

# Genesee Valley Hunt Races

**Race meeting:** Genesee Valley Hunt Races

**Date:** October 12, 2023

**Stewards:** Charles Fleischmann  
Ron Walker  
Jerry Richards  
Doris Paxson (Safety)

**Weather:** Cool and breezy

**Course Condition:** Good to firm.  
Best condition in years

**Steward's Secretary:** Reese Howard

**Compaction:** 8.5

**Moisture:** 7.5

**Clerk of Scales:** Angie Richards

**Starter:** Bill Lloyd, Jeff Mulligan,

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**Friday:** Course walk confirmed that there had been considerable attention paid to the course and it showed. There were new and much more robust and effective cups to retain the top rail of the post and rail fences that made the top rails very difficult to knock down manually.

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**Official Actions:** The following horse was tested for TCO2: #4, Master Seville in the second sanctioned

**Pre Race:** In the Cross Country Plate, #3, Itsknownasthebern trained by William Meister, was scratched as he could not find a rider.

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## Races:

**First Race:** The Martha S Wadsworth Memorial Maiden Timber: #5, Corky Lemon ridden by Brett Owings, and #3, Johny Swish ridden by Andrew Burke Ott, fell at the 15th. Johny Swish died immediately. Both riders were cleared to ride.

**Second Race:** The Cross Country Plate: At the 6th fence #7, Hey Teacher ridden by Hunter Horn, fell and brought down #4, Master Seville ridden by Brett Owings. Brett Owings was not cleared to ride. Hunter Horn was cleared.

**Third Race:** The Genesee Valley Hunt Cup: Connor Tierney replaced Bret Owings on the #1 Goodoldtimes. Trainer Tood McKenna scratched #4 Shootist because the two coops were removed from the race. The race was delayed approximately 30 min until a second ambulance could arrive on course. At the second fence #6, Keys Discount lost rider Whitney Schweizer. Schweizer was cleared to ride.

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## Other Comments:

After the fatality in the first race, the Steward's Secretary was directed by the NSA to remove the coops from the third race. Most of the trainers and riders were at this particular meet specifically as a prep or trial for the PA hunt cup and Maryland Hunt Cup and objected to the change.

The management is to be commended for not only producing a really good racing surface but for its preparation and dispatch in handling the fatality and for their flexibility and capacity to handle several different course change proposals for the third race in a seamless manor.

The rail cups they used worked well. There was agreement from the riders that they were the best on the circuit at retaining the top rail but that more restraint would be better. The resistance should be such that only a potentially catastrophic mistake would break out the rail. The resistance of these cups is adjustable by adjusting screws which alter the cups dimensions/compression.

Respectfully

Charles Fleischmann