

How does the IOM Thursday Handicap System and The RC Laser Wednesday Handicap System work during 2018?

Just to clarify for a start that the Tuesday morning IOM series, the Thursday morning IOM series and The RC Laser Wednesday Series will be split into three separate series each.

The first series (Winter/Spring) will comprise 17 race days which started 12th – 14th December 2017 and will run to the first week of April 2018. If any days are lost then the series will be shortened by the number of race days lost but will still finish 3/5 April.

The second series (Spring/Summer) will comprise 17 race days starting 10th – 12th April running through until 31st July – 2nd August.

The third series (Summer/Autumn) will also comprise 17 race days starting 7th/9th August running through until 27/29 November.

As usual the number of best results to count will be 65% of the number of race days within each series that we are able to race so it is not necessary to have to attend every date to get a good score. If you attend more than 65% of the race days you will obviously have a better chance of scoring well and dropping some of the worse scores.

So how will it work in practice!

Racing takes place in the normal way and finishing order is recorded without any consideration of adjustment.

The Daily scoring sheet calculates each skipper's Performance Rating in the same way as all other club racing (effectively expresses the rating as a percentage) which represents that skipper's percentage of points they score compared with the possible maximum (e.g. win every race and you will be at 100%, fail to finish every race and you will be at 0%) or more likely somewhere in between.

The scoring tables record each skipper's percentage achievement and keep them averaged throughout the series. The more race days you take part, then so will the rating become more robust. Some skippers, during the early part of the respective season may see some quite wide variations in their rating until they have sufficient race days counting (normally a minimum of 5).

After each race day the percentage achieved on the day is compared to the skipper's average. If they are above their average their 'balance' will be + the difference. If they are below their average, their 'balance' will be – the difference. This is all done automatically by the scoring programme.

Each skipper's 'balance' for that round of the series will be placed in order to arrive at the club handicap championship points to be allocated for that race day. The highest + balance will score the maximum number of points down to the lowest (highest minus). Non attendees obviously score 0 points.

The incentive is to get better and those skippers with lower performance ratings probably have a proportionately better chance of improving and thus become awarded higher club handicap championship points and may have a better chance of winning that series. The challenge for the higher performing skippers is to stay there.

Each skipper is effectively racing against all others during the actual race but racing against their own normal performance for the handicap consideration.

What do you have to do as skippers?

Simple – just turn up, race as best you can and then view the results and the respective tables on the club results pages of the web site to see how you are getting on.

What happens if You have an awful race day or a brilliant one that is out of character with your normal performance?

Your actual performance level for the race day is compared to your running average but if your result for a race day is more than 10% better or worse than your normal, your ongoing average cannot change by more than 10% from just one race day's results. This will ensure that skippers cannot try to throw a set of results to get themselves an artificially low average and then come back with a sparkling performance to try to earn more points.

When I look at the results tables so far why are there some of the 'speed merchants' still so well up in the handicap results tables?

During the first series, the equivalent results and tables are being displayed to illustrate how the results will actually look and how the performance ratings changes will impact. During the initial stages, depending upon how many race days skippers are able to take part, personal performance rating averages may take a little time to stabilise.

Will any Tuesday race days and/or weekend race days count towards the outcome of the Thursday series?

NO. Other series are completely separate, and don't forget that it is the weekend race days only that count towards the annual Performance Rating Assessment, the qualifying best of which across all classes will be the winner of the Yachtmaster trophy.

What happens if anyone changes their boat?

It doesn't matter because the ratings are the performance of the individual skipper within the respective class and series whichever boat they decide to use. Even if they change sail numbers during the season, that will automatically be picked up and accounted for.