

**CLUB:** TASMANIAN TROTTING CLUB

**DATE:** 04 MARCH 2022

**TRACK:** GOOD

**WEATHER:** FINE

**STEWARDS:**

R NEAL (CHAIRMAN)

J GLEESON (PANEL)

C ELLSON (PANEL/DATA)

D LUTTRELL (INSPECTIONS)

M ROBINSON (SWABS)

**VETERINARY SURGEON:** DR M BUCKERFIELD

**STARTER:** R BROWN

Trainers with multiple runners engaged in any race were questioned as to their intended driving tactics.

**GENERAL**

Stewards spoke with several drivers at tonight's meeting with respect to their obligations under AHRR162(1)(c) relating to communicating with other drivers during their preliminaries or post-race.

**RACE 1 – TEAM TEAL PACE – 2090 METRES**

BETTOR SPORT - held up for a short distance passing the 250 metres.

GOOD FEELINGS - hung in and contacted marker pegs rounding the final bend.

NIFTY JOLT - hung out over final stages.

**RACE 2 – NUTRIEN SPRINTLANE PACE – 2090 METRES**

SLINGSHOT – shifted inward under pressure over final stages; trainer questioned regarding improved performance.

SOUTHERN GNP NZ – inconvenienced near the winning post.

OZZIE MAJOR – held up rounding the final bend until near the 100 metres, where taken wider to improve.

JAKES A JOY – over-raced during early and middle stages.

PRINCELY REIGN – contacted marker pegs rounding final bend.

NAPATTACK SAM – inclined to pace roughly on occasions.

Driver **R Duggan** was reprimanded under the provisions of AHRR163(1)(c)(ii) after contacting marker pegs when rounding the final bend.

Driver **K Pratten** was reminded of his obligations when driving out after shifting in over the concluding stages and inconveniencing **SOUTHERN GNP NZ** near the finish.

Driver **A Ashwood (IMAGE OF STARZZZ)** admitted a breach of AHRR156(2)(a) in that he applied the whip in more than a wrist only action. After consideration Mr Ashwood was fined \$200.00

Stewards questioned trainer B Yole with respect to the improved form of the winner **SLINGSHOT**, which had disappointed in recent racing. Mr Yole could offer no explanation other than the gelding had been reshod during the week which may have proved advantageous.

### **RACE 3 – CASCADE DRAUGHT PACE – 2090 METRES**

DON HESTON – pulled hard during score-up.

POP PENNIES – raced greenly in the score-up.

KERALA STAR NZ – raced roughly when taken into clear racing room passing the 150 metres.

NOBEER NOMORE – contacted marker pegs final bend.

DENSTOWN NZ – flat tyre in early stages - no identifiable cause.

METRO MAN – gave ground from 450 metres and finished well back - veterinary examination revealed no obvious abnormality- last chance to race competitively.

Driver P Hill (**NOBEER NOMORE**) was cautioned and reminded of his obligation with respect to maintaining his correct line of running after shifting in and contacting marker pegs rounding the final bend.

### **RACE 4 – DOWNTON PROPERTY PACE – 2090 METRES**

PLAYNICE – caused false start when fractious in the score-up; broke in score-up, (2<sup>nd</sup> attempt) and out of position at dispatch (20 metres)- excluded from draw in mobile starts; driver reprimanded easing pace 1,100 metres.

GUYS BETTOR BET – tightened and checked passing 500 metres.

DAPPER NZ – contacted marker pegs 900 metres.

HOT EMBERS – pulled hard during running; contacted marker pegs.

Stewards investigated an incident passing the 1,100 metres where several runners had to restrain when the leader eased the tempo of the race. The worst affected being **DAPPER NZ**

which shifted into the sprint lane for a short distance before regaining its rightful position. Driver A Ashwood (**PLAYNICE**) was reprimanded under the provisions of AHRR162(1)(u) and advised that when in similar circumstances he is expected to exercise greater care when reducing speed.

Stewards investigated an incident passing the 700 metres where **GUYS BETTOR BET** was compelled to steady when awkwardly placed near the sulky of **GRIZZLY MONTANA**. After questioning drivers, and reviewing vision of the incident, it was established that race leader **PLAYNICE**, which had been racing approximately one-off the marker pegs throughout the majority of the back straight, had presented a marginal run to the trailing **KICK IT TO JACK** (driven by concession driver J Duggan) as the field approached the bend near the 450 metres. Simultaneous to **KICK IT TO JACK** shifting inward to improve, **GRIZZLY MONTANA** (driven by concession driver M Ford) improved into the ground being vacated by **KICK IT TO JACK**. However, as **PLAYNICE** progressed into the bend it shifted back inward and the potential run for **KICK IT TO JACK** evaporated. This resulting in Mr Duggan having to steady to regain the back of **PLAYNICE**. In consequence, **GRIZZLY MONTANA** also had to steady and re-establish itself on the back of **KICK IT TO JACK**, with this shift resulting in **GUYS BETTOR BET** being tightened briefly and having to check.

After considering all the circumstances, the Stewards found no one driver culpable, however both Mr Duggan and Mr Ford were cautioned regarding the practice of attempting to improve into runs that were not fully developed and made fully aware of the consequences to other runners when adopting such practices.

Concession driver K Williams was reprimanded under AHRR162(1)(c) after being observed speaking with another driver on the track.

#### **RACE 5 – TASMANIAN HORSE TRANSPORT PACE – 1609 METRES**

WITH REVENGE NZ - back in the mobile draw.

HAYDEN BROMAC NZ – broke before dispatch – excluded from draws in mobile starts.

#### **RACE 6 – LADBROKES TASMANIA CUP HEAT ONE – 2579 METRES**

MODERN BLISS – broke at start- last chance in the draw.

IZAHA - broke at start and lost ground- excluded from standing start draws.

JAMES DEAN NZ – fractious behind the barriers prior to start.

BETTABROWN TIGER – sulky contacted, and tyre flattened- gave ground.

BLAME IT ON ME – tired over latter stages and finished well back- veterinary examination revealed no abnormalities- stood down to one satisfactory trial.

HICKSTEAD NZ – pulled hard during the running.

IM OFF N GONE NZ – broke at start - last chance in the draw; hung in under pressure final bend and contacted sulky.

OFFTHETOPOFMYHEAD - hung out under pressure final bend and contacted sulky, tangling briefly.

Driver **A Ashwood, (ROCKNTOMMY RULZ NZ)** admitted a breach of AHRR168(1)(a) being that he permitted his drive to strike and puncture the tyre of **BETTABROWN TIGER** passing the 500 metres.

Stewards questioned drivers C Alford (**IM OFF N GONE NZ**) and D Ford (**OFFTHETOPOFMYHEAD**) regarding an incident rounding the final turn where **OFFTHETOPOFMYHEAD** broke briefly when racing inside of **IM OFF N GONE NZ**. After hearing from both drivers, and reviewing vision of the incident, it was established that **IM OFF N GONE NZ** had hung inwards simultaneously as **OFFTHETOPOFMYHEAD** hung out – both horses being under heavy pressure at the time. Given all circumstances no further action was required.

Driver C Alford was reminded of his requirements with respect to his use of the whip in the early part of the final straight.

#### **RACE 7 – TASMANIAN EQUINE VETERINARY SERVICES PACE – 2090 METRES**

**STREETSIDE CLASSIC**– inclined to hang inwards throughout - a warning was issued.

**COOLHAND EASTON NZ** – held up rounding the final bend and only obtained clear racing room passing the 100 metres.

**GUIDO DA SIENA NZ** – pulled hard throughout.

**HEZ THE ONE** – over-raced during the early and middle stages.

**SAFE JEWELS** - pulled hard in the score up and during the running.

#### **RACE 8 – PRYDES EASIFEED PACE – 1609 METRES**

**STYLISH TREND NZ** held up rounding the final bend; had difficulty obtaining clear racing room for the majority of the final straight.

**OUR ULTIMATE BONNY** – out of position at start – no action taken; stood-down to veterinary clearance after lameness detected.

Driver T Ford reported that **OUR ULTIMATE BONNY** had felt indifferent in its action throughout. A post-race veterinary examination revealed the mare to be lame in the near hind. Connections were advised that a veterinary clearance would be required prior to **OUR ULTIMATE BONNY** next racing.

<b>SUMMARY</b>	
<b>REPRIMANDS</b>	R2 – R Duggan - AHRR163(1)(c)(ii) – contacted marker pegs. R4 – K Williams – AHRR162(1)(c) – communicating on track. R4 - A Ashwood - AHRR162(1)(u) – slowing speed.
<b>FINES</b>	R2 – A Ashwood - AHRR156(2)(a) – whip action – fined \$200.00 R6 – A Ashwood - AHRR168(1)(a) – careless, contacted sulky tyre – fined \$100.00
<b>SUSPENSIONS</b>	NIL

<b>HORSE ACTIONS</b>	R4 – PLAYNICE - ODM R5 – HAYDEN BROMAC NZ – ODM R5 – WITH REVENGE NZ - BMD R6 – IZAHA – ODS R6 – BLAME IT ON ME – SD1T R8 – OUR ULTIMATE BONNY - SDVC
<b>LICENSED PERSONS ACTIONS</b>	NIL

<b>PRE-RACE SWAB SUMMARY</b>	
Race 1	NIFTY JOLT
Race 2	STONE CRACKER
Race 3	BRIAN WHO
Race 4	GRIZZLY MONTANA GORDIEVSKY LEIS
Race 5	NIL
Race 6	ROCKNTOMMY RULZ NZ BLAME IT ON ME IZAHA
Race 7	MIDNIGHT IN MEMPHIS NZ
Race 8	NIL

<b>POST-RACE SWAB SUMMARY</b>	
Race 1	NIFTY JOLT
Race 2	SLINGSHOT
Race 3	KERALA STAR NZ
Race 4	HEZ RAZOR SHARP
Race 5	MAJOR LESTER
Race 6	RYLEY MAJOR
Race 7	FORGOT THE WALLET
Race 8	MACHAVELLI

**\*\*Please note that this report may be subject to review and may not be the final version\*\***

*ORI has recently reviewed its Harness policies. To view the updated policies go to:*  
[http://www.racing.tas.gov.au/harness\\_racing/policies\\_and\\_rules](http://www.racing.tas.gov.au/harness_racing/policies_and_rules) - *ORI Integrity Policy Manual*