

How to win in 2K Team Racing

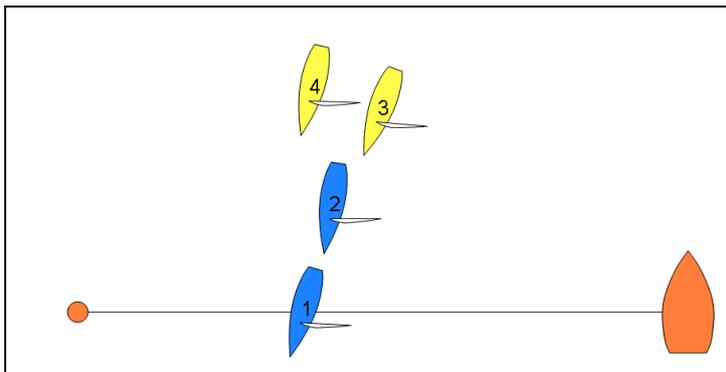
Who wins?

The Team that does not have last place when you finish... or the team in last place loses.

Winning Combinations

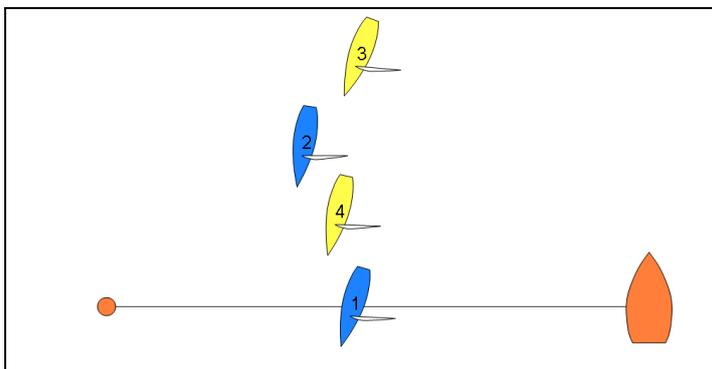
One- Two

The best is one –two as here. But with Yellow so close behind Blue is lucky to have got 2nd.



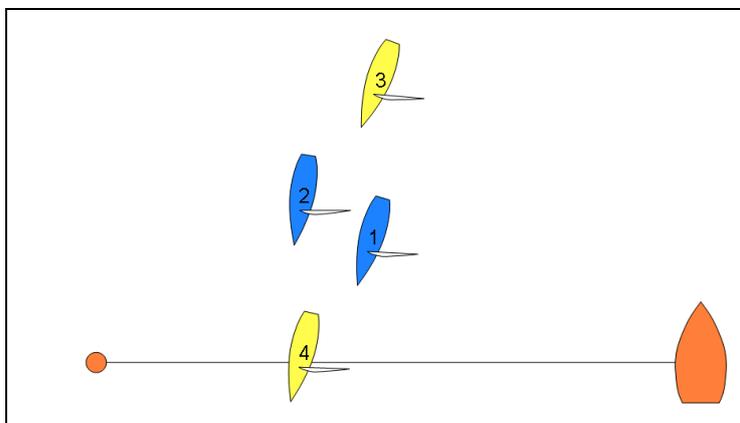
One –Three

This is a winner but very unstable.



Two –Three

Again a winning combination and a lot more stable than One-three.



Stable and Unstable Winning Combinations.

In simple terms a stable combination is hard for the opposition to break, unstable a lot easier.

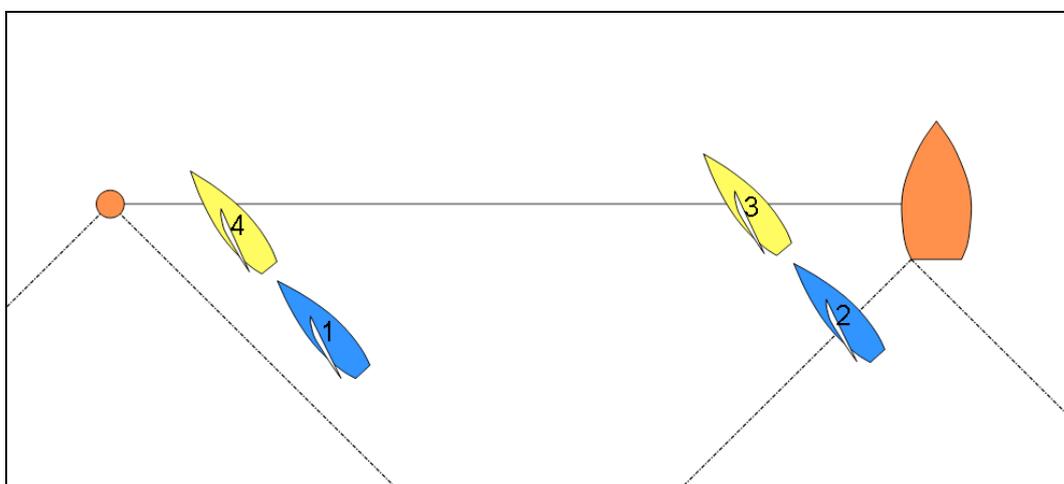
In order to win every team should have two sets of plans:

1. How to gain a stable winning combination
2. How to hold this combination to the end of the race.

So when does this start?

In the prestart.

The aim of Prestart manoeuvring is to start as below, hitting the starting line at exactly the same time as your team mate with your opponents behind.

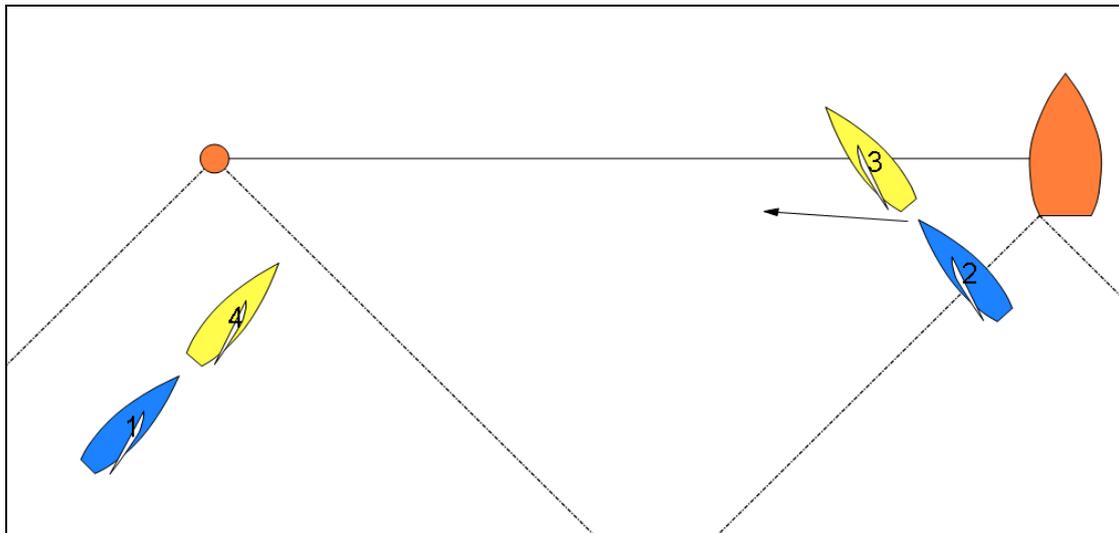


In Match Racing the aim is to start ahead of your opponent regardless of being late.

In 2K the aim is to have a *balanced* start. So aim to be as in the diagram.

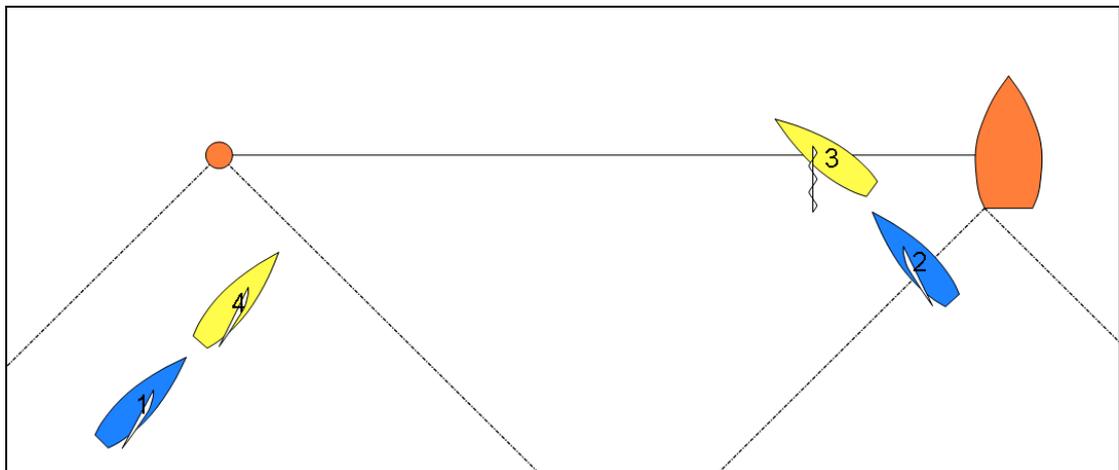
If you do not get a balanced start then one of two things should happen:

1. Blue are losing so Blue 2 should immediately aim to “take out” Yellow 4 to convert to a Two-Three.



Or:

2. Yellow 3 should act to slow Blue 2 in order to get a One Two.



The key lesson from this is that being *unbalanced* off the starting line presents a huge opportunity for the losing team to make a quick conversion to a winning combination.

So if winning keep the pairs balanced.

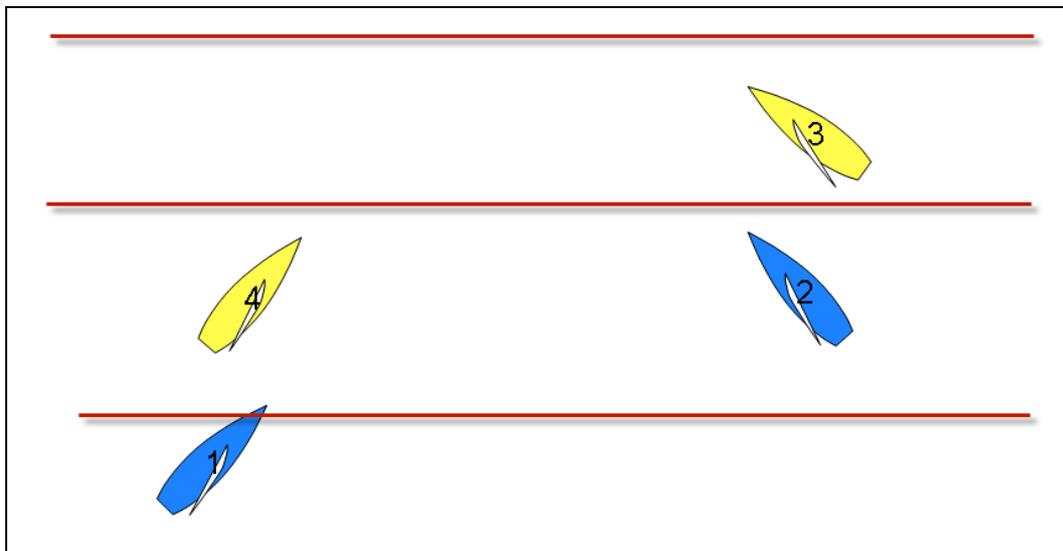
If losing do everything you can to get unbalance the pairs.

Balanced and Unbalanced

Think of the course as a ladder. If the winning boats are on the same rung of the ladder they are called balanced and have the best chance of winning One- Two.



If as below they are not on the same rung of the ladder then they are unbalanced and Blue now has a chance. Here Blue 2 could sail to “take out” Yellow 4 port and starboard.



Upwind Strategy

For the winning team: Keep the pairs balanced

For the losing team: Unbalance the pairs.

Unbalancing Pairs

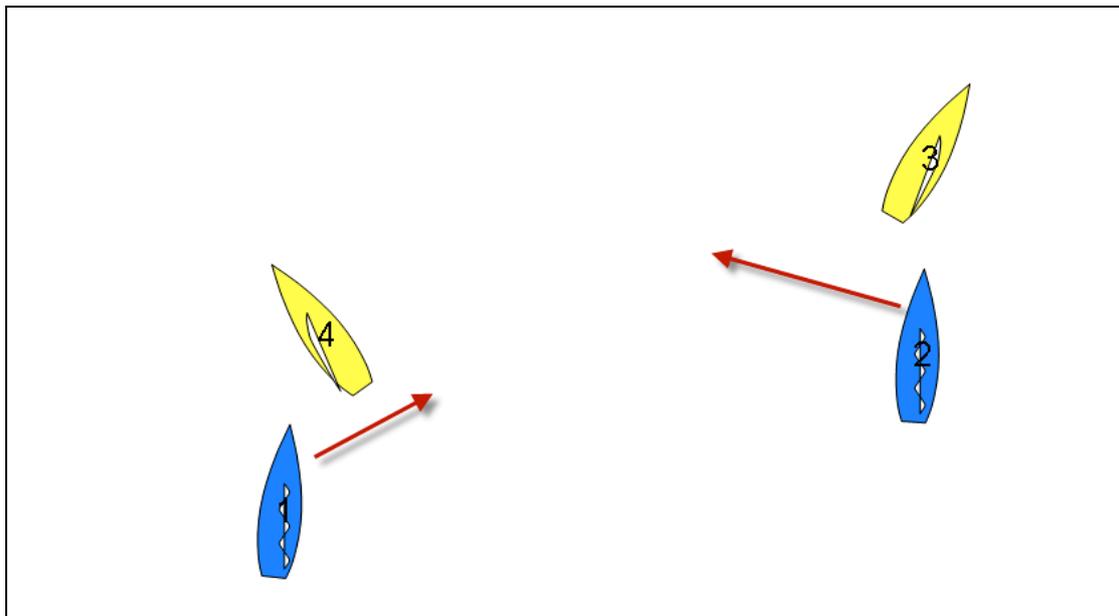
In most racing it is always sensible until near laylines to cover the boat behind. This is the strategy that a boat behind can use to slow an opponent who is ahead.

Generally in keelboats multiple tacks slow you down. So if covered engage in a tacking duel.

If you get a header... stay with it do not tack as this will quickly unbalance the pairs.

Who does what.

Assuming there is a pair on the left and another on the right, the losing boat on the left should act to slow. Once the pairs are unbalanced the Blue boats should tack back towards each other. As the aim is then to allow Blue 2 to "take out" Yellow 4 on Starboard. The Blue boats should not come back into the centre until Blue 2 is ahead of Yellow 4.

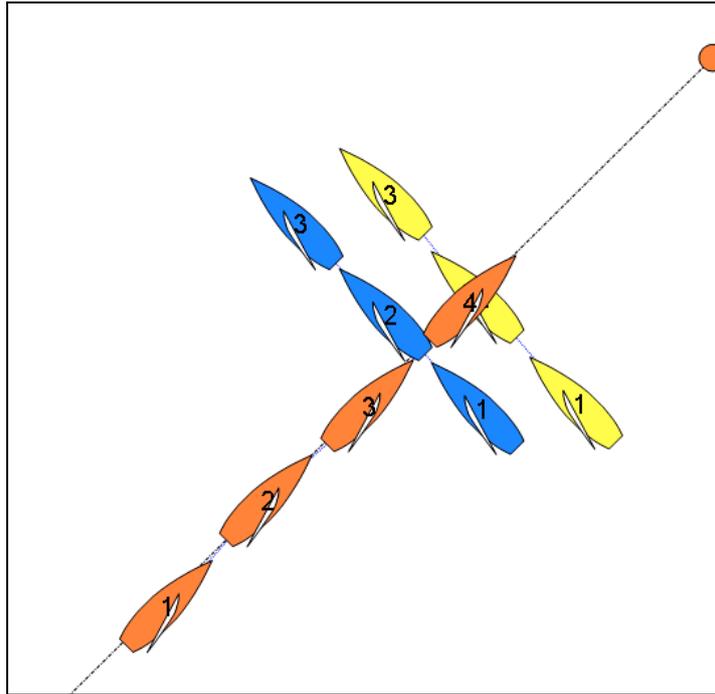


“Taking Out”

This is a general term that refers to tactics used by one boat to gain control of an opponent with the purpose of allowing his team-mate to improve his position.

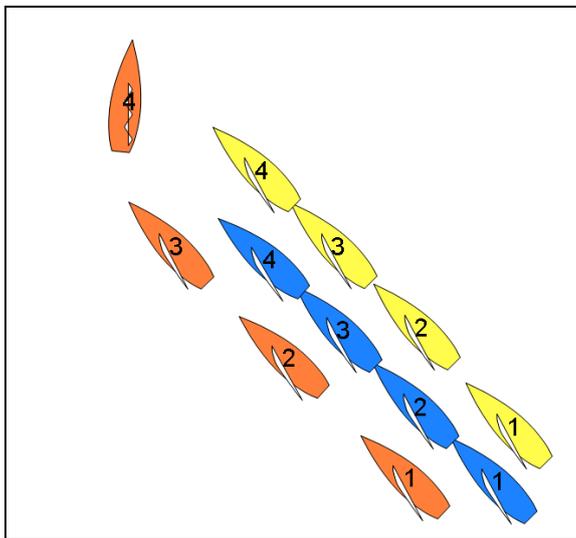
Pass Backs

This is another general term used to describe a tactic that allows a team to literally pass an opponent back behind a team-mate. Take outs are what allow passbacks to happen.



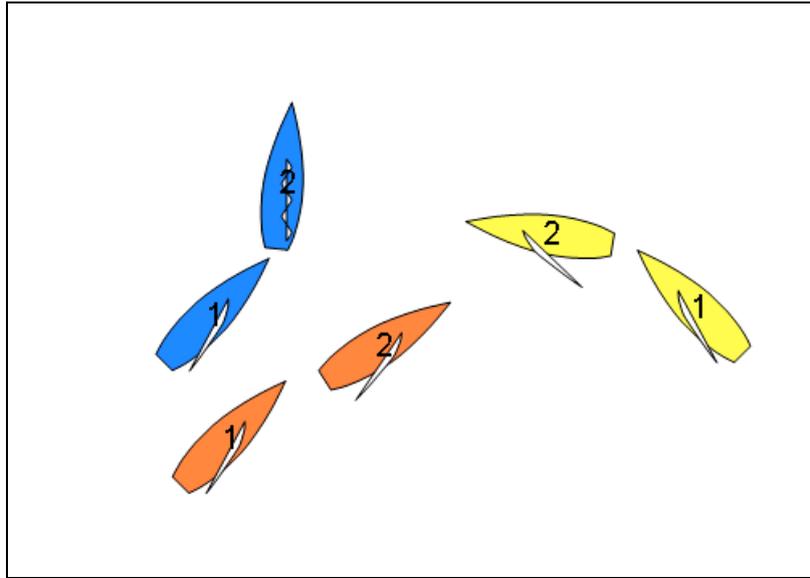
3. “The Soapdish”

Again Yellow and Orange are team-mates. Blue is covering Orange. Here Yellow positions from windward bows out on Blue and works to slow Blue. This is best done by flapping the jib, over sheeting the main and allowing the rig to heel to leeward. Orange aims to get bows out, sheets in hard and heels to windward. Eventually Blue will be slowed and Orange will be able to tack out.



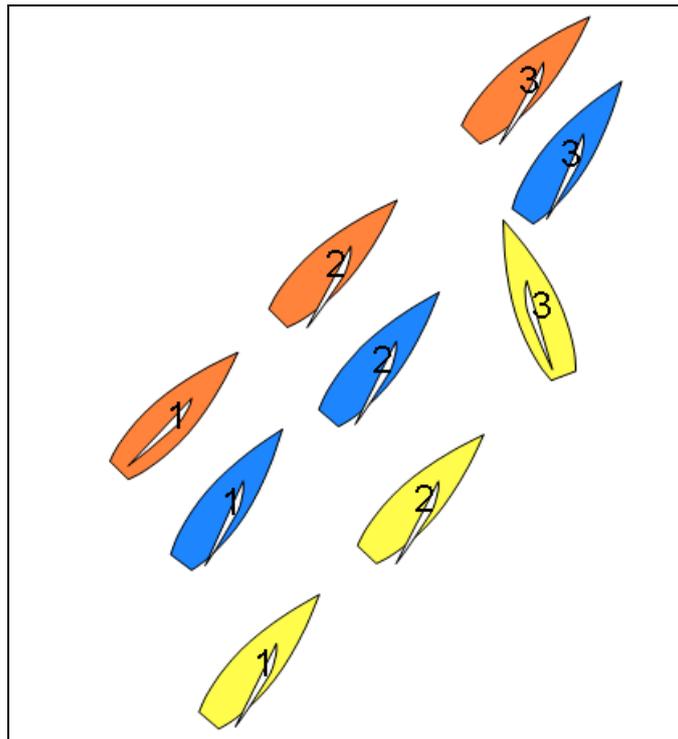
3. Port and Starboard

It can be possible for Yellow to use rule 10 to force Blue to tack and thus free Orange.



Yellow needs to remember that rule 16 applies when she changes course.

4. Pinning

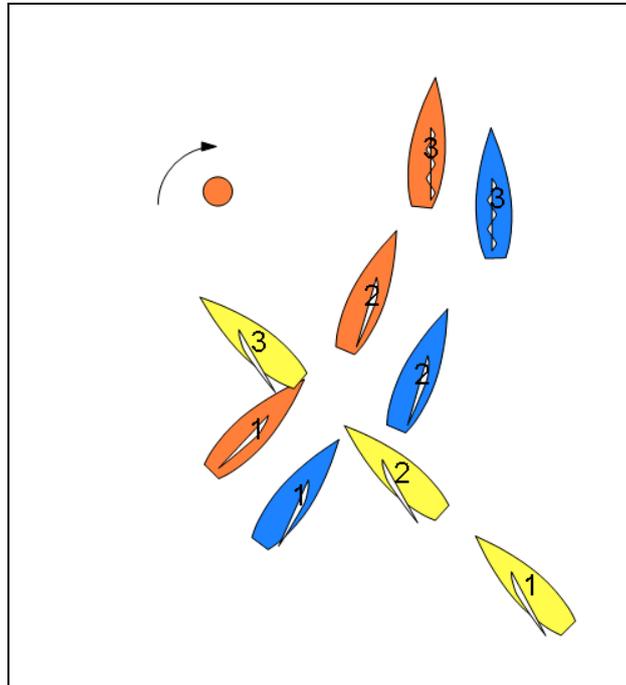


Orange positions herself to windward of Blue in such a way that Blue is unable to tack out when Yellow tacks. Once Yellow is free Orange should continue to slow Blue until Yellow is ahead. Blue's defence is to do the same thing to Yellow.

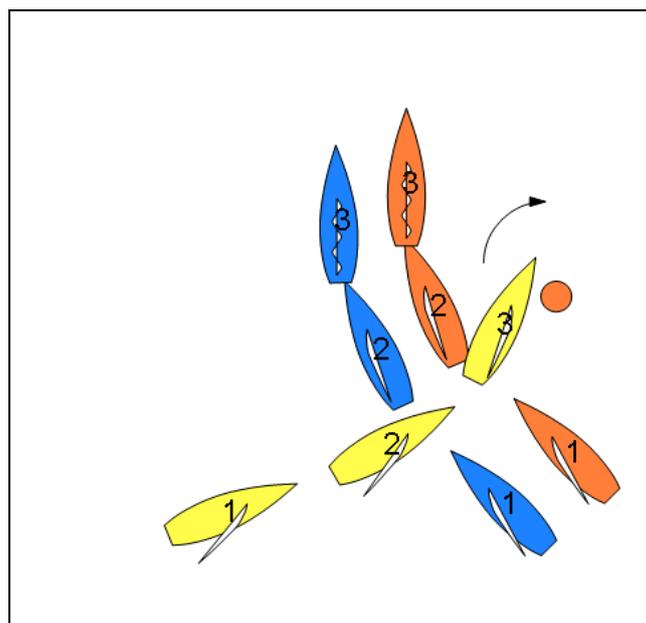
Tactics at the Windward Mark

The windward mark should be used to improve a team's combination. This is normally done by holding an opponent out while letting a team mate through.

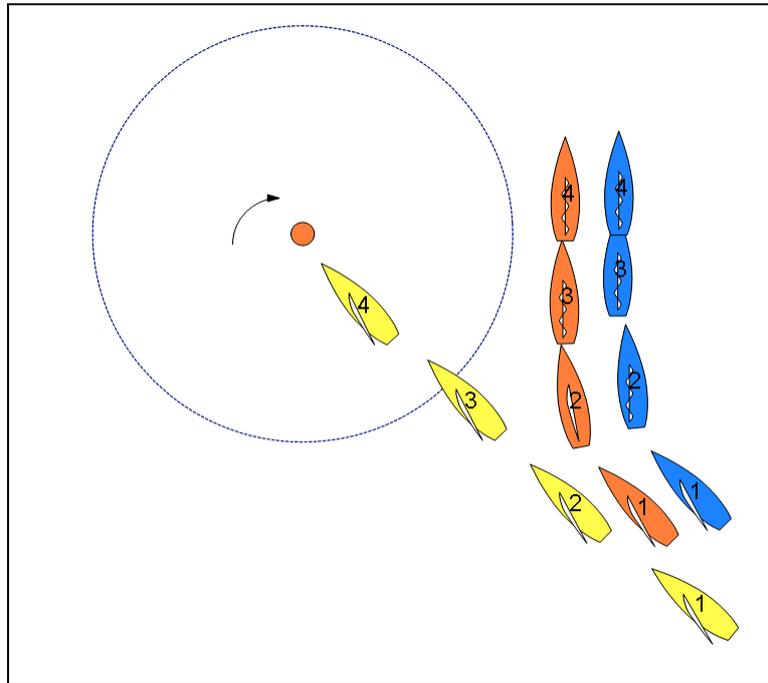
In the diagram below Orange holds Blue out until team mate Yellow can round the mark.



Again from the other side Orange is holding Blue out. This time Yellow has a problem in that it is hard to see if there is space between Orange and the mark for her to pass between. A hail from Orange might help.



Luffing on the layline



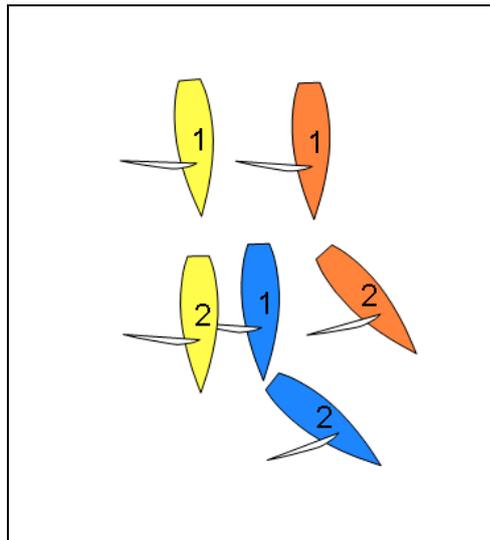
In the diagram above Orange luffs Blue so that Yellow can get to the mark first. The danger of this move is that if Orange and Blue are overlapped when one of them reaches the zone then Orange must immediately bear away to give Blue mark room.

Tactics on the Run

There are two basic scenarios:

1. Two boats trying to catch a boat ahead
2. A one three conversion.

Two boats trying to catch a boat ahead

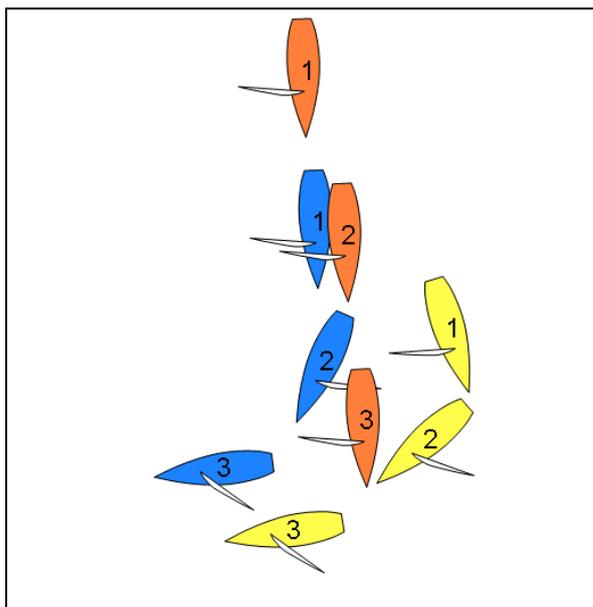


Yellow and orange should aim to “double cover” Blue to slow her down. If Yellow can gain a leeward overlap then Blue will be unable to gybe and will have to point up to keep clear. If Blue starts to luff Orange to protect her wind then Yellow can sail fast and straight downwind.

A variation is for Orange to “sit on” Blue and for Yellow to sail straight for the next mark.

Blue's main defence is to gybe before Yellow gets an overlap. Gybes must be straight downwind as any change of course will slow the VMG.

A one three conversion

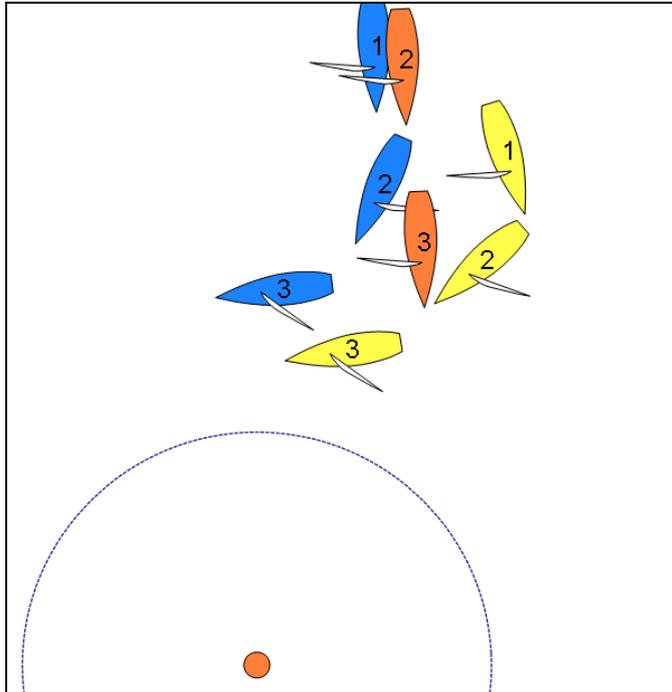


Yellow needs to move to the right (as looking at the diagram) so that she can gybe on to starboard and “attack” Blue. Orange must keep dead astern of Blue, mainly so that

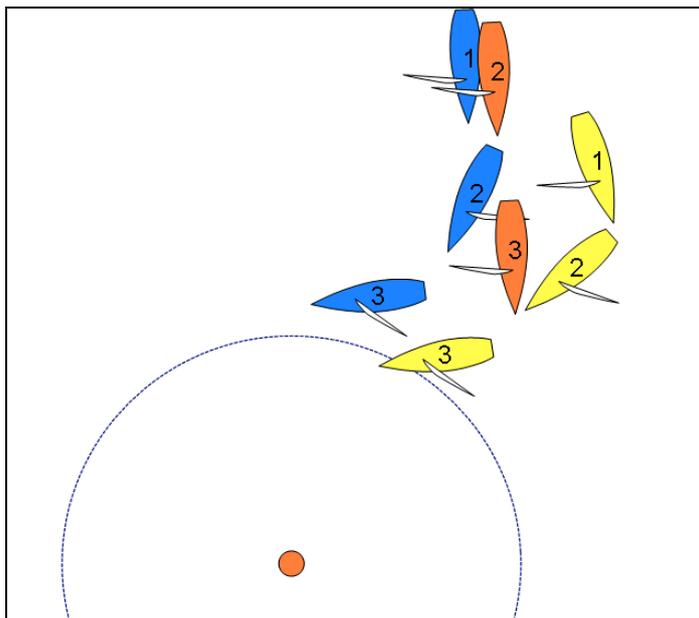
Blue can not attack her. As soon Yellow has started to luff Blue Orange then steers to pass astern of Yellow and Blue.

Approaching a Starboard Leeward Mark

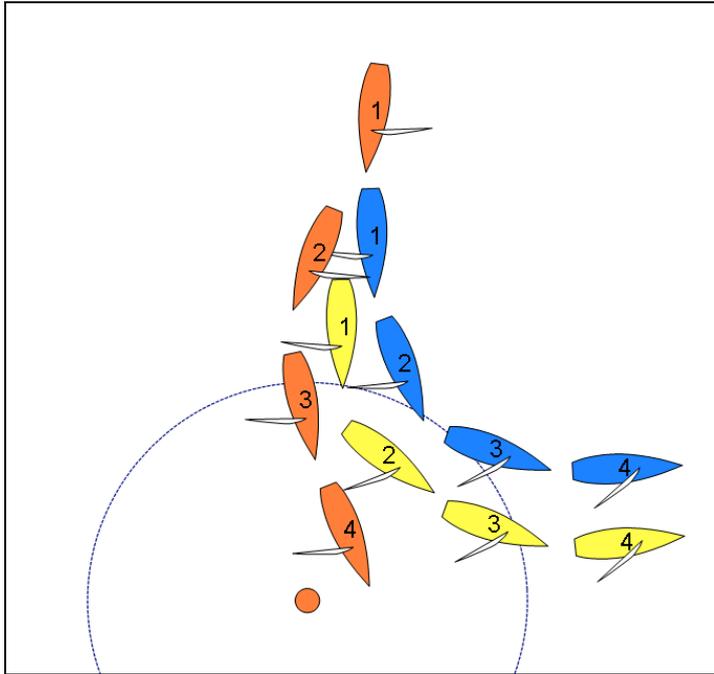
One Three passbacks work outside the zone as below.



But once in the zone, as here Yellow must bear away to give Blue mark room.



But remember in Team Racing there is no rule 18.4 so... an inside boat with luffing rights can luff.



So approaching the a starboard leeward mark Yellow the attacking boat wants to go left and try to luff Blue when both are on port tack.

Approaching the Finish Line

The diagram above illustrates what can be done at the pin (Outer Distance Mark),

But at the other end of the line the move is a lot easier.

