



NATIONAL STEEPLECHASE ASSOCIATION
400 Fair Hill Drive

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STEWARDS' REPORT

Race Meeting: Radnor

Date: May 19, 2018

Stewards: Gregg Morris
Gus Brown
Dave Hershbell

Weather: Cloudy with showers
Course: Compaction 30
Moisture 10

Doris Paxson, Safety Steward

Clerk of Scales: Pete McGivney

Starter: Robbie Walsh

Official Actions:

Race 1: STORM TEAM and FRANKLIN TOWERS both pulled up after the 10th fence, tired

Race 2: CANYON ROAD, trained by Chris Kolb, was randomly selected for pre-race TCO2 testing.

CANYON ROAD was pulled up after the 17th fence. Jockey Kieran Norris reported the horse was having trouble with his wind.

Race 4: Prior to this race beacons were placed outside the running rail on the Providence Road turn to give the field fresh ground.

SWANSEA MILE, trained by Richard Hendriks, was randomly selected for pre-race TCO2 testing.

Race 5: BOB'N FOR SILVER pulled up after the 9th fence, tired.

BISHOP'S CASTLE, TUBAL, HANNO, and NORSE STAR all pulled up before the last fence, tired.

Darren Nagle (TUBAL) sustained an eye injury during this race. After being examined by the course physician he was NOT CLEARED.

Race 6: Prior to this race the beacons were again moved outside the running rail on the Providence Road turn to give the field fresh ground.

Barry Foley replaced Darren Nagle on AMIGO.

AMIGO lost rider Barry Foley at the first fence when he collided with another horse in the air over the fence. Foley was examined by the course physician and was cleared with the condition that he get xrays of his left foot to rule out a fracture. Foley did get xrays the following day at a facility in Virginia and it was confirmed by a Dr. Kim whom he saw there that he did in fact sustain a cuboid fracture in his left foot. Therefore, Foley is NOT CLEARED pending further evaluation by a podiatrist or orthopedic surgeon.

MIDNIGHT MAN was pulled up before the last fence, tired.

Official Comments: Race Director Skip Achuff and the Radnor Race Committee are commended for the installation of running rail at all turns on the course. This is a huge improvement and served to eliminate any problems at beacons that we've had in previous years.

Another improvement was in positioning an EMT at every fence and elsewhere on the course. Although we had only one jockey down on the day the response was immediate.

The course was beautifully prepared and held up well despite all the rain in the days preceding the races.

The only suggestion for further improvement is to have plastic caps on the metal posts in the chutes leading into and out of the new paddock.

In general, it was an excellent day of racing despite the weather.

Gregg Morris
(electronically signed)