

NOVEL HANDICAP METHOD FOR CONVENTION EVENTS

"Durham System"
arranges flights
from 9-hole scores

The USGA Golf Handicap System is the approved method for determining handicaps but, like every other system, it will not solve some of the unusual problems which face handicappers. One of the most difficult problems is that of determining fair allowances for convention and resort tournaments which attract novice and occasional players who do not have USGA Handicaps. Obviously, the man who never plays except during his two-week vacation at Sloping Valley, or at the trade convention tournament, is entitled to a fair share in the competition for prizes.

The Callaway Handicap System, devised by Lionel F. Callaway, and the kickers' tournament, in which each player selects his own handicap and then shoots at a score which has been drawn blind, have been the most commonly-used for such competitions.

Another method has now come to attention. It was devised by James R. Durham, of Raleigh, N. C. The USGA although it has had no experience with this system, is pleased to present the Durham System as another possible aid to committee chairmen.

1. The Durham System divides entrants in an 18-hole stroke play competition into flights. It is designed to place players of relatively equal ability in the same flight by determining flights on the basis of 9-hole scores.

2. The maximum scores for the flights, based solely on nine-hole scores, are predetermined by the committee, based on the number and relative skill of entrants. The range of scores for the flights should *not* be available until play is completed.

3. 9-hole scores used for flight determination is optional: *Option (A)*.

The first 9 holes. At the end of 9 holes, the entrant's gross score automatically places him in a flight. The scorer posts the entrant's name in the appropriate flight. However, hole-by-hole scores are not posted until play has been completed. *Option (B)*. The lower of the two 9-hole rounds is used to determine the flight for each entry. This option encourages everyone to play his best on both rounds but might delay the scorer in posting flight position and gross scores.

4. Flight winners are determined by the lowest gross score for 18 holes in each flight. A maximum score for a hole (perhaps 8) may be set by the Committee.

5. In event of a tie in any flight, the committee may decide it in any of the following ways: (1) Declare the winner to be the player with the lowest first-nine score; (2) Conduct a play-off; (3) match scorecards (award the prize to the player who first won a hole, beginning with hole 1); (4) Toss a coin. (Note: The USGA does not recommend that option 3 be used).

6. It is possible that no entrant will qualify in one or more flights. To assure that awards are given in each flight, the committee may declare the winner of a vacant flight to be that entrant who posted the lowest score in the flight immediately below it. For example, should there be no qualifier for Flight I, the lowest scorer in Flight II can be declared the Flight I winner. The runner-up in Flight II then becomes the winner of Flight II.

Examples of how Mr. Durham has determined flights at competitions he has conducted are as follows:

FLIGHT DETERMINATION (Based on 1st 9 hole total score)

6 FLIGHTS

(Better than average golfers)

39 or under (Championship Flight)

	40 - 42	1st Flight
50 or less	43 - 45	2nd Flight
anticipated	46 - 49	3rd Flight
	50 - 53	4th Flight
	54 or over	5th Flight

6 FLIGHTS

(Average and below golfers)

42 or under (Championship Flight)

	43 - 45	1st Flight
	46 - 48	2nd Flight
	49 - 52	3rd Flight
	53 - 56	4th Flight
	57 or over	5th Flight

9 FLIGHTS

39 or under (Championship Flight)

	40 - 41	1st Flight
	42 - 44	2nd Flight
	45 - 47	3rd Flight
50 - 100	48 - 50	4th Flight
anticipated	51 - 53	5th Flight
	54 - 56	6th Flight
	57 - 59	7th Flight
	60 or over	8th Flight

9 FLIGHTS

42 or under (Championship Flight)

	43 - 44	1st Flight
	45 - 47	2nd Flight
	48 - 50	3rd Flight
	51 - 53	4th Flight
	54 - 56	5th Flight
	57 - 59	6th Flight
	60 - 62	7th Flight
	63 or over	8th Flight

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