

How to Read the Full Speed Figures Report

A **C** 6 FURLONGS. DIRT. CLAIMING. Purse \$14,000 FOR FOUR YEAR OLDS. CLAIMING PRICE \$12,500.

Race: 1 **Par Level: 100** **B**

| | | | | | | | |
|----------|--|--|-------------------------------|----------------------------------|---------------------------------|--|--|
| 1 | Dangler | E | \$12,500 | Blinkers On | H L | I Owner: D F Keller Trainer: NIELSEN CLAYTON (4 0 0 1 0%) Jockey: ARAGON J (20 0 0 1 0%) K | L Life 12 1 3 3 \$63,720 2001 2000 9 0 2 2 \$22,200 |
| D | PP 1 3-1 | CH. G. 4 Sire: FLYING VICTOR (FLYING PASTER) Dam: SAVONA DANCER (BOLGER) | F | G | J 117 | R | Par Winning Figs Horse's Figs |
| M | 12/13/00 GG-#6 | 6F O Clm12500 P (2) 4 3 ^{nk} 2 ^{.5} 2 ^{.5} 3 ^{1.75} LB Hernandez M 18.90 Gave way inside | R 99 | S 103.0 - 95.6 | T 102.5 - 93.9 | | |
| | N CLOUDY AND COOL(.75) WILD TILL DAWN(1) DANGLER(1.5) ---10 | Q | | | | | |
| | 11/25/00 GG-#9 | 6F Clm20000 (7) 8 9 ⁹ 9 ^{8.25} 9 ¹⁰ 6 ¹² LB Hernandez M 19.70 3w turn; no rally | 102 | 97.7 - 104.0 | 89.4 - 92.0 | | |
| | VALID BIDDER(9) N'ALL THAT JAZZ(.75) CHEROKEE STAR(hd) ---9 | | | | | | |
| | 11/9/00 BM-#3 | 6F Clm25000 (3) 6 6 ^{8.75} 6 ^{6.25} 6 ⁶ 5 ^{7.5} LB Hernandez M 8.40 Passed tiring foe | 101 | 96.0 - 98.3 | 89.8 - 90.8 | | |
| | HYDER(1) NO WAGER(4) RELECTION(1.5) ---6 | | | | | | |
| | 10/21/00 BM-#6 | 6F Clm20000c (5) 4 8 ^{5.5} 9 ^{5.5} 8 ¹⁰ 7 ^{9.25} LBb Baze R A 1.70 No response | 101 | 99.5 - 99.4 | 94.0 - 90.2 | | |
| | OLYMPIC SUCCESS(3) HYDER(1.5) MIDKNIGHTMASS(no) ---11 | Claimed from Claim Box Com & Guiol O'Neill | | | | | |
| | 9/23/00 FPX-#8 | 6F Clm25000 (6) 4 2 ^{hd} 2 ¹ 2 ² LBb Martinez F F 4.70 Dueled; 2nd best | | - | - | | |
| | CHAFFEE'S PROSPECT(2) DANGLER(1) TOWN GAMBLER(3) ---7 | | | | | | |
| | 9/9/00 DMR-#1 | 6.5F Clm20000c (6) 2 2 ^{.5} 3 ^{nk} 1 ^{1.5} 2 ^{.75} LBb Pedroza M A 0.70 Driftd out;brushd late | 100 | 99.8 - 99.9 | 99.6 - 99.2 | | |
| | RAIN MINISTER(.75) DANGLER(3.5) HYDER(.5) ---7 | Claimed from Cossey Candy & Frank | | | | | |
| U | Oct14 HOL 3F ft. 37.6 H (8/12) | Sep1 DMR 5F ft. 101 H (29/59) | Aug25 DMR 5F ft. 100 H (9/51) | Aug18 DMR 5F ft. 100.6 H (22/47) | Aug8 DMR 5F ft. 100.8 H (28/43) | | |

Race Information

- A. Race Number
- B. Par Level
- C. Race Description

Horse Information

- D. Program Number/Post Position/Morning Line Odds
- E. Horse Name
- F. Color/Age/Sex/Pedigree Information
- G. Today's Claiming Price (if applicable)
- H. Equipment Changes/Medication (if applicable)
- I. Owner/Trainer/Jockey
- J. Today's Weight
- K. Trainer's Current Meet Record/Jockey's Current Meet Record
- L. Lifetime Record/Current Year Record/Previous Year Record

Past Performance Information

- M. Date/Track/Race Number/Distance/Surface
- N. First three finishers (winning margins)
- O. Race Level Description
- P. Post Position/Start Position
 - First Call Position (beaten lengths)
 - Second Call Position (beaten lengths)
 - Third Call Position (beaten lengths)
 - Fourth Call Position (beaten lengths)
- Q. Medication/Jockey/Actual Odds/Trip Comments
- R. Speed Figure Par
- S. Winner's Speed Figures (Pace Figure - Final Figure)
- T. Horse's Speed Figures (Pace Figure - Final Figure)
- U. Workout Information (Date/Track/Distance/Time/Ranking)

Background

Our speed figures are commonly known as "Quirin-style" figures. We calculate them using the same methods discussed in the many good handicapping books on the subject including those by William Quirin, Jim Quinn, and Tom Brohamer. There are two components of Quirin-style figures, namely a pace figure and a speed figure (final figure). This differs from other types of speed figures such as the Beyer figures that are calculated using only the final time of the race.

We calculate the pace figure using the fractional time at the second call of a race. The second call of any race is extremely important to the handicapper's analysis. By that point the pace scenario has usually been established and its effect on the pacer(s) will become apparent. Early pace horses and pressers will begin to sort themselves out, and the off the pace closers have begun to gain striking position. The second call of a sprint occurs after the horses have covered 1/2 mile (4 furlongs). In routes there are two figures provided, one at the first call (1/2 mile) and the other after the horses have gone 3/4 mile (6 furlongs). Knowing the intensity of the pace during the internal fractions of a race can help explain what may have happened in the final stages of a race. When a horse exerts itself during the early part of a race beyond its individual comfort level it will have a detrimental effect on its final time. In a different race with an easier pace scenario the same horse may be able to remain comfortable

throughout the early stages and finish powerfully with a much higher final figure. Examining the past performances of most claiming horses reveals a common relationship between pace and final speed figures-- when the pace figure goes up, the final figure often drops. Conversely, when the pace figure is lower the final figure often jumps higher.

Following Quirin's methods we use a **class chart** in the production of the speed figures that assigns the \$10,000 claiming level a value of 100. 100 is the base value of the entire speed figure system. Horses at higher levels than the \$10,000 claimer are assigned class ratings higher than 100 and horses at lower levels have ratings below 100. For instance, a \$12,500 claiming race would be rated at one level higher than \$10,000 which would make it a 101 on the class scale. Consequently, horses racing at the \$12,500 level would also be expected to earn slightly faster fractional and final times than horses racing for \$10,000. This class chart is more commonly referred to as a par chart, and has corresponding par times that each class level is expected to run for the pace call and final time. The par time is the "goal" for an average race to be run at the class level over a track with zero variance fast or slow. The actual figures are calculated by taking the raw times earned in each race and adjusting them by the daily track variant. The daily track variant is calculated using the average of the how fast or slow each individual race was run.

For a more detailed explanation and to download current reports, please visit our website at <http://www.speedfigures.com>

