



## Guidance Note No. 8

Date: July 2015

### FIELD PLACEMENT

A rider's starting position within an event is of the utmost importance. This document has been prepared to help event promoters comply with the Regulation on Starting Lists, which states:

"The starting order shall be arranged with the faster competitors spaced at not less than 5 minute intervals. Other competitors shall be arranged in such a way that company riding is as far as possible avoided."

The art of field placement is to avoid creating a situation where accompanied riding is fostered by the close proximity of riders of near equal ability.

There are three main stages to achieve this. These are:

1. Assessment of Potential Performance
2. Ranking the field
3. Placement of the field in order.

#### 1. Assessment of potential performance.

As the entries are received they should be examined to see that the forms:

- i. are completed correctly; and
- ii. comply with the conditions of entry, eg. age, middlemarkers, etc.

Having been satisfied that the entry is acceptable, the forms should be stacked in order of performance as indicated by the appropriate line, (e.g. Line 1 for 10-mile events etc.), fastest on top and slowest beneath. The forms should then be scrutinised to assess each entrant's potential performance in the event, bearing in mind the course, distance and time of the year. This assessment should be based on the information on the entry form taking into account variables such as the rider's age, the course on which the best performances were recorded and the relative performance of the event winner. Ideally an approved handicapper should conduct this exercise. The table in the Appendix to this Guidance Note may help in cases where an entrant has no time at the distance being entered for but has performances at other distances. Once the potential ride has been assessed the expected performance should be noted on the entry form.

#### 2. Ranking the field

When the entries have closed and acceptances decided on a basis of actual performance at the distance being entered for, the forms should be re-stacked in order of the expected potential ride from the fastest to the slowest acceptance.

#### 3. Placement of the field in order

It is customary, wherever possible, for the first rider to be a member of the promoting club with no reference to the position he/she would have been given by the convention below.

Next the entries should be counted to find out how many "10" spots there are to be filled. Place the fastest rider on the last 10 spot and then moving forward through the field place the fastest remaining riders on each vacant 10 spot, until you reach number 10. For example, in a field of 78 entrants, the potentially fastest competitor would be on number 70, the second fastest at 60 and the third at 50, and so on until the seventh fastest rider ends up at number 10.

Having filled all the 10 spots use a similar method to fill all the 5 spots i.e. 75, 65, 55, 45, etc.

Use the same technique to progressively fill the spots at 1, 6, 2, 7, 3, 8, 4, and finally 9.

By following this method the fastest riders are on a 10 and the slowest on a 9. Numbers 1 to 4 and 6 to 9 are theoretically of progressively slower potential and will ride alone until caught by riders whose position in the field

should ensure that they are so much faster that the risk of accompanied riding is minimised.

#### **4. Modifying the start order**

Whilst the above procedure should ensure a correctly set out field it does not take account of ALL factors, therefore a certain amount of modification may be necessary.

**a) Championship Events**

The field setting for championships should be based on the special instructions provided to the event organiser.

**b) Time Trial Series Events**

The field setting for these events is an exception to the above and should be based on the special instructions provided to the event organiser.

**c) Events using Multiple Circuits**

Events that use multiple circuits need additional thought. Care needs to be taken to try to ensure that as a rider completes a lap another rider of very similar ability is not about to start.

**d) Women**

The problem of placing women in relation to other women in the same event is often overlooked. There is a separate Women's BBAR Competition and often in an event a number of extra prizes to be awarded only to women. This should indicate to handicappers and other field placers that fair and even competition between the women in an event, just as between the men, is something to aim for. There are rarely more than 10 to 15 women entrants to a mixed event so it should not be difficult to place them in near proximity to each other. Further, whilst bearing in mind the restrictions suggested below for long distance events, it should not be considered unreasonable to place women competitors in the middle section of any field.

**e) Long Distance Events**

In events of 50 miles or over it may be prudent to modify the field placement in the later places. This is to ensure that one or two riders are not left too far behind the rest of the field which would require the marshals and other event officials to be "out on the road" for an unduly long time.

One way to overcome this problem is to take the 20 or 30 slowest and arrange them as outlined above. Then the faster riders are set out behind them but similarly ordered within their own group. Anomalies can occur when doing this, so care is needed.

**f) Meeting requests for early or late starts**

Spurious requests for late starts in morning events and early starts in afternoon events must be carefully scrutinised. However there are deserving cases and having prepared the first draft in the customary way it is usually possible to exchange various numbers. For example someone at 36 who wanted a late start could be exchanged for a rider set at 106. Again, care is needed in making such exchanges particularly in limit events where the variation in riders' ability is restricted.

**g) Members from the same club**

Whilst it is sometimes desirable to put members of a particular club off near to each other, especially when they are travelling out to the event together, members of the same club should NEVER be given adjacent numbers.

**Note that although there are computer programs designed to aid the task of setting the starting order of an event, under no circumstances should such settings be used without being first scrutinised by an experienced person.**

**APPENDIX**

10 miles	25 miles	30 miles	50 miles	100 miles	12 hours
19.50	50.00	1.00.20	1.44.00	3.41.00	286
20.15	51.00	1.01.30	1.46.05	3.45.45	282
20.40	52.00	1.02.40	1.48.10	3.49.45	278
21.00	53.00	1.03.50	1.50.10	3.54.05	274
21.25	54.00	1.05.05	1.52.15	3.58.25	270
21.50	55.00	1.06.15	1.54.20	4.02.50	265
22.15	56.00	1.07.25	1.56.20	4.07.10	262
22.35	57.00	1.08.40	1.58.25	4.11.30	258
23.00	58.00	1.09.50	2.00.30	4.15.50	254
23.25	59.00	1.11.00	2.02.30	4.20.15	250
23.50	1.00.00	1.12.15	2.04.35	4.24.35	246
24.10	1.01.00	1.13.25	2.06.40	4.29.00	243
24.35	1.02.00	1.14.35	2.08.45	4.33.20	239½
25.00	1.03.00	1.15.45	2.10.45	4.37.40	236
25.25	1.04.00	1.17.00	2.12.50	4.42.00	233
25.50	1.05.00	1.18.10	2.14.55	4.46.25	230
26.10	1.06.00	1.19.20	2.17.00	4.50.45	227
26.35	1.07.00	1.20.30	2.19.00	4.55.10	224
27.00	1.08.00	1.21.40	2.21.05	4.59.30	221

27.25	1.09.00	1.22.50	2.23.10	5.03.50	218½
27.45	1.10.00	1.24.05	2.25.10	5.08.15	216
28.10	1.11.00	1.25.15	2.27.15	5.12.35	213
28.35	1.12.00	1.26.25	2.29.20	5.16.55	209½
29.00	1.13.00	1.27.40	2.31.20	5.21.15	207
29.20	1.14.00	1.28.50	2.33.25	5.25.40	204½
29.45	1.15.00	1.30.00	2.35.30	5.30.00	200