



KEGEL

LANDMARK PATTERNS





KEGEL LANDMARK PATTERNS

SPORT SERIES



EIFFEL TOWER 2948

This pattern is the longest pattern in the Sport Series and is built in steps from the widest point until it narrows towards the end. Ironically, there are 300 steps in the climb from ground level to the first level of the Eiffel Tower and to the roof is just over 300 meters – the question is, can you navigate the steps in this Sport pattern and reach the pinnacle 300 game?

Latitude Ratio Coordinates

22' 2.9 to 1

46' 1.7 to 1

Longitude Ratio Coordinates

Outside Taper 10.2 to 1

Inside Taper 10.7 to 1

Pattern Distance

48 Feet

Pattern Volume

Forward 15.60 mL

Reverse 10.35 mL

Total 25.95 mL



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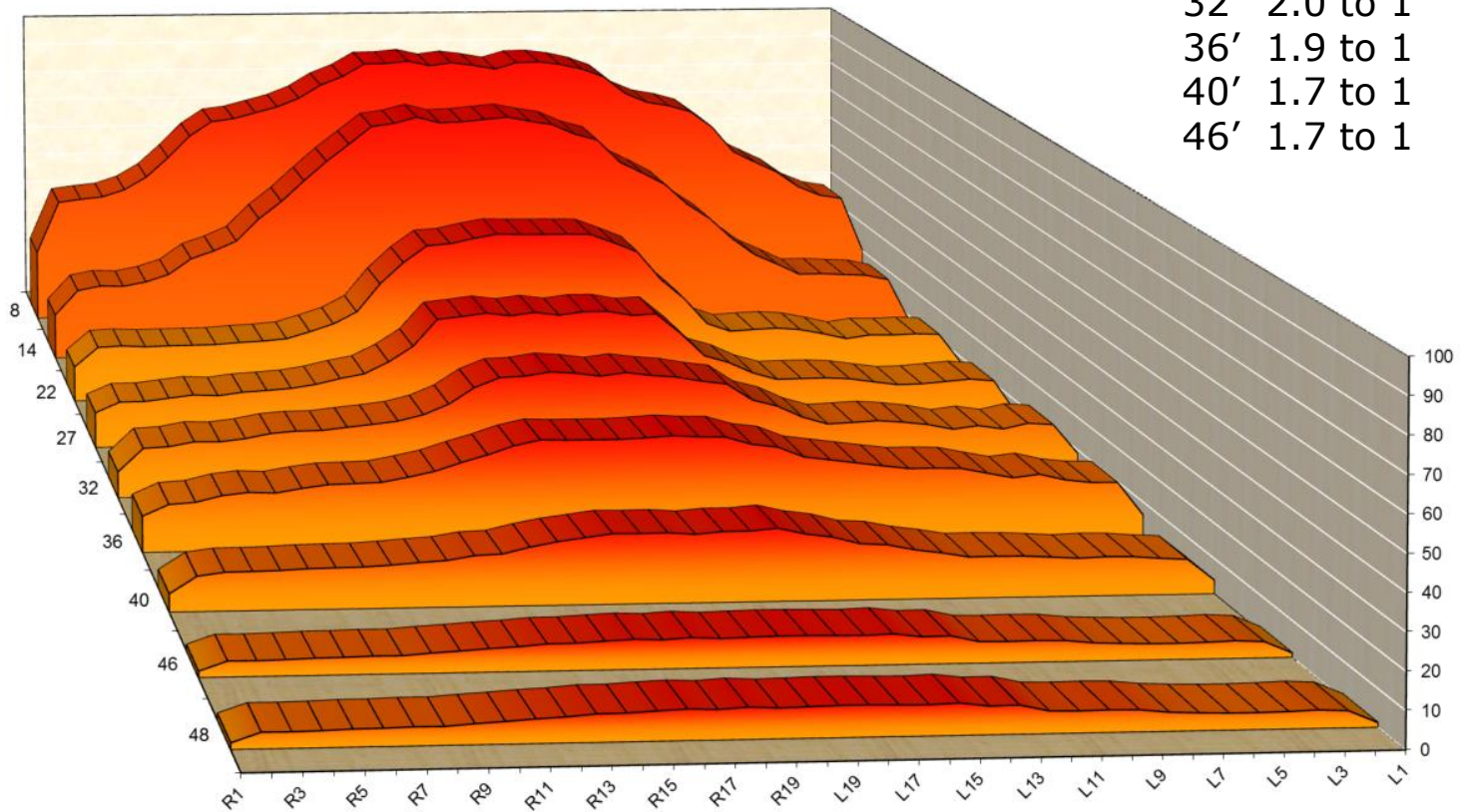
SPORT SERIES



EIFFEL TOWER 2948

Latitude Ratio Coordinates

| | |
|-----|----------|
| 8' | 1.8 to 1 |
| 14' | 2.9 to 1 |
| 22' | 2.9 to 1 |
| 27' | 2.5 to 1 |
| 32' | 2.0 to 1 |
| 36' | 1.9 to 1 |
| 40' | 1.7 to 1 |
| 46' | 1.7 to 1 |



The 2D Chart above was generated by the Lane Reader showing select tapes and ratios at key distances throughout the oil pattern. USBC Sport Bowling ratios are calculated at 22' and 2' before the end of the oil pattern. **KEGEL KODE Ratios** are determined by the highest Sport Bowling ratio number for that oil pattern.

KEGEL TIP - Generally, the lower the ratios towards the end of the oil pattern, the less guidance of the bowling ball and therefore, the more difficult the oil pattern may play. The higher the ratios are towards the end of the oil pattern, the easier it may play.



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SPORT SERIES



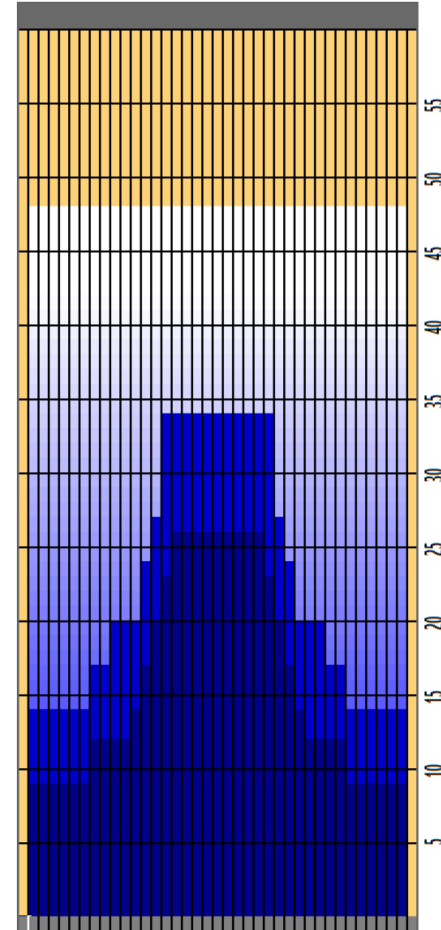
S - Eiffel Tower



| | | | | | |
|----------------------|---------|--------------------|----------|--------------------|----------|
| Oil Pattern Distance | 48 | Reverse Brush Drop | 43 | Oil Per Board | 50 ul |
| Forward Oil Total | 15.6 mL | Reverse Oil Total | 10.35 mL | Volume Oil Total | 25.95 mL |
| Tank Configuration | N/A | Tank A Conditioner | FIRE | Tank B Conditioner | ICE |

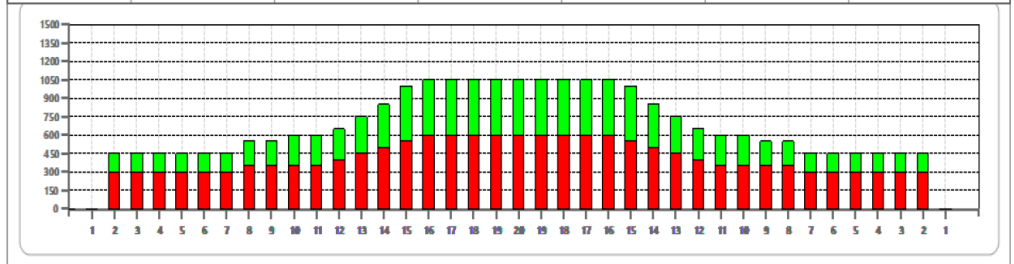
| | START | STOP | LOADS | SPEED | BUFFER | TANK | CROSSED | START | END | FEET | T.OIL |
|---|-------|------|-------|-------|--------|------|---------|-------|------|------|-------|
| 1 | 2L | 2R | 6 | 14 | 3 | A | 222 | 0.0 | 9.9 | 9.9 | 11100 |
| 2 | 8L | 8R | 1 | 18 | 3 | A | 25 | 9.9 | 12.4 | 2.5 | 1250 |
| 3 | 12L | 12R | 1 | 18 | 3 | A | 17 | 12.4 | 14.9 | 2.5 | 850 |
| 4 | 13L | 13R | 1 | 18 | 3 | A | 15 | 14.9 | 17.4 | 2.5 | 750 |
| 5 | 14L | 14R | 1 | 22 | 3 | A | 13 | 17.4 | 20.5 | 3.1 | 650 |
| 6 | 15L | 15R | 1 | 22 | 3 | A | 11 | 20.5 | 23.6 | 3.1 | 550 |
| 7 | 16L | 16R | 1 | 22 | 3 | A | 9 | 23.6 | 26.7 | 3.1 | 450 |
| 8 | 2L | 2R | 0 | 22 | 3 | A | 0 | 26.7 | 41.0 | 14.3 | 0 |
| 9 | 2L | 2R | 0 | 30 | 2 | A | 0 | 41.0 | 48.0 | 7.0 | 0 |

| | START | STOP | LOADS | SPEED | BUFFER | TANK | CROSSED | START | END | FEET | T.OIL |
|---|-------|------|-------|-------|--------|------|---------|-------|------|-------|-------|
| 1 | 2L | 2R | 0 | 30 | 1 | B | 0 | 48.0 | 34.0 | -14.0 | 0 |
| 2 | 15L | 15R | 2 | 26 | 3 | B | 22 | 34.0 | 26.7 | -7.3 | 1100 |
| 3 | 14L | 14R | 1 | 22 | 3 | B | 13 | 26.7 | 23.6 | -3.1 | 650 |
| 4 | 13L | 13R | 1 | 22 | 3 | B | 15 | 23.6 | 20.5 | -3.1 | 750 |
| 5 | 10L | 10R | 1 | 22 | 3 | B | 21 | 20.5 | 17.4 | -3.1 | 1050 |
| 6 | 8L | 8R | 1 | 22 | 3 | B | 25 | 17.4 | 14.3 | -3.1 | 1250 |
| 7 | 2L | 2R | 3 | 14 | 4 | B | 111 | 14.3 | 8.4 | -5.9 | 5550 |
| 8 | 2L | 2R | 0 | 14 | 4 | B | 0 | 8.4 | 0.0 | -8.4 | 0 |



Cleaner Ratio Main Mix 4:1
 Cleaner Ratio Back End Mix 4:1
 Cleaner Ratio Back End Distance 59
 Buffer RPM: 4 = 700 | 3 = 500 | 2 = 200 | 1 = 60

| Item | 3L-7L:18L-18R | 8L-12L:18L-18R | 13L-17L:18L-18R | 18L-18R:17R-13R | 18L-18R:12R-8R | 18L-18R:7R-3R |
|------------------|----------------------|---------------------|---------------------|----------------------|---------------------|----------------------|
| Description | Outside Track:Middle | Middle Track:Middle | Inside Track:Middle | Middle: Inside Track | Middle:Middle Track | Middle:Outside Track |
| Track Zone Ratio | 2.33 | 1.78 | 1.12 | 1.12 | 1.78 | 2.33 |



This page shows the **KOSI FLEX LANE MACHINE** program sheet.

The **HEADER** shows the oil pattern distance, the reverse brush drop distance, the amount of lane conditioner applied to the lane, the oil per board setting, and the conditioner type in each tank.

Below that is the **FLEX LANE MACHINE PROGRAM** settings which shows the load structure and number of loads, the oil pump setting if using the multi mic stream feature, the speed of the lane machine, the buffer speed, and the tank choice per load screen.

The **OVERHEAD CHART** on the far right shows where the conditioner is applied on both the forward and reverse pass. The gradient area is a calculation of how the conditioner might bleed off the buffer brush.

The **COMPOSITE GRAPH** at the bottom shows the total amount of conditioner applied to every board along with that volume ratio in different zones.

A good way to think about the composite graph is to envision all the conditioner on the lane being pushed back to the foul line. Once all the conditioner is stacked up, this is what it would look like.

KEGEL TIP - Once the amount of conditioner on the corners (outsides) reaches 300 microliters, an oil pattern begins to become "competitive". Less than that amount the ball might see friction and it could play on the easy side.