



NSA STEWARDS REPORT

Race Meeting: Callaway Gardens

Date: November 6, 2021

Stewards: Greg Pachman
Phil Hanrahan
Alan Monat
Anne Pezzano (Safety)

Weather: Clear, Temp 56F

Course: Good to Firm

Clerk of Scales: Cathie Jackson

Starter: Jeff Teter

Official Actions:

First Race: [Race 1 Chart](#)

#3 Adjutant was scratched

Fell/Lost Rider: None

Pulled Up: None

Second Race: [Race 2 Chart](#)

Fell/Lost Rider: None

Pulled Up: None

Third Race: [Race 3 Chart](#)

Fell/Lost Rider: None

Pulled Up: #4 Honor Up (10th Fence, Tired)

After the 3rd race, Alex Leventhal, the rider of the winner #1 Frontline Citizen, weighed in two pounds heavier than he had weighed out. Mud was not a factor. We held a brief meeting with him and the clerk of scales in an effort to figure out why this happened. He stated that he really didn't know and he felt the only possible explanation was the water he drank after weighing out after he had reduced hard to make the weight that he did (he had declared 2 lbs overweight prior to the race). We reminded him that, although no rules were broken this time and he won the race, NSA rules mandate a fine for weighing in more than two pound over declared weight.

Fourth Race: [Race 4 Chart](#)

#3 Booby Trap was selected for TCO2 testing

Fell/Lost Rider: None

Pulled Up: None

Fifth Race: [Race 5 Chart](#)

Fell/Lost Rider: None

Pulled Up: None

Sixth Race: [Race 6 Chart](#)

Fell/Lost Rider: None

Pulled Up: None

After the 6th race, the rider of the second place finisher # 4 Glencorrib Sky, Skyler McKenna, claimed foul against the rider of the winner, Parker Hendriks, on #1 Global Freedom for interference in the stretch. After interviewing both riders and a patrol judge and reviewing the tape we disallowed the claim of foul.

As an aside, this was an interesting situation as the pan shot (and the crowd view) looked completely different from the tail-on shot that clearly showed, in our opinion, that no interference took place. This would be a very good tape to review at the next steward's meeting.

Official Comments:

The organizers of the event, the NSA representatives and everyone else involved should be commended for the major redesign of the course that resulted in a safe event with many exciting finishes. In addition, all of the riders should be complimented for their contribution to the running of a very safe and clean event.

Prior to the 1st race, some of the participants in that race expressed that the final timber fence was unsafe due to it sitting on a relatively steep downhill. The final fence this year was the next to last fence in previous years and some of the trainers and riders felt it would be dangerous on the final lap when the horses would start to accelerate for the stretch run approaching the new last fence. After discussing the situation with the trainers, riders, organizers, and the SOTA representative we decided not to make any changes to the course and the race was run without incident. However their concerns were noted and it might be wise to reconsider the position of that fence for 2022.

We also recommend that more time be allowed in the schedule between the pony races and the timber race and between the timber race and the first hurdle race due to the changes that take place on the course during those competitions. This would allow for a proper course inspection between them without putting the event behind schedule. This year, we did the inspections and accepted the delay in the schedule.

Prior to this year's event the organizers installed running rails on the course which performed extremely well. However, the rail that leads to the stretch terminates in a manner where there is suddenly a sizable amount of room to the right. That room tends to draw in both horses and riders in a way that could increase the chances of interference as the horses cross the road and eventually pick up the post and rail fence to the finish. We recommend the use of beacons after the termination of the rail leading to the stretch in order to smooth the merge into the stretch run.

While this final comment is not completely specific to Callaway we decided to document it here. While we understand that timber fences are unique and difficult to standardize, we believe that a safety improvement could be made by standardizing the safety features of those fences. This standardization could include things like mandating the use of tie downs on all top rails, standardizing the depth of the cuts in relation to the thickness and type of wood used, and recommending a standard method of attachment used in the construction of the fence.

//SIGNED//

Greg Pachman
Presiding Steward