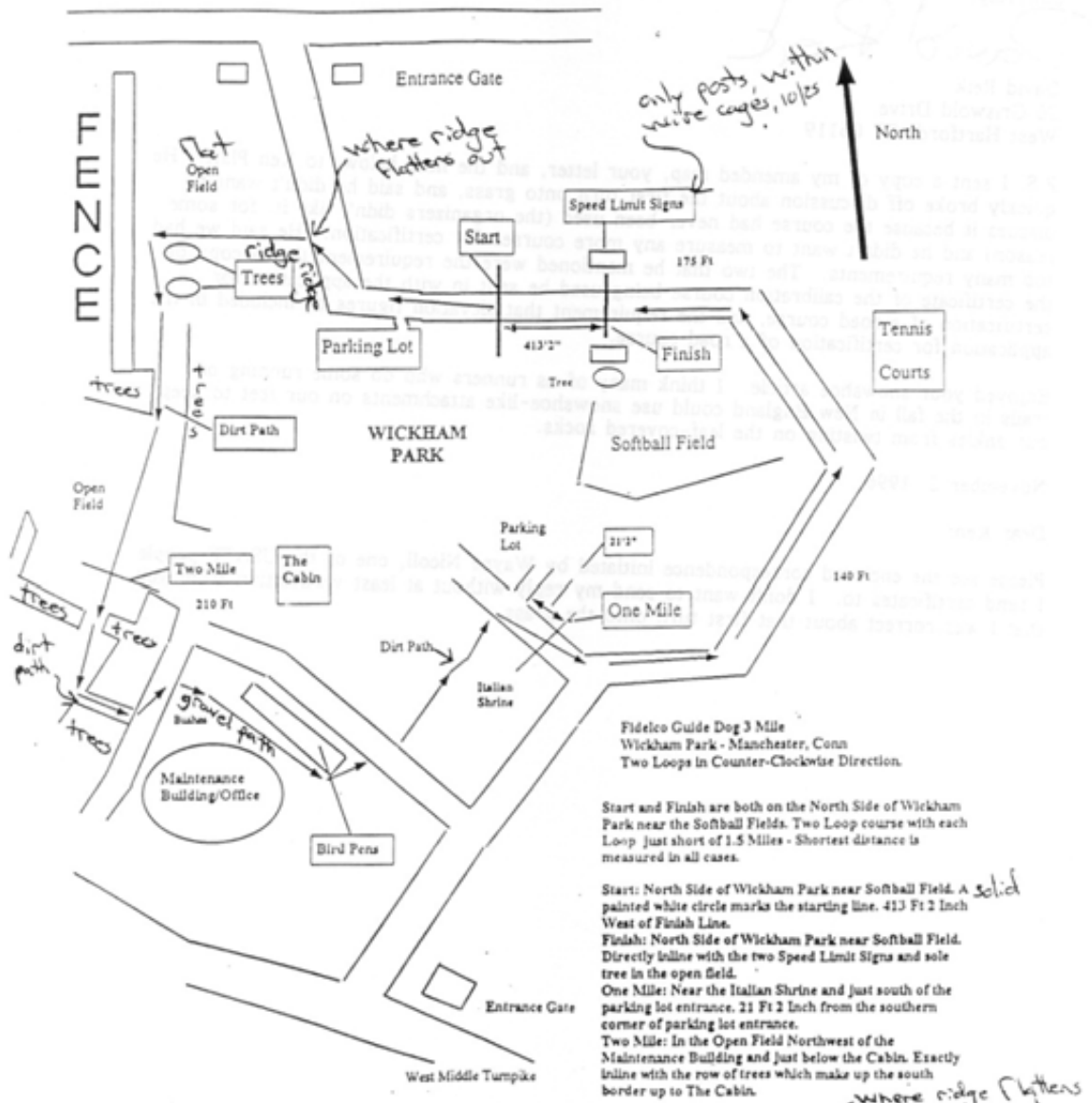
Enjoyed your snowshoe article. I think many of us runners who do some running on trails in the fall in New England could use snowshoe-like attachments on our feet to keep our ankles from twisting on the leaf-covered rocks.

November 2, 1996

Dear Ken:

Please see the enclosed correspondence initiated by Wayne Nicoll, one of the USATF people I send certificates to. I don't want to send my reply without at least verification from you that I was correct about that first turn onto the grass.

Course #CT96014DR



Fideleo Guide Dog 3 Mile
 Wickham Park - Manchester, Conn
 Two Loops in Counter-Clockwise Direction.

Start and Finish are both on the North Side of Wickham Park near the Softball Fields. Two Loop course with each Loop just short of 1.5 Miles - Shortest distance is measured in all cases.

- Start: North Side of Wickham Park near Softball Field. A painted white circle marks the starting line. 413 Ft 2 Inch West of Finish Line.
- Finish: North Side of Wickham Park near Softball Field. Directly inline with the two Speed Limit Signs and sole tree in the open field.
- One Mile: Near the Italian Shrine and just south of the parking lot entrance. 21 Ft 2 Inch from the southern corner of parking lot entrance.
- Two Mile: In the Open Field Northwest of the Maintenance Building and just below the Cabin. Exactly inline with the row of trees which make up the south border up to The Cabin.

Course: Start on the North Side of Wickham Park by the Softball Fields. Head west on access road over ridge and past parking lot; Cut directly across the open field via shortest distance to a left around the two trees in the middle of this field. Follow the dirt path south through the opening and then directly, in direction shown across the ~~open field~~ open field. Go past the Cabin on your left to the only opening in the tree border. After the opening in the tree border, turn left up the dirt pathway to the maintenance building. At the road, turn left and then turn right onto the path just before the Bird Pens. Follow the path around the bird pens; Cross the first access road and continue straight on the dirt path until the next access road at the Italian Shrine. At the access road, turn right and follow the access road back to the softball fields and finish area.

at next intersection, go left to



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

November 12, 1996

David Reik
26 Griswold
Hartford, CT 06119

Dear David,

Thanks for the reply regarding the Fidelco 3 mile.

You have reached the same conclusion that most of us have regarding the certification of crosscountry courses. I probably have two or three still active that were certified that now I would not agree to certify. When I first started measuring, I thought I could come up with a measurement system that would be close in accuracy to a road course. I worked on developing a push wheel (bike wheel with fork, handle and Jones counter) and laid a calibration course on pavement but calibrated on the dirt and grass just off the pavement. I tried always to have specific landmarks to measure to, etc., but I never felt confident about the course length.

AC Linnerud would measure a crosscountry course, certify it, and issue a certificate good for that day only. Most measurers do not even consider certifying an off road course. I now offer to measure crosscountry courses, prepare a map with key point locations, and declare the course reasonably accurate, but not USATF certified. Your suggestion fits nicely with AC's - you are really saying you can guarantee it for that day only.

Sounds like Ken Platt is a little thin skinned. He will be back with more road courses to be certified. On his complaint about sending in a copy of the cal course certificate, I tell my measurers that if I have that cal course certificate on file, all they have to do under question #7 is list the code number for the cal course. On elevation data, he should produce, as a minimum, the start and finish elevations. He will be back. Ken won't want the Guido Bros. to get his business.

Thanks for the compliment on the snowshoe article. They did a great job on laying it out. You are the eighth person to respond to it. I competed in a Summer Biathlon this past summer and have been collecting info on it. May do an article on that sport. The challenge is to find a rifle that one is comfortable with. The big biathlon rifle was heavy and intimidating, but the experts warn against buying a light sporter rifle because one's heavy breathing will make the barrel bounce..

Cheers,

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

MEASUREMENT OF TOKYO INTERNATIONAL WOMEN'S MARATHON AND SHIMANTOGAWA 100 KM & 60 KM

AIMS Technical Director **Gordon Rogers** contacted me about this measurement in late September. A date was arranged, and I flew to Tokyo via Detroit, a 12 hour flight, arriving Friday afternoon, November 15. I was met at Narita airport and took the airport limousine to my hotel in the Akasaka district, a 2 ½ hour ride at that time of day. The Akasaka Prince Hotel was race headquarters, and I checked in at the race office, was given some meal tickets, and advised to take Saturday to adjust to jet lag, with a measurement meeting to be held Saturday evening after the 4 PM Opening Ceremony. It was formal, with speeches, introduction of elite athletes, and hors d'oeuvres served.

Since the Olympic Stadium, start and finish of the race, was only 3 or 4 km from the hotel, I walked there Saturday morning and scouted the area. The stadium was open and I was able to enter and look around. When I had fixed the starting and finishing paths in my mind I felt prepared for the measurement meeting later. I noticed from my city map that the Meiji Shrine was only 1 km farther on, so I decided to walk there and see it, as it has always represented the essence of traditional Japan to me. It is set in the middle of a large, well-kept wooded area with wide pathways spanned by giant torii (arches) donated by various devout benefactors. The shrine itself is at one side of a gated quadrangle, with many Japanese tourists watching the activity.

It was a time when, in addition to the traditional weddings held there, people were bringing their 3, 5 and 7 year old children, dressed in traditional garb, for religious things. People were taking pictures all over the place, and the parents seemed proud to have their children admired and photographed. The weddings also were photographed and admired by the crowd.

Afterwards I was tired of walking so I took the subway back to Akasaka, after first boarding a train going in the wrong direction. All morning I had been uneasy, because although I could follow the street map OK, the directions were at variance with the position of the sun. I wondered over this until I discovered that my city map had the north direction to the right, instead of upward. Then things clicked into place for me.



The Tokyo team: L to R: Kazunori Hiratsuka, Pete Riegel, Shoichi Iizuka, Takehiro Yuri

At the meeting that evening I met Mr. **Sunahara**, the organizer of the marathon, who had been immensely busy getting things prepared. Also present was Mr. **Iizuka**, Japan's IAAF "A" measurer. The plan was to establish a calibration course near the stadium first thing Sunday morning, calibrate, measure the start and finish paths within the stadium terminating in a "P Point" (reference point) outside the stadium, and then recalibrate. Then we would gather at the "P Point" and measure the course 2 minutes ahead of the runners, just behind the police car that opened up the course.

At 8 AM we went to the stadium and prepared our bicycles, then rode to the calibration course, ½ km from the stadium. The calibration course location was suitable for a 400 m cal course, but only by having one end cross a street with two deep dips at the curb at one end, and having a

curved section at the other end. I did not approve of this and drove two nails at the ends of the straight stretch, eliminating the street and the curve. We did not take the time to measure the calibration course at this time, but calibrated and went to the stadium to measure. Cones were set up to guide us around the finish route, which was 1 ½ laps, as at Atlanta. The starting route was two complete laps, followed by an exit from the stadium. We recalibrated, and then measured the calibration course, which turned out to be 321 meters.

We were done by 10:30, so we hung around the stadium taking pictures of each other until it was time to gather at the "P Point" to await the start. As I was not familiar with the route I asked **Hiratsuka** to lead, then me, with **Yuri** taking up the rear. Things went smoothly. The route was left-side-only (they drive on the left in Japan), and the route was well-defined, except at a few corners where coning was not as complete as planned. At these corners I rode as tightly as I could around the cones, as I wanted to assure the best ride and eliminate doubt. The crowd was enormous all the way, with little kids waving Japanese flags all along the route. I was apprehensive, as **Andy Galloway** (with **John Disley**) once took a spill here when a kid stuck a flag in his rear spokes, and I was making shoulder contact with the crowd at corners. We had a good view of the leaders just after the turnaround, and Olympic champion Roba had a good lead. At 35 km the course goes uphill to the finish, and we had a pretty good headwind as well, and I was puffing by the time we got back to the "P Point." After taking our final counts we waited to see how the race went. Roba had blown up enroute and the winner was Japanese, a victory popular with the crowd.

We went to the calibration course. On Sunday afternoon it was crowded with pedestrians, and it was difficult to obtain a good ride. For this reason I used only the two shortest rides, out of the four, to calculate the postcalibration constant. We recalibrated, and sat down to calculate our numbers. I had noticed that Hiratsuka had ridden a very loose path, while I felt I had ridden pretty tight. I had no idea how Yuri was riding, as he was behind me. The results showed: Hiratsuka 42248, Pete 42202, Yuri 42188 - a good confirmation of the course established by Andy Galloway and John Disley.

They had a post-race party in the hotel ballroom with a gigantic buffet full of the most beautiful and tasty food I've encountered, with drinks of whatever you wanted. After stuffing and stupefying myself I went to bed, as I had not yet got used to the 10 hour time difference, it being 14 hours later in Tokyo than Columbus.

Monday we drove to Tokyo's Haneda airport to fly to Kochi, on the southern island of Shikoku. Kochi is the city nearest to Nakamura, the start and finish of the 100 km loop of the Shimantogawa course. The drive to Nakamura took three hours, and was quite scenic, following the coastline and then getting into the mountains, which on Shikoku are rugged. That afternoon we met to discuss the measurement. I had studied the course profile, and noted that the course ascends 600 m from start to 21 km. I judged that this would be difficult to ride accurately (or to ride at all), so we planned to establish a calibration course at the start, calibrate, and drive to 21 km, at the top of the hill. From there we would ride to 55 km, then drive back to 21 km, and measure from there back to the start. 55 km to finish would be done next day.

After the meeting I was taken to a local restaurant by my hosts, and it was in the traditional style, with shoes off, and a low table by which we all sat or knelt. The Japanese teased me about my Western inflexibility, but in a good-humored way which got better-humored as we worked our way through a gorgeous and delicious meal and many glasses of sake. I have not much idea of the names of the things I ate, all seafoods of various kinds, and lots of mossy sea-snails which had to be teased from their shells in a spiralling motion, but it was a fine meal.



Iizuka on the mark.

Tuesday morning the layout of the calibration course was done with a 50 m surveyor's tape which I was told was given to Mr. Iizuka by **Ted Paulin** a decade ago. Ted and Andy Galloway were the first to bring bicycle measurement to Japan, and they are fondly remembered. Taping was done by a team of four. Iizuka held the 50 m mark on the nail, while at the other end a man applied 10 kg of tension to the tape. The mark was made on a piece of tape with a fine pen, then rechecked. When the tape was moved a troupe of people picked it up along its length so that it did not drag on the ground. After completion of two measurements we had a difference of 5 mm. I added 5.3 cm to the course for the correction for the 16C taping temperature, a mistake I made because of recording the second measurement at 399.95 instead of the correct 399.995 m. Thus the calibration course as laid out turned out to be 400.03 m instead of the desired 400 m.

During the ride to 21 km, I was happy to enjoy splendid views as the course ascended into the mountains. The mountains are very steep, with the road taking a serpentine route. There were several sections where roadway repairs blocked us. Rocks are constantly falling, and there are many concrete mountainside-retaining grids and structures all along the route. Maintenance is perpetual. The road is one car wide along most of the route, opening to two or more lanes at bridges and tunnels.

At 21 km we recorded our counts and began the ride to 25 km. I led the ride. The first 200 m was steeply uphill, and I was glad to get to the top of the hill. Then it was time to put on the brakes and follow the winding road. It was one curve after another. There was no stretch longer than 100 m between curves, and mostly less, for 70 to 80 percent of the course. On one side is a cliff face which requires caution to avoid. On the other side is a 5 to 30 m vertical dropoff, sometimes with a guardrail, sometimes not. Leaves lined the edges of the roadway. Between 25 km and 30 km I hit a leaf-concealed



Carrying the tape between measurements.



The tape-markers. See the mountains to be climbed - 600 m of climb ending at 21 km.

fallen stone and pitched over the bars onto the guardrail, losing the data for that stretch. I was happy that we had four other riders so that the measurement could be salvaged, and not have to restart at 25 km. I was unhurt except for a bruise on my thigh and a small cut on my arm.

The 60 km course begins in a small town, and joins the route at 42 km. We stopped at 42 km, measured the 60 km start-to-42 km, then rode on to 55 km. The last few hundred meters were very steep, and we walked the final stretch to 55 km. We loaded up the bikes and had a fine box lunch on the river bank, then drove back to 21 km, then measured backwards to the start and recalibrated. We were done by 5 PM, just as it was beginning to get dark.

Wednesday we calibrated and drove to 55 km, and measured to the finish. We walked the first 800 m or so, as it was steep. Then it was curve-to-curve all the way to the last 10 km, which straightened out. The finish was on the playing field of a school, and we stopped outside and took a count at a "P Point", then

recalibrated, as school was in session and we could not get in. We returned to the school, and Mr. Iizuka laid out the route to the finish with cones, and documented their locations. Then we all rode from the "P Point" to the finish, concluding the measurement.



Pete before the Fall. At 21 km, the high point of the course.

We went to the sports center and everybody calculated madly. I took copies of their data for calculation when I got home. It appeared that the 100 km course was about 170 m short of the desired distance, or about 50 m short of 100 km. It had originally been measured using the steel-tape method, using no SCPF. I was greatly impressed that such an accurate job was done on a course so difficult to measure. I would estimate that the course contained between 400 and 800 curves. It was the most difficult course I have ever measured, both physically and technically, but it was also the most beautiful. The Shimanto River is considered to be one of the prettiest in Japan, and the views from the mountainside to the valley beneath were breathtaking. I regretted having to adopt an alert gunsight posture throughout. On my own I would have taken some breaks to enjoy the view.

Next morning we drove to Kochi and flew to Haneda-Tokyo airport, where I said goodbye to Iizuka, Hiratsuka, and Yasuda, and boarded the bus for the Haneda Tokyo Hotel, where I was to stay until next morning, when I would limousine my way to Narita Airport. I had a bang-up dinner, then went to the penthouse bar and contemplated the week over several glasses of sake.

I was aware that I am getting old for this sort of thing. **Lennart Julin** once said (10 years ago), to the (then) amusement of John Disley and me, that measurers over 40 were not physically up to the job. I am



The Shimantogawa team. L to R: Tanaka, Pete Riegel, Kazunori Hiratsuka, Sakamoto, Hisatami Yasuda. This turnaround point is at 54 km, and is across the river from the main route. The runners cross the river and return. At flood times this "submersible bridge" is under water. The path of the flood may be seen, as the river flows from right to left.

used to measuring alone, with no help, and measuring with a group requires pacing one's self to a group pace, not one's pace of choice. Thus I got tired. I could see the difference at Shimantogawa. I had the best ride on the first day and the worst on the second, as fatigue set in. Fortunately, all the rides agreed within 21 m for the 100 km (quite acceptable), so I do not feel disgraced. But I am aware of creeping decrepitude. At 61 I'm no longer a young bull.

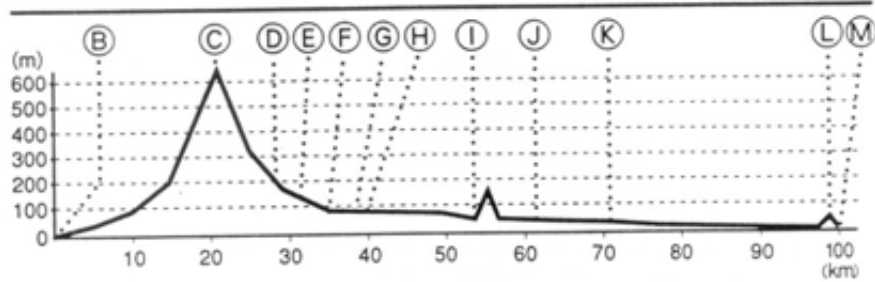
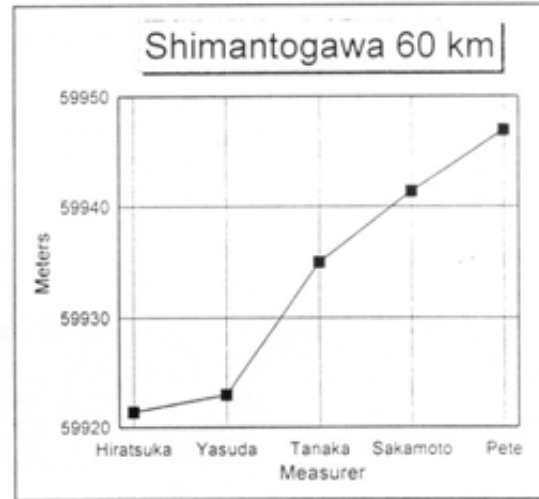
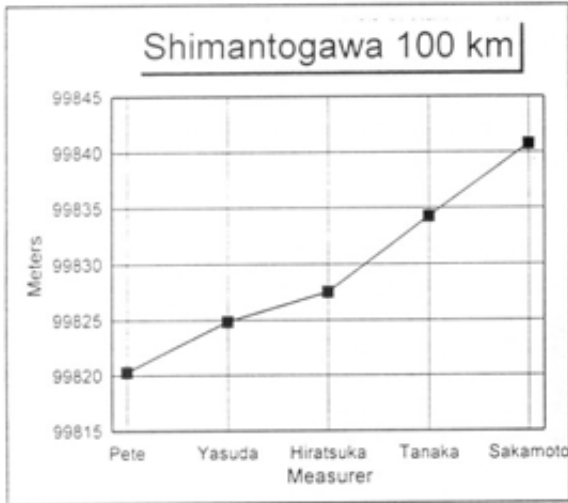
I was also pleased that all of the Japanese measurers had a very clear idea of what was needed, and did it. The early work of AIMS' Ted Paulin and Andy Galloway, with the later help of John Disley, has paid off in an understanding of what is needed in measuring a race course. I will have no reason to doubt any measurement supervised by Mr. Iizuka. I have seen for myself.

SHIMANTOGAWA 100 KM & 60 KM

	100 km	60 km
1. Lowest Individual measurement =	99820	59921
2. Average measurement	99830	59934
3. Median measurement	99828	59935
4. Sum of lowest intervals	99773	59909

Pete	99820
Yasuda	99825
Hiratsuka	99828
Tanaka	99834
Sakamoto	99841

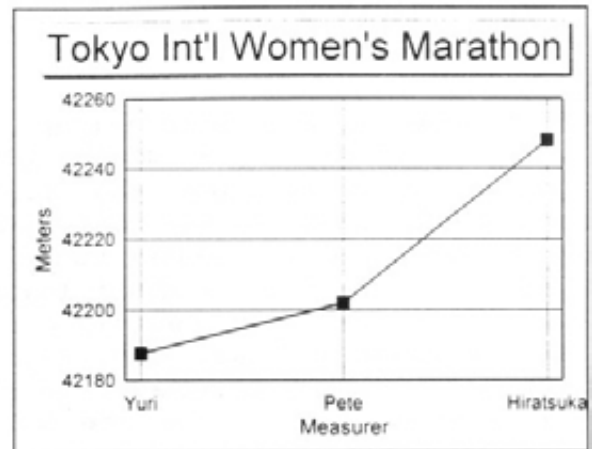
Hiratsuka	59921
Yasuda	59923
Tanaka	59935
Sakamoto	59941
Pete	59947



'96 TOKYO INTERNATIONAL WOMEN'S MARATHON

Interval METERS

	Pete	Hiratsuka	Yuri
Start			
P Point	1192	1193	1194
5 km	3808	3814	3809
10 km	4992	5001	4994
15 km	5004	5009	5001
20 km	5001	5006	4998
1/2	1097	1098	1096
25 km	3906	3911	3904
30 km	5004	5009	5000
35 km	5005	5007	5000
40 km	4993	4998	4990
P Point	1590	1592	1590
Finish	610	611	611
Total	42202	42248	42188



Stu Riegel
2139 Allen Rd
Grove City, OH. 43123-2901

Dear Dad,

After reading Mr. Sandford's article on tire temperature, I thought I'd offer some more information based on my own experiences. Your readers may find them useful, or at least interesting. My data comes from automobile tires, but I am sure most of it can be transferred to bicycle tires. So, for what it's worth, here's what I know about tires:

Any pneumatic tire requires internal pressure to hold its shape and support a load. Contrary to common belief, the weight placed on a tire is suspended from the top, rather than supported from the bottom, much like the wire wheels of a bicycle (or a British sports car). The air pressure therefore does not directly support the load, but allows the tire to maintain a shape that allows it to bear the load. When a tire is under load, the casing deforms at the bottom. As the tire rotates, the constant flexing of the sidewall generates heat. It is this flexing, not solar heating or friction from the air, which is the primary source of heat in a tire. Subsequently, the heat buildup may be minimized by proper inflation, or if wear and ride quality are not a concern, by over-inflation.

The best way to measure the temperature of a tire is with an infra-red noncontact thermometer. These are available at many auto racing supply shops, such as Truechoice or Pegasus, for about \$200-\$300, and instantly measure the temperature of whatever they are aimed at, including air or the ground. Resolution is 1/10 of a degree, in F or C. Their field of view is cone-shaped, so precise measurements of small areas can be taken by holding the thermometer close to the surface. Noncontact thermometers are used to take instantaneous measurements of tire temperatures on race cars, on various parts of the tread (inside, outside and center), so the pressures may be adjusted or alignment problems corrected. A surprising amount of variation can be seen. On a car driven hard in hot weather, tire temperatures can be as much as 100 degrees F above ambient, with as much as 20 degrees difference between inside and outside tread surfaces. Most of this heat comes from friction with the road surface and would never appear in a bicycle tire.

I have never tried to measure a rolling tire, but if a uniform temperature around the circumference can be assumed, I would see no problem with doing so. One would have to mount the thermometer close enough to the tread surface to make sure no other temperature was being measured, but this should be easily accomplished. Due to the pistol shape of the thermometer, readings could be taken while riding if an appropriate mounting could be arranged.

A penetrating pyrometer can also be used to measure tire temperatures, but as these generally have a small lag time, accurate measurement is difficult at best. It is important to "dig" the tip of the probe into the surface of the tire. This is easily done on a sticky racing slick, but may be next to impossible with a hard bicycle tire, and would obviously be impossible with the tire in motion.

Unfortunately, the method used by Mr. Sandford measures only the temperature of the air around the tire, which is only secondarily related to the actual tire temperature.

Mr. Sandford's "creep" phenomenon is virtually unheard of in

the automobile world, probably because of the greater strength of an automobile tire's casing. Another definition of "creep" does come up, however, mostly with radial-ply tires: The tire rotates relative to the rim. By marking the position of the valve stem on the sidewall of the tire, this form of creep can be measured. I do not know if bicycle tires exhibit this behavior or not, but if so, it would surely affect the measurement, although by an amount so small as to be insignificant (less than 1/1000 inch per 1000 miles). Relevant to Mr. Sandford's "creep," any change in diameter would not affect a measurement, since the "working diameter," the distance between the wheel hub center and the ground, would not change, as the loaded tire is flat on the bottom anyway.

So far, we have no way to measure the temperature of the air inside a tire; a measurement of tread temperature is the best we can do. As one would expect, temperature and pressure are directly related. As the tire temperature increases, so does the pressure. Depending on the strength of the casing and the starting pressure, temperature may or may not affect the overall diameter of a tire.

My semi-educated guess is that a highly inflated bicycle tire will not develop a significant enough amount of heat to affect any measurement, although Mr. Sandford's data shows otherwise. I would like to see it done with an accurate measurement of tire temperature, using one of the devices I've outlined here. It is not my intention to trash Mr. Sandford's research, as he obviously put a lot of time and effort into it. However, I think with accurate measurement of tire temperature, the study would be much more meaningful. I hope this helps.

A handwritten signature in black ink, consisting of stylized, cursive letters that appear to be 'STU'.

Pete Riegel - 3354 Kirkham Rd - Columbus, OH 43221
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E-mail: Riegelpete@aol.com

Dear Stu,

November 4, 1996

It's interesting to contrast your observations relating to pneumatic automobile racing tires with those obtained by people who deal with bike tires.

Mike Sandford's definition of "creep" is consistent with the term used by those who measure the low-load deformation of materials. I have used the term as you have. Some tires will tend to move relative to the rim. However, this can only happen in the absence of an inner tube, as the valve stem would shear off if the tire moved significantly relative to the rim. Thus, in a pneumatic tubeless tire this type of relative movement is possible. I have never heard of a tubeless bike tire, but solid tires generally have no valve stem (an exception to this is the pneumatic tire that is filled with foam, leaving the valve stem in place).

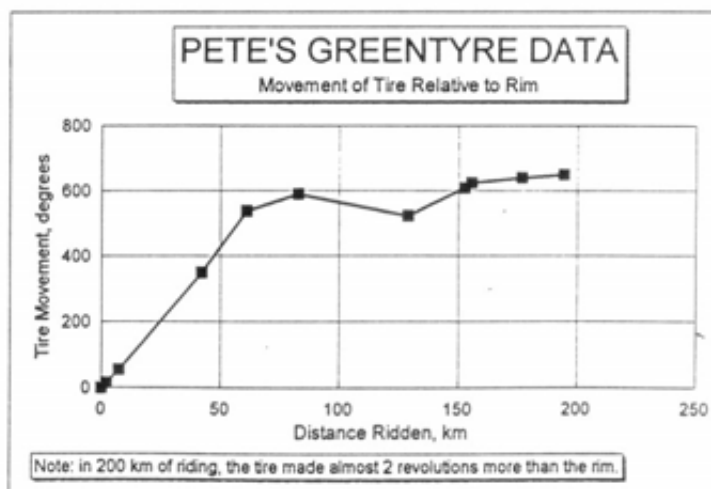
I tracked relative movement between rim and tire on a couple of solid tires. The graph below shows how one tire (Greentyre) behaved. As you can see there was some creep, but not enough to have a measurable effect on anybody's measurements. Also, most of the creep occurred after the tire was first mounted. After 200 km of riding, the tire became bedded-in, and creep almost disappeared. The data point at 130 km was probably a bad data observation of mine. I can see no other reason for the negative break in the curve.

As for how a tire is loaded, I agree with your assessment of the situation. In a pneumatic tire the pressure force is evenly distributed around the rim, thus has no net effect on it except to shrink it a small amount. The support force must come from the contact between rim and tire, which occurs at the tire bead. I suspect this force is roughly equally applied, but can't put my finger on the exact mechanism. Once the force is applied to the rim, the axle is supported by those spokes that lie above the horizontal plane of the axle, acting in tension. The lower spokes cannot support a load in compression, being thin and subject to buckling.

In a solid tire there is no inner pneumatic pressure, and all the loading force goes directly from the road, through the tire, and onto the bottom of the rim. It's not uniformly distributed around the rim as in a pneumatic tire. Thus the stresses in the wheel of a pneumatic tire are markedly different from those of a solid tire.

Thanks for writing.

*Love,
Dad*



E-MAIL ADDRESSES

This list will continue as a result of several requests. New addresses, and address changes will be posted as received.

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See Bob Baumel's homepage at <http://www.pcok.com/~bobbau/>

Bob's page contains a lot of good information, with links to other sites. You can download a complete US course list from this site.

See David Katz's homepage at <http://www.flrrt.com>

David, in addition to being our most senior active measurer, puts on numerous events each year. His homepage contains something no other site has yet included - course maps.



Road Running Technical Council Late-Breaking News

RRTC Web Pages Moved to New Home

1996-12-12: The RRTC web pages, hosted during the past year by Basil Honikman's USA-LDR web site, have been moved to a site operated by Bob Baumel - RRTC Secretary and Certifier for Oklahoma & South Dakota. These pages were moved because RRTC-specific info at the USA-LDR site wasn't getting updated very often. Bob hopes to keep these pages more up-to-date, as promised by this late-breaking news page. The Certified Course Search Engine will remain at Basil's USA-LDR site. Pages moved to Bob's site are the RRTC Home page, Certifier Listing page, Certification Info page, and RRTC Publications page; these join the Course List and Software Downloading page that Bob built shortly before this year's USATF Convention. The changes should be transparent to most users, as Basil's previous links to RRTC info will now point to Bob's site, and the new pages have the same graphic appearance as the earlier versions at the USA-LDR site.

Baumel, Kuo, Riegel win RRTC Pacing Contest

1996-12-05: Bob Baumel, Carol Kuo and Pete Riegel won 1st, 2nd and 3rd place in this year's RRTC pacing contest at the USATF Convention in San Francisco. In this contest, now in its 10th year and a firmly established USATF Convention tradition, entrants must measure a (generally short) street course using only their own bodies - no bicycles, tape measures, or other mechanical aids. This year's contest course was laid out by veteran measurer and certifier **Tom Knight**, who did such a thorough job that there was no chance for any of the controversies that have occurred in some prior years. The winners were all given suitable mementos of San Francisco. In presenting the awards, Tom Knight claimed not to know the 1st and 3rd place winners, which he proved by mispronouncing their names!

No More Cross-Country Course Certifications

1996-12-04: RRTC will no longer issue certifications for cross-country courses, as decided at the Wednesday RRTC meeting during this year's USATF Convention. In the past, cross-country courses were occasionally 'certified' but standards were necessarily vague, knowing that cross-country courses cannot be measured as accurately as road courses, and are generally

<http://www.pcok.com/~bobbau/rrtc/news.html>

impossible to document meaningfully because landmarks (such as trees) are amorphous in shape and highly changeable. At this Convention, we settled the issue: We are not in the business of certifying cross-country courses. The 'cross country' checkbox will be removed from our certificates. New certificate blanks without that checkbox are being prepared.

New Vice-Chair East, Validations Chair, CA Certifier

1996-12-04: **Wayne Nicoll** has retired from the Eastern Vice-Chairmanship, although he remains Certifier for 4 States. Our new Eastern Vice-Chair, named during the Wednesday RRTC meeting at the USATF Convention, is **Mike Wickiser**, previously Validations Chair. All Certifiers in the Eastern part of the country should now send paperwork to Mike instead of Wayne. Florida Certifier **Doug Loeffler** replaces Mike as the new Validations Chairman. Meanwhile, Northern California Certifier **Carl Wissner** has chosen to retire; he has been replaced by **Ron Scardera**, previously Southern California Certifier, who now assumes Certifier duties for the whole State. Now, California has only one Certifier, just like every other state in the country.

RRTC to Play Role in 'Transponder' Technology

1996-12-04: A new rule passed at this year's USATF Convention allows use of the 'Transponders' or 'Chips' that have been used experimentally at a number of big races recently. In these systems, runners wear a uniquely coded 'chip' on their bodies (often on a shoe), and sensors placed at selected points along the course simultaneously record runners' times and identities as they pass by. The new rule, authored by [Road Running Information Center](#) director **Basil Honikman**, makes it legal to use such systems if certain conditions are met. The rule also designates a formal role for RRTC, stipulating that the systems must be "approved by the finish line subcommittee of the Road Running Technical Council." Ryan Lamppa is currently the RRTC Finish Line Chair. He will recruit additional members for his subcommittee, most likely from companies that are developing the chips, so we can keep abreast of this rapidly evolving technology.

Return to [RRTC Home Page](#), or go to:

[USA-LDR Web Site](#) | [USATF Web Site](#)

This page is maintained by [Bob Baumel](#) (RRTC Secretary) <bobbau@pcok.com>
Last revised 1996-12-18

British



Athletics

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

BRITISH ATHLETIC FEDERATION

Course Measurement Working Party

John Disley CBE

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4-12-96

**Tel: 0181 979 1707
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Dear Pete,

I suspect that both of us are re-grouping after our trips to far off places. I certainly am.

South Africa was not quite as Norrie painted it. I found myself 'piggy in the middle' of a stand-off: fight between the newly constituted Provincial Athletic Associations (now with blacks and coloured on the executive committees) and the well established and heeled road-running clubs.

I was there as an IAAF consultant working for Athletics South Africa but my contacts had to rely on the running clubs to put me in contact with measurers. In Jo'burg and Cape Town things weren't too bad - Strong characters from the running establishment - Len Dicks in Transvaal and Chet Sainsbury in Cape Province made sure that my visit wasn't a waste of everyone's time, and I did get the chance of riding a new marathon course for the 1996 African Marathon Championships (or at least the first 17km) and of running several clinics for the experts and novices. Down in Cape Town I held three clinics and rode a couple of courses with local measurers.

But in Natal I only met one proper measurer in seven days and just ran a couple of day clinics for young locals that the ASA official had gathered together. Although I was welcomed by the Comrades people and saw their magnificent house in Pietermaritzburg that was the sole contact that I had with road running in Durban. I understand that the problem of whom runs (owns) what has now been resolved so maybe Norrie can do a bit of examining when he goes to Durban for the veteran's World Championships in a few months time?

Despite all this political wrangling Sylvia and I did have a wonderful holiday. The country is stunningly beautiful, particularly in the Cape area. Its a bit like the Cornish in France mixed with parts of Cornwall, Wales and Scotland. Good climbing and walking country - we climbed Table Mountain

which to my suprise is quite a serious undertaking - a bit like the ascent of Snowdon in physical terms.

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

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The South Africans are dedicated to road-running. All the people we met trained daily and raced every other Sunday. I went to the watch a 15km race in Johannesburg which started at 7.00am with about 1100 runners, but the race had to be delayed because another race was crossing it's route at the 5km mark - again with near a thousand runners. There are dozens of clubs and they all have six or so 'big' events a year. The races have ten or so black lads in the lead running 65-67 minutes for half marathons, then there is a gap before the good white runners and they are followed by hundreds of men and women in their 30's, 40's and 50's - all white.

The black lads race every week-end and live off the small prize money available but then R1000 (\$100) is a substantial wage for an out-of-work young Bantu or Zulu.

They all seem to arrange their running careers around multiple finishes - inside various standard times - for the Comrades Race (87kms) in Natal and the Two Oceans Marathon (56kms) on the Cape Peninsula. Both races are seriously testing with series of ascents and descents throughout the course. The Comrades race between Durban and Pietermaritzburg reverses its direction every year. The record time for run towards the sea at Durban is 30 minutes or so faster than the uphill best time. I drove over both courses and both were visually satisfying with fantastic views the reward for breasting another summit for the tens of thousand of runners in each event.

At the end of all my revisions and faxes back and forth to South Africa with copies to Norrie I will probably recommend six or so Grade "B"s now and have another 10 names of measurers that I would need to have work from for the next year or so.

It has taken me since 1991 to get this South African visit to materialize. It wasn't all sweetness and light but at least the job is done and a line of communication opened to SA measurers. I'll let you have names when appropriate for you to add to your MN mailing list if that is agreeable to you.

I look forward to hearing about your Japanese 'marathon-two day-ride' and your measurement of the Tokyo Women's course. I did get your final length but you didn't say whether it was SCPF metres or real metres?

Best wishes to Joan - Sylvia has now gone into her Christmas card/letter mode and it will be three weeks before she comes out.

Cheers,



Subj: North and South - MN #80
Date: 96-11-03 00:39:51 EST
From: Jheyworth ← MALCOLM HEYWORTH
To: Riegelpete

Dear Pete:

LAST MONTH'S
PUZZLE

Nov 02, 1996

Let me quickly respond to your p 26:

Rawson and Trelew appear a bit north of 44 S. You mention both the Western Hemisphere and NZ, which is actually barely on the far side of the Date Line, a geographical quirk meaning that, as Kiwis put it, they're "the first to see the light." Then feel free to interpret what is meant by the Western Hemisphere, but my first three marathons were on different courses, all below 45 S.

Dear Malcolm, (italics Pete's)

I grabbed the latitude of Rawson from a National Geographic world map. As I look at it again, it appears that Rawson may be only 43 degrees south rather than 44. I didn't intend to put New Zealand in the Western Hemisphere. I used it to show there was easy meat for those wishing to best the Western Hemisphere record, as New Zealand is much more active in running than is southern South America.

Christchurch, site of the Commonwealth Games back in the '70's, appears to be at about the same latitude as Rawson. Andy Galloway checked this course years ago, and found it OK as to length, thus supporting Jack Foster's fine run. Since Andy knows what he is doing, it may well be that New Zealand holds the Farthest South record. Of course, British Forces in the Falkland Islands may have something going too.

The second was over NZ's first course (Jul 14, 1909 according to Roger in the Guinness Book, but 1906 according to the local para- phernalia!), from Riverton to Invercargill, which is actually all below the 46th parallel. It was called the Winstone [Southland] Marathon (to distinguish it from the later Winstone People's M at Wiri, near Auckland). On Nov 07, 1981 I was 141st in a then-PB 3:52:18.

Speaking of Andy Galloway, I ran his race, the Mannings City of Hamilton (my hometown), my 8th m, on Oct 24, 1982, finishing 885th in a then-PB 3:48:36.78. Thirteen days later I ran Riverton-Invercargill again, finishing 94th in a then-PB 3:47:15. Fifteen days later I was back north, at the Winstone People's, finishing 1028th in 4:55:54! I crammed in all the Kiwi marathons before leaving and ran my 9th of the year at Honolulu (Dec 12), my all-time PW: 7803rd in 5:16:26 (I placed higher even at London in '84).

I don't know how Riverton-Invercargill was measured then, certainly not now. Riverton-Invercargill certainly billed itself as the southernmost marathon in the world. It was run by the Southland Centre of the NZAAA but my certificates tell me only that Evan Jones was President and that the Secretaries were AJWilson ('81) and DDAskin ('82); I have no direct address for information.

Athletics NZ is the successor to the NZAAA (like AAU-TAC- ...) and the phone numbers have probably been succeeded, too, so don't expect success there. Remember they're 18 hours ahead of you, being the first to see the light. Don't you find my incident- tal comments enlightening? Whadayamean "No!"

2420 Glenwood
Anchorage, AK 99508
November 13, 1996

E.T. McBrayer
4021 Montrose
Houston, TX 77006-4956
Peter Riegel
3354 Kirkham Road
Columbus, OH 43221-1368
Dear Tom and Pete,

I thought I'd drop you a line to let you know what's happening up here - I've obviously been pretty quiet the last few years. As far as course certification goes, there has been quite a bit of interest expressed here in new certifications, and possible recertifications of existing race courses due to construction. However, when it gets to be time for the rubber to meet the road so to speak, quite a bit less actually happens. A bit of history.

In May I was contacted about recertifying the Alaska Run for Women course, one of the "Race for the Cure" series of races around the Nation. I offered to do the measurement but they felt they should stick with their original measurer. He then submitted a remeasurement of part of the course a few days prior to the race. Unfortunately, he provided no new map nor did he tie his new starting line to any landmarks. He seemed to indicate that he had adjusted the course by measuring the old section, then measuring the new section and moving the starting line back(?) about 18 m. However, as the old course routing had been destroyed by construction, I'm not sure how he managed this. I have attempted to contact the measurer a number of times and have yet to see any new paperwork or explanations. He also did not include the certificate fee (still \$10 here).

Also in May I was contacted concerning measurements for a race series here, the Snowgoose Marathon, Half-marathon, and 10 Km. Last year, they had attempted to certify the course and through an incredible string of errors and just plain stupidity could not get the job done. Last year, I had spent a few hours going over the measurement process with the race director, who implied he'd be the measurer. We went over the course measurement manual, looked at a bike with the Jones counter and thoroughly discussed the entire process. A month later, a new person appears, who will be doing the measurement. Being as he had extensive credentials as a runner (1984 Olympic Trials qualifier in the Marathon (you can see him wearing the Air Force singlet just behind the lead pack at 15 mi. in the video of the Trials) and was an engineer by profession we did not spend as much time going over the process as I had previously. However, I did offer to join him during the measurement if he'd give me a call when he got started. He never called. A month prior to the race, he dropped off the measurement packages, as he was leaving for a long trip (he literally was on the way to the airport!). Upon examination of them, they were astounding. Now, this is a guy I've known for more than 10 years and he is an incredibly nice guy. Yet, I learned a few things about him in this process. He had calibrated the bicycle on day one of the measurement and had recalibrated 3 weeks later, at the end of his second measurement. He had mis-calculated the bicycle-calibration factors and it turned that he didn't know and neglected read the miles to km conversion factor printed on the bicycle calibration data sheet. Finally, he didn't seem to know how long the races were actually supposed to be! No, this wasn't the old style "a marathon is 26 mi. 385 yards" versus 42.195 km; he actually thought a marathon was 26.2 mi. The rest of the data was equally suspect, due to just plain incompetence. And as usual, what map? As you might have guessed I balked at accepting the measurement and immediately called the race director to tell him he had a big problem.

So, another guy shows up and we go over the submitted paperwork. I pointed out the errors, explained how to fix them and offered again to join him during his measurement although my time was limited due to work mandated travel. He however, felt that he had it under control, knowing what to do, having measured courses before (although I'd never seen one of his measurements). Well, two days before the race, he calls and said he'd done "it" and everything was "fine." I invited him over to go over the paperwork. He brought by the exact same sheets as before. When I asked for his remeasurement paperwork, he gave me one of those lost looks and pulled various scraps of paper out of his pocket. Turned out, he figured he didn't need to recalibrate the bike, it had already been done twice by the other measurer. He then rode the marathon course twice, found it to be about 41 km the first time and about 46 or 47 the second, so he figured it was good.

At this point, I began to wonder what reality these guys lived in because it sure worked differently than mine. Needless to say the courses did not get certified. Which was too bad because a number of people were planning to use the marathon as a last shot Boston qualifier. (Fortunately, BAA accepted the times anyway but I haven't clue how far those folks actually ran.)

So that brings us to this year. The original measurer contacted me in the spring, apologized for his mistakes and said he wanted to get it right this time. I insisted he join me on a measurement so that he could actually see the process, which he did. Shortly before the race, he dropped of the new data and I discovered he still didn't know how long the races were supposed to be. I called him, and you'll like this, I asked "how long is a 10 km supposed to be?" He thought a minute and then answered, "6.2 miles." When I suggested that the correct answer was 10 km or 10,000 m, he was quite surprised -- I think I actually saw the light go on over the phone! I then used Bob Baume's handy little program to give him over the phone the adjustments he'd have to make to correct the measured courses. He promised the adjustments would be made (this I do believe him on) and tied to landmarks. I also indicated his maps were inadequate, but said that if he'd stop by I'd show him how to fix them. Needless to say, I'm still waiting and no certificate has been written. Not surprisingly, when the races were run, they forgot to put up the Half-marathon turnaround marker and folks ran wildly variable distances depending on when they thought they must have passed the turnaround or somebody coming back told them that they had missed it. Hard to believe that this race has a more than 10 year history and folks keep coming back. Isn't one definition of insanity doing the same thing over and over and expecting a different result?

A measurement that I was doing was completed but the race director never paid for the certificate and shortly after the race, the course was destroyed by construction. (For years here folks have believed that certifying a course is a sure way to bring on the construction folks to destroy it. Races that have long histories finally decide to get certified and suddenly a construction crew shows up.)


In other things, both Anchorage area calibration courses were destroyed by construction this summer (they had an amazingly long life), so the Rogers Park course (Cert. AK-87042-BB) and the Airport (Cert. AK-86-F-001) can both be retired. These were probably the oldest active certs. in Alaska and I expect to remeasure both as soon as an EDM can be acquired (the state USAT&F association will rent it) and weather permits. Other construction (spend that oil money) means a fair number of certificates will have to be reissued if the courses are to continue in use.

I have been contacted about a number of other measurements, including a race in Juneau and am beginning to work with the City of Anchorage on a bid to put on an International 5 and 10 km involving Airline sponsored teams (They claim a field of 2,000 folks and 1,000 hangers-on).

So as it stands now, I have 5 measurements waiting for further data and the expectation that I will have to re-issue as many as a half-dozen certificates due to construction. Overall, more and more of the popular new races here are cross-country, or back country races, generally uncertifiable. The running community is as large as ever but less organized. There are more races than ever, the big races are growing, the small ones usually doing O.K. and new ones popping up all the time. The signature event of the season here, the Klondike Road Relay (110 mi. from Skagway AK to Whitehorse YT) is growing, more than 30% this year to 130 ten person teams. Alaska's biggest race, the 5 km Heart Run also grew, to well more than 5,000 and out growing the capacity of its course. Maybe wave starts next year.

Measuring activities stopped early this year with the first snow of the season (a couple feet) in early October. So, given that I don't expect to see pavement until mid April, things will be even more quiet for a while.

This letter turned out longer than I expected but this should bring you somewhat up to date on what's happening here. I do not expect to make it to San Francisco this year but one never knows. However, 5 other State Association folks will be there.

Sincerely, 
Ric Wilson

Subj: Certifying Intermediate Splits
Date: 96-11-10 22:35:23 EST
From: mfranke@worldnet.att.net (Michael Franke)
To: Riegelpete@aol.com (Pete Riegel)

Dear Pete,

I sometimes forget how daunting and intimidating the task of measuring a course for certification can be to someone who is completely unfamiliar with the procedure. However I was given a reminder last winter/spring when a fellow from Marathon, Iowa (population of about 320) wanted to organize a marathon, and contacted me about certification.

The measurers simply had an awful time -- they just couldn't get it right. After 6 letters, numerous phone calls and 5 months of trying, I finally received data which I could accept. It was a frustrating ordeal for them, and for me.

If they would have faced the additional hurdle of measuring intermediate split points for certification, I think they may have felt overwhelmed and given up.

While Scott Hubbard's suggestion certainly has merit, to "strongly urge/recommend" (REQUIRE?) that every marathon have certified splits would probably cause some novice measurers unnecessary confusion. It also might be unnecessary for their particular event.

Even if the organizers understood the significance of the certified intermediate points (which I think would be doubtful in this case), it's unlikely that they would have had the resources or the inclination to record the times at the certified splits.

Should construction alter the course, remeasuring the marathon distance from an intermediate point unquestionably reduces the time and work involved. However this race was run over county roads with no curbing. While the possibility of construction, which would alter the length of the course, could not be completely ruled out, it would be somewhat doubtful.

Furthermore, the life of some courses are planned to be for 1 year only, virtually eliminating construction as a potential remeasurement problem.

The idea of certified intermediate points in longer courses is a good one for many races. But I think "REQUIRING" it for ALL longer course may not be.

Best regards,

Michael Franke
mfranke@worldnet.att.net

Dear Michael,

November 11, 1996

I agree totally with what you said about certified splits. Part of my resistance to them is that I have never been comfortable with enroute records. I think the athlete should set out to run the full race distance as advertised, and that this should be the only goal available. I recognize this view is at variance with the majority of people's views, but we're entitled to feel as we choose. Feeling this way does not keep me from helping those who feel differently.

I have used certified splits myself in those several big-city marathons with which I have a long association. They are not even or standard splits, but are rather distances between things like hydrants and storm drains - things that are permanent. Thus I have a series of short pieces, each of which I have measured twice reliably, and I use the lesser distance for each when calculating length. When there is a course change, I need only measure enough to replace the segment that is affected. This takes a bit more initial work, but it pays off in subsequent years when I am called back to do a revision.

I would never attempt to load up a novice with a requirement that splits be certified.

Another thing about certified splits is that most courses are loops, but many of the split distances are point-to-point, affecting record consideration.

Best regards,

Pete
riegelpete@aol.com

NEW COMPUTER

We have upgraded the computer, with a 200 Pentium, 32 MB memory, 3.1 GB hard disk, photo scanner and a laser printer. I am mostly happy with the change, but what I enjoy most is the improved quality of the photos which can now be put in MN at no expense. As a demonstration of this, here are some snapshots sent to me:



Mike Wickiser (new Eastern Vice-Chairman) at the group measurement of the Olympic Marathon course in Atlanta. (Photo by Bernie Conway)



Doug Loeffler, our new Validations Chairman. Doug remains the Florida Certifier. (Photo by Mike Wickiser).

SEND YOUR SNAPS TO MN

We need photos to spice the contents. Please help. Send in any photos that you think may be of interest.

Also, any tips on further improving photo reproduction are welcome.