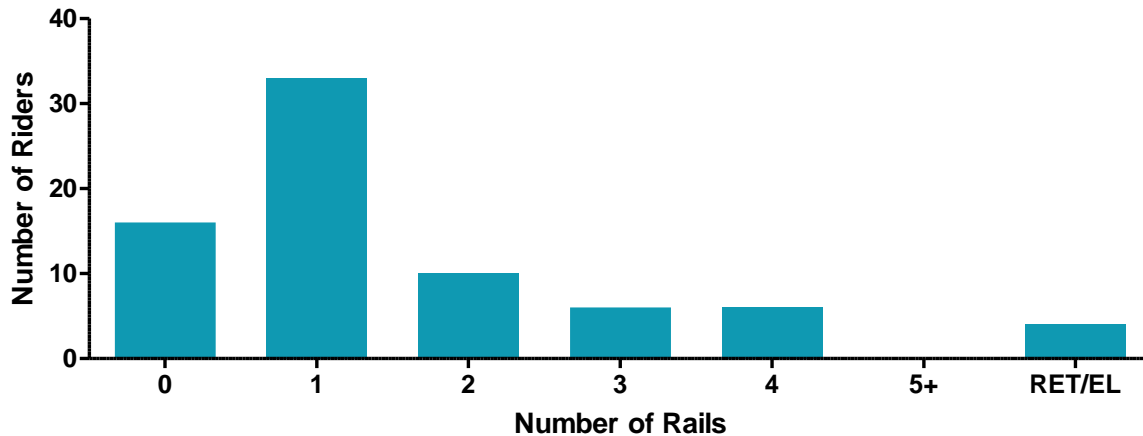


\$35 000 WEF Week 3 Suncastr Summary

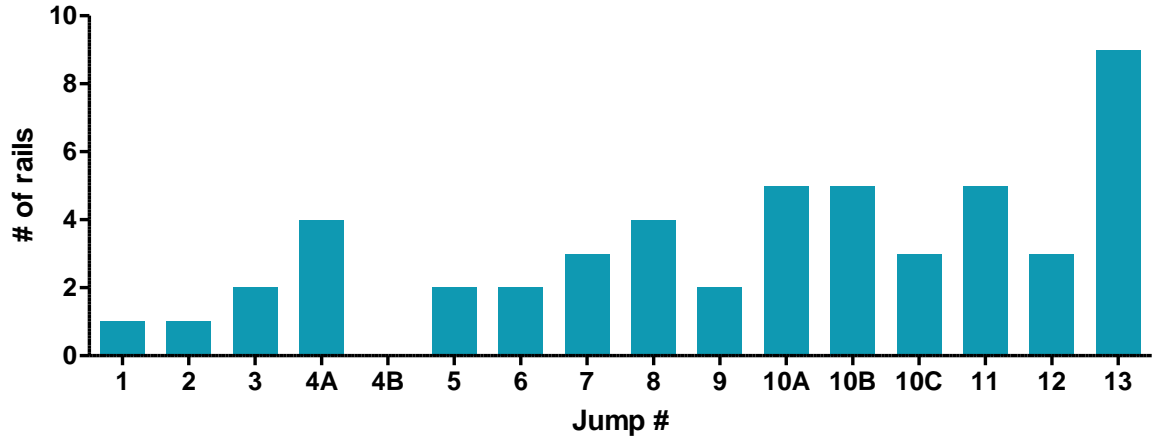
Quick Notes:

- 54 riders competed
- Mclain Ward won riding HH Carlos Z
- 46.3 % of riders had time faults
- 29.7 % of riders had no jumping faults
- Riders who were early in the start order were equally as likely to do well as riders who were later in the start order
- The biggest problem areas on course were jump 13 (18 % of riders had it down), jump 10A (10 % of riders had it down), jump 10B (10 % of riders had it down) and jump 11 (10% of riders had it down)
- Jump 4B was the only jump to not be lowered
- There was one drag break (after the 28th rider)

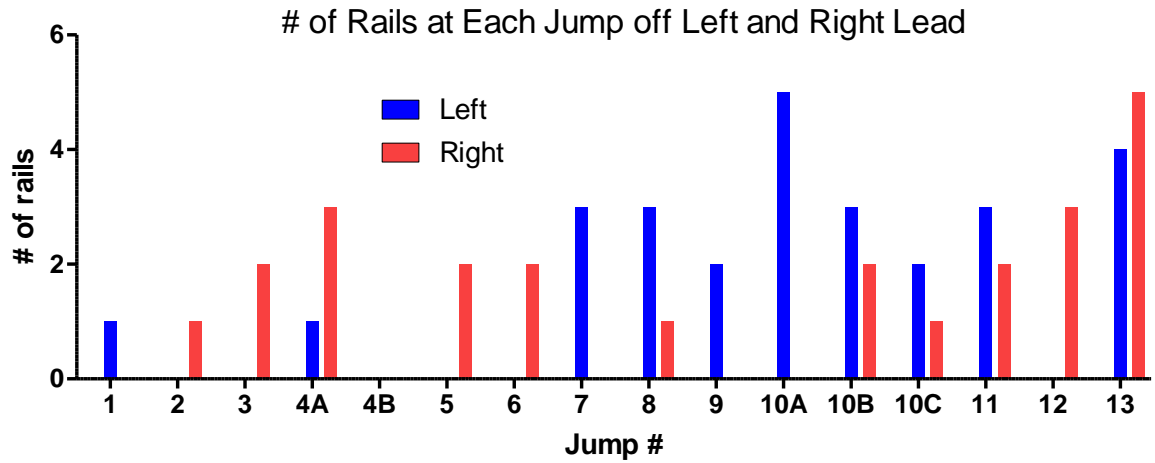
The number of riders who knocked down 0 rails, 1 rail, 2 rails, etc. are shown below.



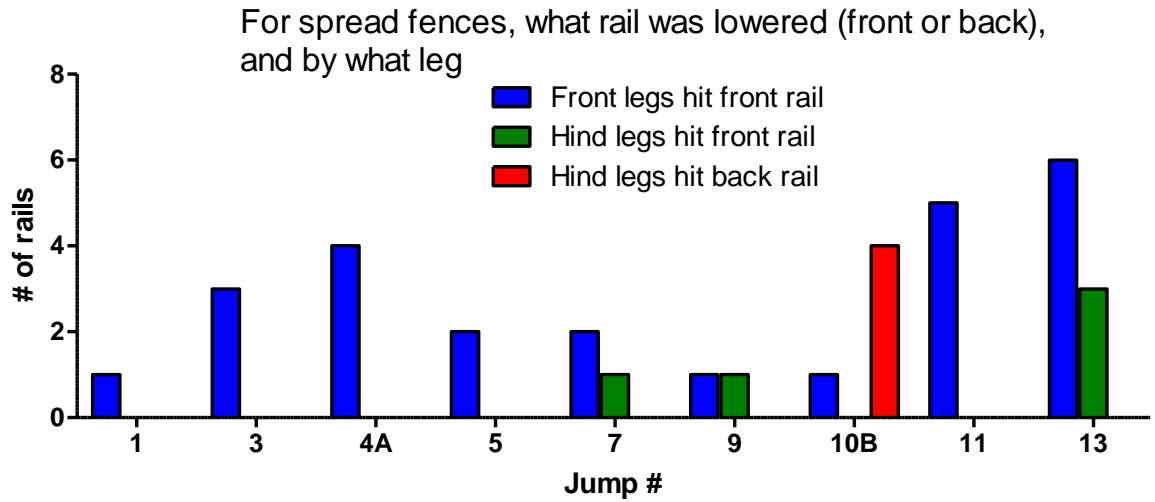
The number of riders who knocked down each jump are shown below:



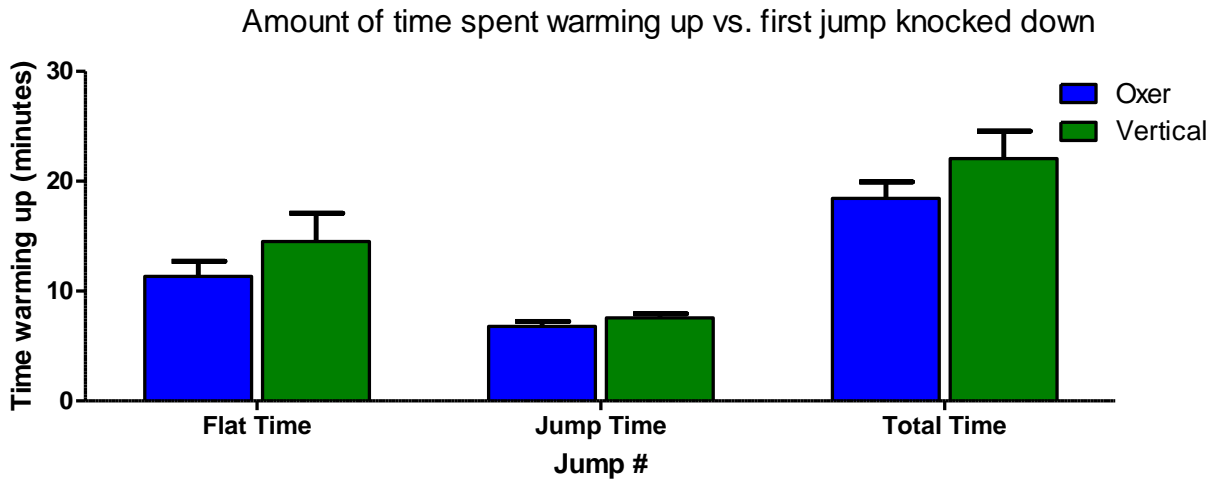
For each jump, the number of rails off the left vs right lead are shown below. The left lead is shown in Blue, and the right lead in Red.



For each 'spread' fence on course, the number of rails attributed to each possible way of hitting the rail are shown below. Interestingly, jump 10B was the only spread fence that had the back rail come down.



The below figure shows the average amount of time riders spent warming up (flatting, jumping and total warm up time). The blue bars denote having an oxer down first, while the green bars denote average warm up time for riders who had a vertical down first. For this class, if the first jump knocked down was a vertical, riders on average had spent more time warming up than if the first jump lowered was an oxer.



Interesting Findings for Consideration:

- I have analyzed two previous competitions designed by Luc Musette (The Grand Prix and WEF Challenge from Week 2 last year). For the Sunscast competition in 2016, the average percentage of the course completed when rails occurred was much higher than the two previous competitions I had analyzed. That is, in this year's Sunscast class, rails came later in the course than the two courses Luc designed last year.
- Consistent with last year's courses, Luc had more rails off the left versus right lead during his course in the Sunscast.
- For the course, there was an option to go inside Jump 5 when turning from Jump 11 to Jump 12. 64.4% of the riders took this option for the inside turn. On average, riders who took the inside turn were 1.9 seconds faster than those who did not.
 - Of the 16 riders who did not take the inside turn, only 5 finished under the time allowed.
 - Of the 29 riders who did take the inside turn, 9 still finished over the time allowed.
- There was a drag break after the 28th horse to compete:
 - On average, riders who competed before the drag break had the same times on course (average of 76.8 seconds) as those who competed after the drag break (average of 76.6 seconds).
 - Riders who competed before the drag break were equally as likely to place well as riders who went after the drag break.
 - IMPORTANT!!
 - *Riders who took the inside turn between Jumps 11 and 12: after the drag break were on average 1.3 seconds slower than the riders who took the inside turn before the drag break*
 - *Riders who did NOT take the inside turn: after the drag break were 1.3 seconds faster than the riders that did not take the inside turn before the break.*
 - This finding may indicate that riders who went later in the class (and opted to NOT do the inside turn) had ample opportunity to observe that this plan would make time tight, so they figured out other areas to make up time. Conversely, riders who went later in the class and did do the inside turn had watched the inside turn produce faster times, and may have become complacent in their approach to the rest of the course thinking time would not be an issue for them, leading to slower times later in the competition for these riders.