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A Failure's Viewpoint 2 The Slightly Less Enjoyable Attempt.

We Keswick tried the other way round this time! Setting off from we struggled over Skiddaw, Great Calva and Blencathra in Unfortunately, Blencathra was shrouded in mist, so the way down Hall's Fell wasn't quite as straight forward as it should have been. the dark.

I As we were running down to the support point in Threlkeld, thought "Great, that's it! I've done them all now, I ca stop here!". But I was foiled! We weren't even allowed a rest! We were nearly half an hour down on schedule, our supporters had carefully hidden all the chairs and we were shepherded on down the road and up Clough Head before we knew what had hit us!

The next section was anything but inspirational! The Dodds were windy, misty and boring. Most people find them runnable but I found them a nightmare! Things improved a bit when we reached more interesting hills (Dollywagon, Fairfield, Seat Sandal), but there were still no views.

on the From Dunmail it was just constant hard work. I could draw very little inspiration from the weather or what we could see of the mountains. As a result of a minor 'incident' at Dunmail I had very little food inside of me and was grinding to a halt ascents of Bowfell and Rossett Pike. The weather had become very unpleasant, wind, driving rain and no visibility. Discretion was the better part of valour. I was upset for the supporters, who had put in so much effort and encouragement getting me that far.

In fact the route over Esk Hause and Scafell Pike was even more unpleasant, more of a survival exercise. I was cold wet and tired and knew I wouldn't survive if I stopped. I was in good hands though, Ann and Peter, despite being lifted off their feet at times, guided me safely through Mickledore and down to Wasdale.

work So yet again another failure. This attempt was constant hard but an experience I will remember for a long time! I feel that thanks are very inadequate to offer everyone who contributed to the weekend. I do not know how to thank people enough Colin for organising it and all the supporters for their encouragement and good wishes. I am very sorry for your sakes that I didn't get round but thank you anyway for another weekend to remember.

Maggie Gallagher

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The rest of the story 2

For once the much cooler conditions meant that Kev Borman was running strongly. Peter and Kevin were on schedule at Dunmail and on 90% of summer days would have had a good chance getting round but that afternoon the weather was simply dreadful. Waiting in

Wasdale, we retreated to the comfort of the nearby Fell and Rock club hut as the rain and driving wind lashed the valley. The conditions at 3000ft were almost unimaginable.

Hugh Matheson, guided by Howard Swindells came down the valley from Esk Hause and Sty Head and it was with much relief that we spotted Kevin and then Maggie coming down from Mickledore. Peter had continued over Scafell and was about an hour and a half down on a 23:20 schedule. With slack built into the later stages he spent a few minutes considering what to do before deciding, wisely, retire. A few hardy souls set out for Honister (direct); the pacers had psyched themselves up and, anyway, didn't have enough transport to get everyone back by car! to we

The day's final twist came with Hugh Cotton's high speed taxi service from Wasdale to Keswick. He dropped Matt Simms and three others in Keswick but continued back to Sheffield with Matt's car keys still on his dashboard! Matt hitched back to Hexham, his new home, and was reunited with his keys a few days later!

M.P.

ENVIRONMENTAL AUDIT: DARK PEAK FELL RUNNER'S BOB GRAHAM MACHINE

The capabilities and expertise of the famed DPFR BG Machine are well recorded and need little introduction. Those who have been part of the machine, or on the receiving end, know of its awesome power. This unstoppable leviathon drains energy from all its parts and is rumoured to have a mind of its own. It has been said that the machine is so independant that it would perform its defined task whether or not a BG candidate could be found. The frig ening thought of a bodyless DPFR BG Machine trundling a blow around the 42 summits has caused severe pstchological stress amongst the more delicate of our members. up 11

Fears have been expressed that the BG Machine serves no-one but itself; that its schedule is inhuman and unachievable. But to-date no-one has had the audacity to attempt re-programming. For years it has always been thought that the machine was uni-directional and would only rotate in anti-clockwise mode. therefore had only limited application in the real world. It was, therefore, a chilling surprise to find that the monster could be re-programmed to a new schedule and now runs in clockwise mode equally proficiently. It

After witnessing the beast in action on three occasions in and market 1992 it seemed appropriate to attempt an environmental audit costing exercise. After all, such a machine may have a value. DPFR might get a better return per unit energy by hiring the Machine out to prospective BG candidates than it does from the Edale Skyline? But before marketing it would be essential to

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assess running costs so as to calculate the appropriate profitable return. In these recession hit times it pays to have a lead over the competitors. What better than the Environmental Audit... credibility of Assurance BS 5750? and later, who knows, an perhaps Quality

To make a meaningful assessment several pseudo-scientific assumptions have been made and no apologies are made for resulting inaccuracy. A good story is better than dull facts. the

SUPPORT ENERGY OUTPUT PER PERSON

Each outing requires the total weekend commitment of 16 (average) supporters who would otherwise be carrying out their slothful low energy existence with their feet up in front of the telly. They would not otherwise indulge in any more strenuous activity than opening the odd can of low alcohol beer and would certainly not be decorating the house, walking the dog or visiting the in-laws. It is therefore assumed that their energy demands would be 2500 calories per day.

When transformed into the functioning part of the club machine, however, these 16 people assume superhuman powers and require extra calories. If each supports for 5 hours at an output of 15 calories/minute, 900/hour, this requires an additional 4500 calories per person over the twenty four hour period.

16 people x 4500 72000 calories.

This might be provided by a solid diet of crunch bars 33g/142 calories at a unit cost of 22p. But more realistically it would probably be supplemented by beer. Say 16 persons drink 2 pints (conservative) on Friday and 3 pints on Saturday night 5 pints.

16 people x 5 pints x f1.10 £88.00

Beer gives 175 calories per pint, therefore 14000 calories may be deducted.

72000 14000 58000 142 calories crunch bars 408 x 22p f89.85

Note that no costs are allowed for the time committed to each outing. For the record this is 16 x 48 hours 768 hours or 20 working weeks. At minimum pay rates this would be worth f2850.001

Campsite charges are f1.50/person/night.

16 x 2 x 1.50 f48.00

Support energy cost = f225.85

ORGANISATION

In the background of every BG Machine outing are the hours of telephone liaison, the checks on weather forecasts, the trips to the supermarket, the preparation of schedules and copying. All are largely borne by the BG Godfather, affectionately known as The Mechanic.

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Say 20 phone calls at 25p average £5.00 20 photocopies @ 10p = f2.00

Organisation cost £7.00

TRANSPORT

The logistics of organising car pick up and collection points are mind-bogglingly complex to the extent that the planner usually throws in the towel and leaves the result to chance. It is not unusual to return home to discover that a car has been forgotten in an unfringed corner of the Lake District. Indeed it is rumoured that several cars (e.g. MS 1992) remain to this day!

An average 8 cars, say 1800cc would each travel 250 miles at an average of 10 miles/litre.

$8 \times 250 \text{ 2000 miles} / 10 \text{ 200 litres} \times 44\text{p} = \text{f}88.00$

Wear and tear, servicing, oil, tyres etc but excluding fixed costs of depreciation, insurance and tax, are approximately 12p /mile. Intangibles such as fear and loathing and dry cleaning costs induced by manic driving between Honister and Wasdale not included. Why is it that everyone forgets that it is faster to run from Honister to Wasdale than it is to drive? Not many people know that... are

$2000 \times 12\text{p} = \text{f}240.00$

Transport cost $\text{f}328.00$

TRASHED GEAR

Walshes/ETAS, and whatever else, are consumable. Experience has shown that four BG rounds (300 miles) will say goodnight to studs, making them only fit for local village gala runs.

16. people run an equivalent of four rounds.

300 miles $\text{f}45.00$

That's a frightening thought isn't it!

Clothing seems to last a long time it's surprising what scruffy gear some DPFR members are prepared to run in. DPFR vests are, unfortunately, indestructible! But some bits will get lost or damaged, so say two life tops and four pairs of socks.

$\text{f}13.50 \times 2 = \text{£}27.00 \text{ £}5.00 = \text{f}33.00$

Trashed gear costs $\text{£}78.00$

ENVIRONMENTAL DEGRADATION

We're just about to get into the nebulous so be prepared for some unsubstantiated assumptions.

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Mileage covered on foot is proportional to the number of candidates. If a ratio of two supporters to one candidate covers 72 miles, each person/round covers 216 miles. There must be long term cost for path repair but, as yet, the BG route is largely unimproved. There are short sections of rebuilt path and a reserve should be made for the cost of future repairs.

BG. Each year at least 200 individual attempts are made on the

$200 \times 216 = 43200$ miles

Quality footpath repairs are expensive in labour say £35.00/metre.

Thousands of other walkers, climbers and fell runners cover the same paths adding to the burden of erosion. In the next 25 years 5% of the 72 miles will need repairs.

$72 \text{ miles} \times 1575 \text{ metres} = 113400$ metres
 $113400 \times 5\% = 5670$ metres

If BG rounds only account for 18 of erosion, $56.7\text{m} @ £35.00 = £1984.5$ over 25 years; say £79.38 per annum.

Being a generous club to a fault we should shoulder burden of this collective responsibility, say £7.92. a 10%

It has been suggested that an allowance is made for the combined methane generation of the machine as this will contribute to the global warming equation. An arbitrary 8p is suggested.

Environmental degradation cost £8.00

INDIVIDUAL CANDIDATE ENERGY

Each individual is assumed to have made at least some token as effort at training for the attempt. This might be as little just worrying about it for a few sleepless nights (e.g. PG 1992), abstaining from alcohol for a week (e.g. RS 1992) or actually doing some additional mileage. Say an additional 25 miles per week for 10 weeks 250 miles.

Some very serious minded individuals have been known to recce every section, total 72 miles. This is clearly beyond the call of duty because the Machine knows the way (usually!). On the day there is the final 72 miles to add.

$250 + 72 = 322$ miles

$322 \text{ miles} @ 3 \text{ miles/hour} = 107.33$ hours

131.33 x 900 calories 118200 calories / 142 = 832 crunch bars @ 22p f183.13

Individual candidate energy cost f183.13

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TOTAL ENERGY COSTS

To calculate a meaningful sum for a typical Di outing, assume four candidates are supported.

Machine

Support energy.

225.85

Transport

328.00

Organisation

7.00

Trashed gear

78.00

Environmental degradation

8.00

Individual candidate energy

732.52

TOTAL

f1379.37

This equates to an operational cost of f57.47/hour.

With this mind numbing expensive machine to control, looks so cool. sum to worry about it's a wonder that and such an Colin Henson

Mike F Browell