

CLUB: LAUNCESTON PACING CLUB

DATE: FRIDAY 2 JUNE 2017

TRACK: GOOD

WEATHER: FINE

STEWARDS:

D FARQUHARSON (CHAIRMAN)

A CROWTHER

P HALL

C BRYDON

VETERINARY SURGEON: Dr F DUGGAN

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

RACE 1 – NEIL PITTS PTY LTD PACE DIVISION ONE – 1680 METRES

A false start was declared at the first attempt when the overcheck on PETERI MIC became detached from the saddle. As a result, the start of this race was delayed approximately five minutes.

Approaching the final turn RUBY HEART (Bradley Woods) was inconvenienced by the tiring SPEEDMAKER.

Driver Dylan Ford (SPEEDMAKER) was reprimanded under Rule 156(3) for unapproved whip action over the concluding stages of the race.

Stewards questioned trainer Ben Yole (POP THE CORK) over the apparent improved performance of that gelding. Mr Yole explained that the race was run to suit in tonight's event by the fast pace of the first half which was run in 57.4 seconds. Mr Yole explained that POP THE CORK races best when the speed is on as the horse does not possess a high sprint at the finish and the fact that they finished in final quarters of 30.4 and 30.9 supported this view. Mr Yole further stated that the gelding seemed flat at its most recent start at Hobart on 21 May and may have not backed up from its Launceston performance on 19 May. Mr Yole explained that POP THE CORK does have the capacity to back up and race shortly after a previous performance however, that was the third successive weekend in a row where POP THE CORK had backed up and raced twice in one weekend. Mr Yole further advised that POP THE CORK may be rested from backing up in successive weeks. Stewards noted Mr Yoles' comments.

SIDURI (Lee Simmonds) which tired badly in the concluding stages, has been placed on its last chance to race competitively.

RACE 2 – NICHOLS SOUND & COMMUNICATIONS STAKES DIVISION ONE – 1680 METRES

JAY DUB NZ (Natalee Emery) and FUTURE PROMISES (Rohan Hadley) were slightly out of position when the start was effected. Both drivers were reprimanded under the provisions of Rule 162(1)(j) for failing to make sufficient effort to maintain their positions in the latter stages of the score up.

THESE DAYS (Samantha Freeman) which unsuccessfully challenged for the lead had a tendency to pull hard when racing outside the leader for the remainder of the race which contributed to the gelding tiring in the concluding stages.

It was noted that BYMARJAC (Todd Rattray) was held up for clear running in the early stages of the straight.

RACE 3 – MICKS FRUIT & VEGIE SHED STAKES – 1680 METRES

FIERY TURBULENCE (Brady Woods) was out of position at the start despite the efforts of its driver. Connections were advised that the gelding would be placed on its last chance in the draw.

KARALTA BOOMER (Wade Rattray) was caught racing three wide in the early stages of the race before being restrained to a rearward trailing position.

DIDDLEY BOW (Rohan Hillier) was held up for clear running until well into the home straight.

Post-race swab samples were taken from COURAGEOUS KATEE, winner of the event.

RACE 4 – TASMANIAN HORSE TRANSPORT PACE – 2200 METRES

DEPLOY (Mark Yole) commenced to lose ground entering the back straight on the final occasion and finished distanced from the remainder of the field. A post-race veterinary examination of the gelding failed to reveal any abnormalities. In view of the gelding's poor performance, Stewards advised connections that DEPLOY would not be permitted to race for a period of 10 days. DEPLOY will also be required to complete one satisfactory trial before being nominated to race again.

RACE 5 – ELDERSLIE HORSE CARE PACE DIVISION TWO – 1680 METRES

Stewards questioned Gareth Rattray (CRAFTY OLD FOX) in regards to the driving tactics adopted on that gelding. After the start was effected CRAFTY OLD FOX had gained an advantage over MARTYS FOR REAL (Rohan Hillier) which was racing to the inside of CRAFTY OLD FOX. Stewards questioned Mr Gareth Rattray as to the reasons why he did not press forward for the lead when he had a substantial advantage over MARTYS FOR REAL. Mr Rattray explained that the first quarter of this race was run in quick time. He also explained that CRAFTY OLD FOX was contacting the sulky foot rests which caused the gelding to race somewhat fierce and, in view of the quick time of 28.2 seconds for the first quarter, he was not prepared to exert CRAFTY OLD FOX any further after running the first quarter in such a quick tempo. Mr Rattray further stated that CRAFTY OLD FOX, for the remainder of the race, continued to pull hard after contacting the sulky stirrups and, as a result, tired in the concluding stages to finish in second last position, beaten 56 metres. Stewards further spoke to trainer Ben Yole in regards to CRAFTY OLD FOX contacting the sulky stirrups and advised connections to make the necessary gear adjustments. CRAFTY OLD FOX has been placed on its last chance to race truly.

CARDINAL EDDY (Todd Rattray) which gave ground appreciably in the concluding stages was placed on its last chance to race competitively.

Stewards questioned trainer Ben Yole in regards to the improved performance of CAPTURE ME. Mr Yole stated that, in his view, the mare had been racing well having been held up for clear running when beaten 16 metres behind DAYRAID at its most recent start and, prior to that, had only just been beaten by a short distance by FAITHFUL JET which was also successful again at tonight's race meeting. Mr Yole further said that the mare had been working well and had received a good run in transit and was able to be moved out into clear running at a vital stage of the race. He said the manner in which the mare was driven in tonight's event was a significant assistance to the winning performance. Stewards noted Mr Yole's explanation.

Post-race swab samples were taken from CAPTURE ME, winner of the event.

RACE 6 – GREAT NORTHERN SUPER CRISP STAKES DIVISION TWO – 1680 METRES

WARRIOR MAC (Justin Howlett) and ALPINION (Adrian Collins) were caught wide early in the race and were restrained to the rear of the field.

DO IT FOR DAVE (Dylan Ford) raced roughly after the start and broke leaving the back straight on the first occasion. Connections were advised that DO IT FOR DAVE would be placed on its last chance to race truly.

Stewards questioned driver Mark Yole (LAST GUY STANDING) regarding the driving tactics adopted. LAST GUY STANDING which was drawn in barrier two, had gained a one wide trail behind BUSTED and CRANBRE shortly after the start was effected however, Mr Yole had moved LAST GUY STANDING into a marker peg position behind TRIED AND TRUE which was racing behind the leader FAITHFUL JET. In evidence, Mr Yole stated that he felt LAST GUY STANDING's chances would be enhanced by trailing the favourite FAITHFUL JET which was in good form and that he felt that TRIED AND TRUE would also gain a good trail on this horse which would provide him a good trail into the race. He further said that racing one wide behind BUSTED and CRANBRE which he did not favour as a good trailing position would mean that LAST GUY STANDING would have to be moved three wide in the concluding stages to gain ground on FAITHFUL JET and, bearing in mind this gelding's recent performances, LAST GUY STANDING, in Mr Yole's view, is better served when driven conservatively. Mr Yole further stated that it was not an option for LAST GUY STANDING to remain in a one-wide position and lead up the three wide line as the gelding is not suited by doing work in its races. Stewards noted Mr Yole's explanation for future reference and advised him that Stewards would be closely monitoring future performances of LAST GUY STANDING.

RACE 7 – MITAVITE CLAIMER – 2200 METRES

WILLIAMLEE was claimed from this event.

YAHOLYTERROR NZ was inspected by the veterinary surgeon prior to commencement of this race and passed fit to start.

A false start was declared on the first occasion when Rohan Hadley (SHANGHAI KNIGHT NZ) raised his hand in the early stages of the score up. Mr Hadley advised Stewards that he raised his hand as a shortener pin had accidentally released prematurely from the hoppers. Mr Hadley was subsequently fined the sum of \$100 under Rule 162(1)(d) for delaying the start. In assessing the manner of penalty Stewards took into account Mr Hadley's long license history and his good record under this rule.

Stewards questioned driver Ben Parker (WILLIAMLEE) in regards to the driving tactics adopted in this race. WILLIAMLEE had gained a three wide trail in the early stages of the race after beginning from a wide barrier and gained a trail shortly after on BURITON BAILEY NZ (Jack Laughher). BURITON BAILEY NZ was then able to obtain the position without cover and, despite the efforts of driver Jack Laughher in restraining that horse, WILLIAMLEE did not have sufficient speed to gain the position outside the leader and was obliged to race three wide for the entire race. Mr Parker stated that WILLIAMLEE races best when in the lead or without cover and approaching the 1400 metres when he had gained advantage on BURITON BAILEY NZ, he activated the sliding block eyes in an attempt to gain extra advantage and the position outside the leader however, WILLIAMLEE was unable to muster enough speed. Stewards noted the explanation tendered.

It was noted that WASHIES CHANCE NZ (Natalee Emery) completed the race with an offside flat tyre which may have placed that gelding at some disadvantage.

Post-race swab samples were taken from WILLIAMLEE and IM BARNEY RUBBLE NZ.

RACE 8 – LUXBET – FOR THOSE THAT KNOW RACING PACE – 2200 METRES

After being inspected by the veterinary surgeon prior to the commencement of this race, SVENSSON was declared a late scratching at 10.36am by order of the Stewards acting on veterinary advice as it was established that the filly was found to be lame in the near side fore leg. Connections were advised SVENSSON will be stood down from racing until such time a veterinary certificate of soundness is tendered.

AVALON AVA (Ben Parker) galloped in the score up but was in position when the start was effected. As a result, HAZEL GRANT (Brady Woods) which was drawn directly behind this horse, was inconvenienced. Connections of AVALON AVA were advised that the filly would be placed on its last chance in the draw.

The all clear on this event was delayed to allow Wade Rattray, driver of the fourth placed horse NIGHTSINMONTGOMERY, to view the finish of the race. It was established that NIGHTSINMONTGOMERY galloped under pressure close to the line on its own accord and, as a result, lost valuable ground. Stewards were satisfied that Mr Rattray adhered to his obligations by restraining NIGHTSINMONTGOMERY in an attempt to return it to a pace. Stewards deemed that NIGHTSINMONTGOMERY gained no advantage and directed the all clear be given on the judge's placings 12, 2, 6, 9. Connections were advised that NIGHTSINMONTGOMERY would be placed on its last chance to race truly.

GENERAL

Trainers are advised to ensure that all freeze brands are clipped sufficiently to enable the horse to be identified. A trainer who fails to fulfil this obligation may be penalised and the horse may be scratched from the race.

Drivers are reminded that the failure of adjustable gear such as shortener pins or deafeners during the score up of a race does not permit a driver raising their hand and signalling the starter to call a false start. Any driver who contravenes this policy shall be penalised accordingly.

SUMMARY	
REPRIMANDS	DYLAN FORD – AR156(3) – UNAPPROVED WHIP USE NATALEE EMERY – AR162(1)(j) – FAIL TO MAINTAIN POSITION AT START ROHAN HADLEY – AR162(1)(j) – FAIL TO MAINTAIN POSITION AT START

FINES	ROHAN HADLEY – AR162(1)(d) – DELAY START 0 \$100
HORSE ACTIONS	DEPLOY – STOOD DOWN 10 DAYS & 1 TRIAL

PRE-RACE SWAB SUMMARY	
Race 1	MASTER CHARLIE COMEON HOWZAT NZ
Race 2	THE KEYSTONE KID NZ
Race 5	MARTYS FOR REAL
Race 6	CHRISTIAN JAZ NZ
Race 7	KARALTA DAZZLER
Race 8	HOLLY HALO

POST-RACE SWAB SUMMARY	
Race 1	POP THE CORK
Race 3	COURAGEOUS KATEE
Race 5	CAPTURE ME
Race 7	WILLIAMLEE IM BARNEY RUBBLE NZ

DAVID FARQUHARSON
ACTING CHAIRMAN OF STEWARDS

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 - *ORI Integrity Policy Manual*