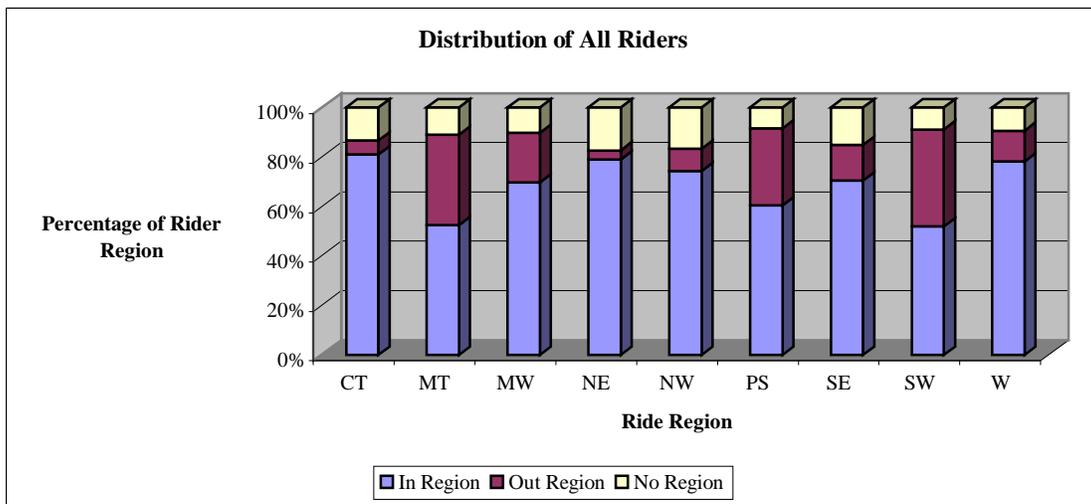


Disclaimer: While the data comes from official AERC records – the analysis and conclusions below are not officially sanctioned by the AERC.

Regional Distribution of Riders – How Regional Are We

Introduction: There has been discussion on the Email lists concerning how the AERC sanctions rides and if a more "national flavor" should be implemented. In this study the 2003 ride season is analyzed to determine if endurance is a "regional based" sport or a "national based" sport. That is in a given region what percentage of the riders comes from that region vs. from different regions. All rides in the 2003 season were used in this analysis. There were about ten percent of the riders that did not have a region listed. This is because of various reasons from not being an AERC member to not listing a region in their membership form.

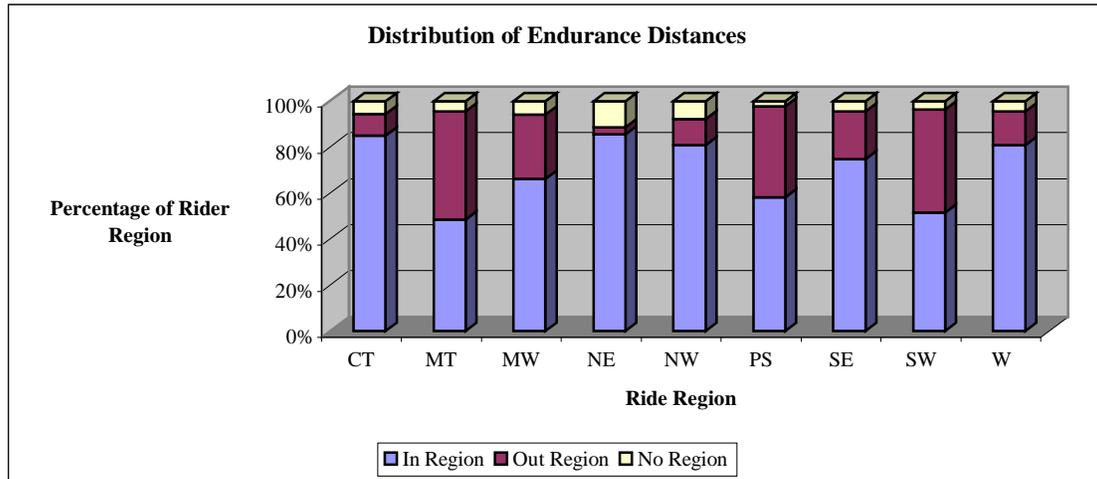
In Region vs. Out of Region: The first analysis looks at the distribution of "in region" vs. "out of region" riders in the nine AERC regions. In Figure 1 this distribution is given for all riders, *i.e.*, the endurance distances and limited distance. What is clear is there are regions where there are a significant number of riders from out of region. For example this is the case in the Mountain, Pacific South, Southwest and to a lesser extent the Midwest regions. In the Central, Northeast, Northwest, Southeast and West regions it appears that a vast majority of the riders are in region riders.



Distribution of Riders for All Distances
Figure 1

The same analysis was performed for riders only in the endurance distances. That is the limited distance riders were dropped from the analysis. It is reasonable to expect that limited distance riders would ride closer to home and riders in the longer distances would travel further. In Figure 2 the distributions are shown. While there is a little difference, the basic conclusions that were reached above still hold. In the Mountain, Pacific South,

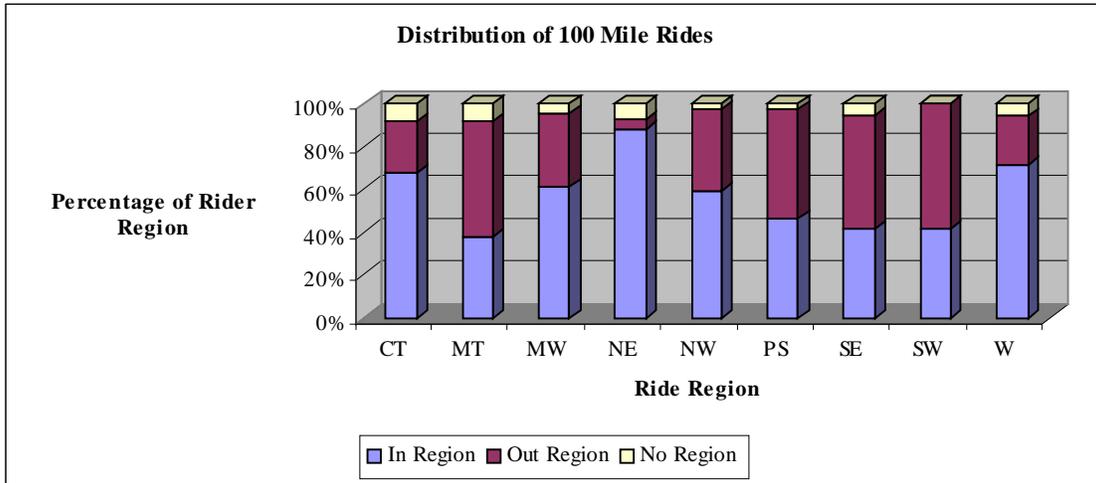
Southwest and to a lesser extent the Midwest regions there are a significant number of riders from out of region. In the Central, Northeast, Northwest, Southeast and West regions it appears that a vast majority of the riders are in region riders. There are also fewer riders without a region – completely reasonable since one would expect more non-members in limited distance than in the longer distances.



Distribution of Riders for Endurance Distances
Figure2

Where this analysis starts to get interesting is when the 100-mile distance is considered. There are many more out of region riders in the 100-mile events than in either the other two analysis. The fact that the 100-mile riders represent less than 5% (993 100-mile riders vs. over 20,500 total riders) of the total number of riders is the reason that the trends shown below in Figure 3 don't show up significantly in the previous analysis.

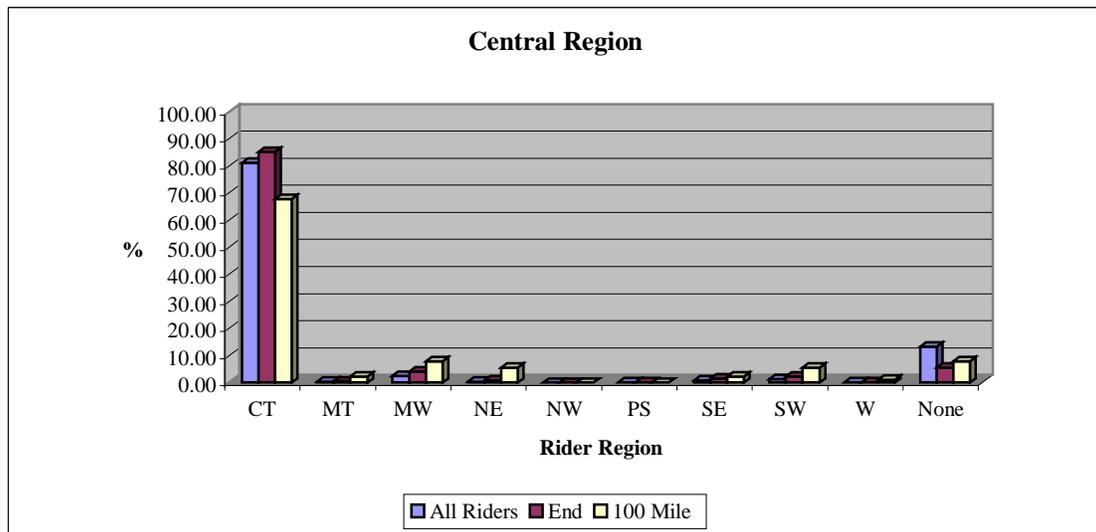
Referring to Figure 3 all regions except the Northeast and West have a higher – some significantly higher - percentage of out of regions riders in the 100 than in other distances. In fact the majority of riders in the Mountain, Southeast and Southwest are out of region. In the next section the break down in the regions will be analyzed.



Distribution of Riders for 100-mile Distances
Figure 2

Regional Breakdown: The percentages of riders by region were analyzed and the results presented in this section. This presents the data presented in Figures 1,2 and 3 in finer detail. There are some interesting observations that can be made about the sport in different parts of the country.

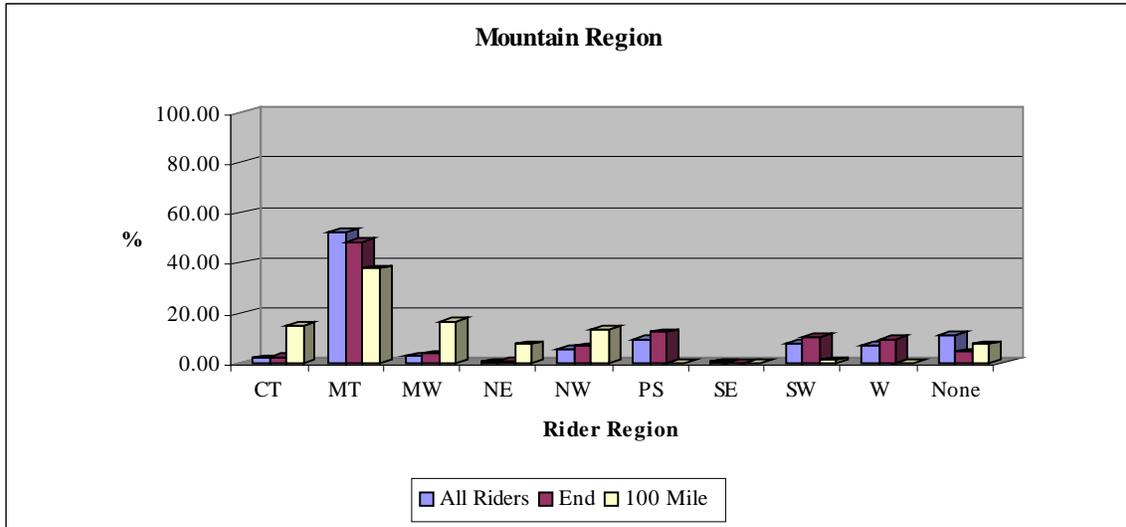
Figure 4 is the data for the central region. Notice that for all distances the primary riders at central region rides are from the central region. Even in the 100-mile distance, while there is a rise in out of region riders, the riders from out of region is only on the order of 25%.



Breakdown for Central Region
Figure 4

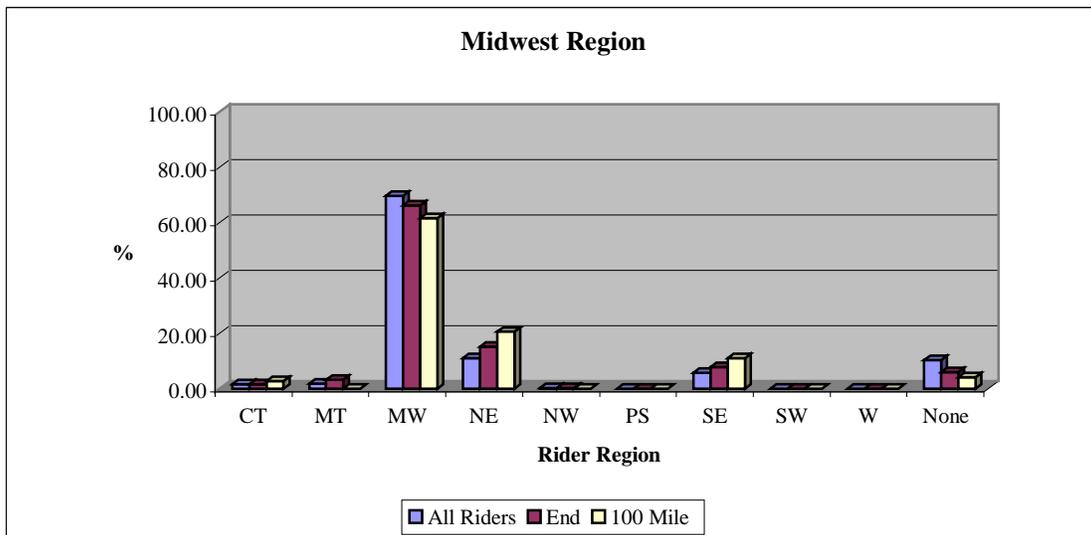
As seen in the section above, the Mountain region draws a significant number of out of region riders in all the three categories. Referring to Figure 5, in the 100-mile distance

there more out of region riders than mountain region riders. The riders come primary from the Central, Midwest, Northeast and Northwest regions. All are neighboring regions except the Northeast.



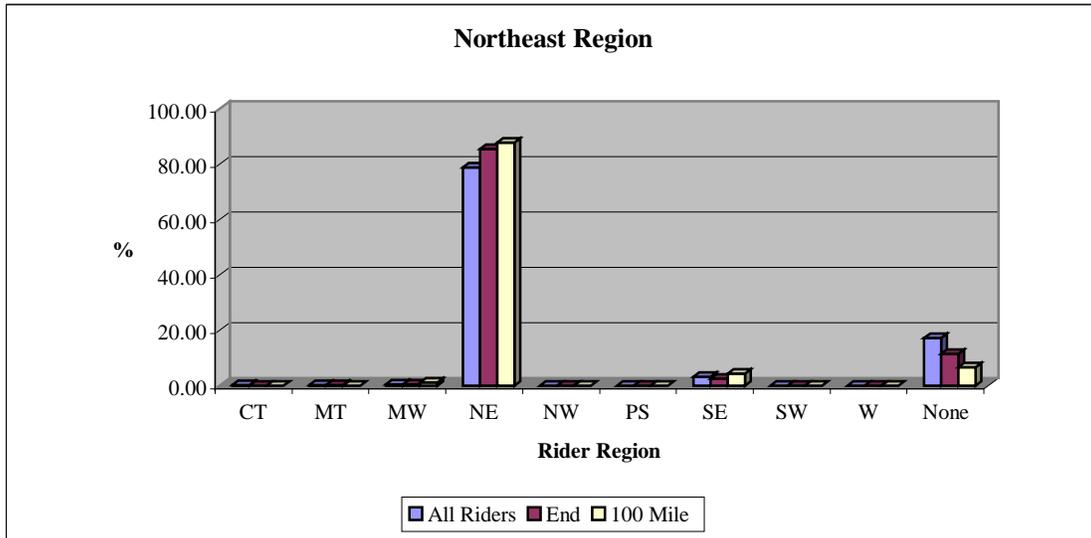
Breakdown for Mountain Region
Figure 5

In the Midwest region the majority of the riders are in region. This is shown in Figure 6. The riders in the neighboring regions of the Northeast and Southeast along with in region riders account for the vast majority of riders at Midwest region rider.



Breakdown for Midwest Region
Figure 6

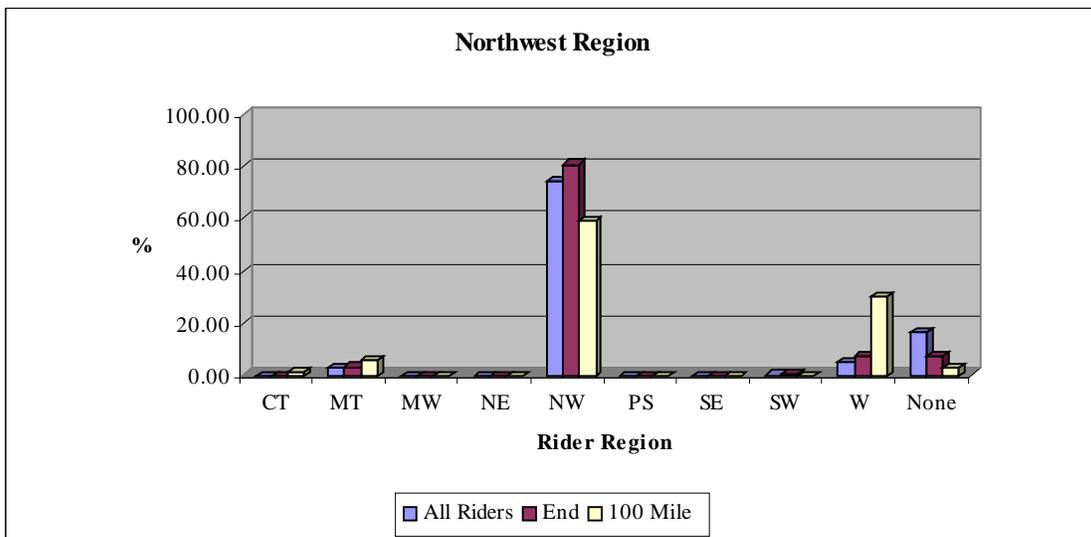
Referring to Figure 7, the trend in the Northeast region is different than the other regions. In the Northeast, the percent of in region riders go up from the category of All Riders through 100-mile riders. This trend is down in the remainder of the regions. In fact the vast majority of the rider at northeast rides are from the northeast. The only other region with any significant percentage to show up on the chart is the Southeast region but even the Southeast percentage is less than 5% in all three categories.



Breakdown for Northeast Region

Figure 7

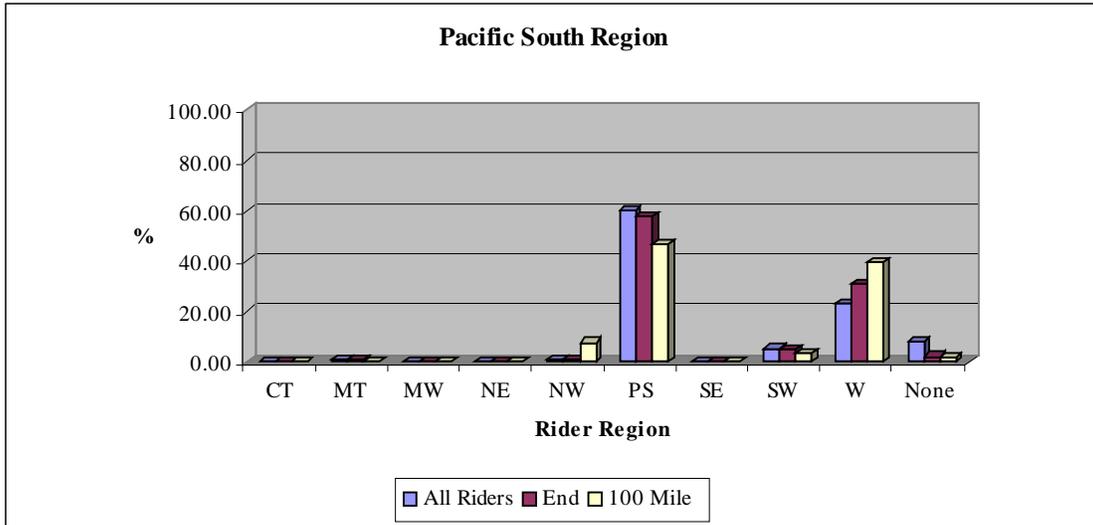
Referring to Figure 8, in the Northwest region the vast majority of riders are in region. This percentage does go down significantly in the 100-mile distance with the West region providing 30% of the 100-mile riders in Northwest rides.



Breakdown for Northwest Region

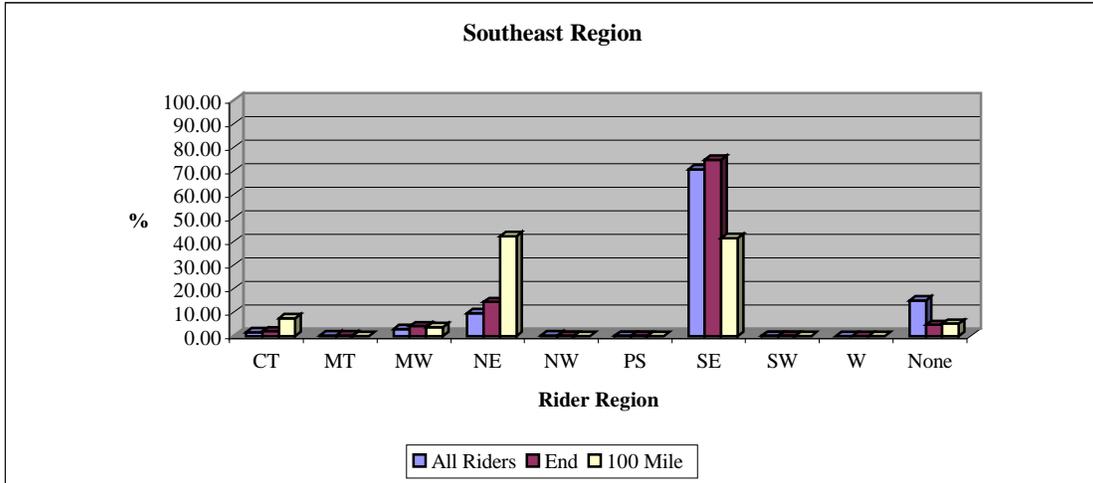
Figure 8

The Pacific South region is the only region that depends heavily on riders for another single region (the West) to fill its rides for all three categories. This is especially true for the 100-mile distance. This is shown in Figure 9. This is true across the board but especially true in the endurance distances and in the 100-mile rides almost as many West region riders ride in the Pacific South as in region riders.



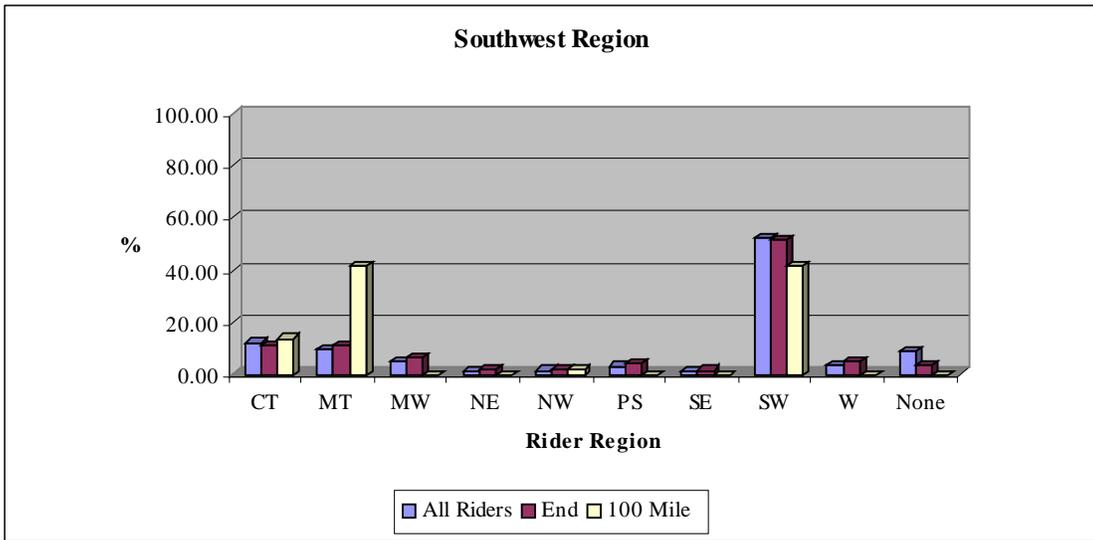
Breakdown for Pacific South Region
Figure 9

There are some interesting trends in the Southeast region, see Figure 10. The categories of all riders and endurance distances the vast majority of riders are in region. However, in the 100-mile category there are more Northeast region riders than in region riders. If one takes the Southeast and Northeast region (see Figure 7) together one sees that the vast majority of the riders at the rides in these two regions combined are from one of these two regions. Along with the riders from the Northeast region, throwing in a few riders from the Central and Midwest regions accounts for almost all of the riders in the Southeast.



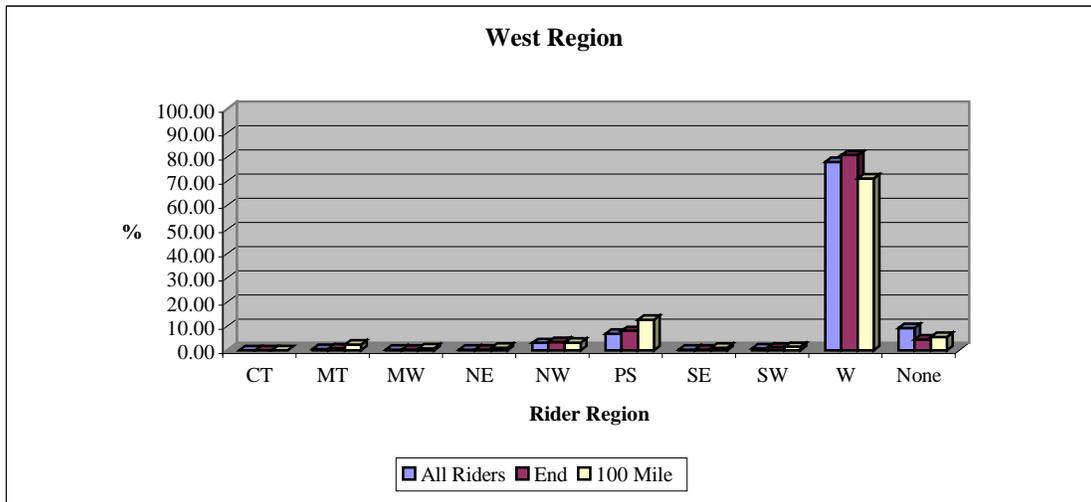
Breakdown for Southeast Region
Figure 10

In Figure 11, the results from the Southwest region rides are shown. The Southwest region tends to draw from other regions with only 50% of the riders being in region in two of the three categories and only 40% in the 100-mile distance. Mountain and Central region riders up account for a significant number of the riders in the Southwest – particularly in the 100-mile distance where the Mountain region riders account for the same percent of riders as the Southwest region riders. Unlike the other regions the Southwest tends to draw at least a few riders from all the regions. This is most likely the result of the multiple day rides offered in the summer in the Southwest.



Breakdown for Southwest Region
Figure 11

In Figure 12 the results of the analysis of the West region are given. In West region rides the majority of riders are in region riders. There is a small number from the Pacific South and even smaller number from the Northwest.



Breakdown for Southwest Region
Figure 12

Observations: Aside from a few examples endurance riding appears to be mostly regional to a greater or lesser extent depending on the specific region with riders coming from mostly the ride region for rides other than 100-mile rides. The reason for the difference in the 100-mile ride may have to do with several things. First the 100-mile distance is represented a small minority of the total number of riders (representing less than 5%). Because of this there are many more rides of 50 miles than 100 miles and riders wanting to ride 100-mile rides have to travel. Many of the 100-mile riders are interested in FEI rides and need to satisfy the FEI requirements to participate in championship rides. This requires travel since there are few FEI sanctioned rides and they are scattered throughout the country.

If the regions on the East Coast (Northeast and Southeast) are considered together – the vast majority of riders in the rides in these two regions come from one of the two regions. The Pacific South tends to draw almost equally from the Pacific South and the West region. The rides in the Mountain and Southwest regions tend to get riders from several other regions. For the most part out of region riders tend to come from neighboring regions. In all the regions the vast majority of the riders come from in region or from neighboring regions.