



OTI GAZETTE

The official newsletter of OTI RACING and Management



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GLOBALLY

WHAT HAPPENED TO...

The 'New Norm' continues for all, and it continues with more exciting winners for OTI and partners.

On Saturday at Flemington, **HAKY** caused an upset when beating a field that included the reigning Melbourne Cup winner, when taking the William Newton VC Handicap for Archie Alexander and Declan Bates. The 2020 Spring Carnival now awaits.

A debut win for **TRENCH WARFARE** on Sunday at Geelong was most pleasing for his patient group of owners, and we look forward to a bright future with him.

An exciting weekend for OTI with a Group 1 runner in **SELICA**, and the return of **HARBOUR VIEWS** at Sandown.

Racing at Warrnambool takes place next week, and although under different circumstances, OTI will once again be represented by a number of live chances, and will be hoping for a 4th win of the Cup in 14 years.

OTI NEWS

Group 1 action takes place in South Australia at Morphettville.

OTI will be represented by **SELICA** in the Australasian Oaks over 2000m. Narrowly beaten last start in the Group 3 at Morphettville over 1800m for Kayla Crowther and Phillip Stokes, we look forward to this filly taking her place in the contest from barrier 15. This was always her target this preparation, and she goes into the race in great form.

TIGRE ROYALE will also run at the track in R4 Listed Port Adelaide Cup over 2500m. Drawn barrier 12 for Archie Alexander and with Ethan Brown riding, he should run well in the contest.

At Sandown, in Victoria OTI will be represented by two runners in what is likely to be testing conditions.

HARBOUR VIEWS runs first up this preparation in R9, 1400m Open Handicap for Matt Williams and Mark Zahra. He has drawn barrier 6, and the cut in the ground should be no problem for the horse who has matured since his last preparation. He should be extremely competitive, but will also benefit from the run. In the same race, **FASTNET TEMPEST** will also take his place for Lindsey Smith and Declan Bates. He is in great order and we look forward to seeing him run.

Next week racing will take place at Warrnambool with a limited carnival.

INVERLOCH will take his place in the feature Warrnambool Cup.

DARVIN will be nominated for a 1700m BM70 for Matt Williams for his debut run in Australia

NEVER NO MORE will take his place in the Listed Wangoom Handicap over 1200m for Lindsey Smith. He ran well in his first start this preparation.

PLYMOUTH ROAD runs in 2350m BM78 for Matt Williams, and the conditions should suit.

French racing is a step closer to returning on May 11th. Whilst sports in France have been delayed until September 1st by the Minister of Sports, French racing may be clear to continue as it comes under the jurisdiction of the Ministry of Agriculture.

Online auctions continue with Inglis holding their broodmare and weanling sale next week and after concluding their month Inglis Digital sale this week with a record gross of \$4.14 million. The elite Inglis Chairman's Sale will take place in a virtual sale format. Magic Millions will hold their first online sale with Cornerstone Stud in South Australia.

Channel 7 have extended their live racing coverage for the next seven weeks starting with Sandown and Morphettville today.

Champion trainer John Moore, returns from Hong Kong to join a training partnership with his brother Gary in Sydney.

WINNERS



HAKY

William Newton VC Handicap
Flemington
Archie Alexander - Declan Bates



TRENCH WARFARE

Carlton & United Breweries Maiden
Geelong
Matt Cumani - Fred Kersley

Q&A JIM PALTRIDGE

Where did you grow up, and did you ride from a young age?

I grew up on our family sheep and cattle farm in SE of South Australia, near the best Cabernet Sauvignon region in Australia - the Coonawarra! As with most bush kids of my era, rabbit trapping and horses were the only recreation available and so horses played an enormous part in my life, helping out with stock work from a young age. My father and brother also loved jumps racing, and had a bit of success, but I wasn't game enough to be a jumps jockey - not to mention I liked my grub a bit too much.



How did you get involved in the horse transport business?

I shadowed John Gosden in California for a NH winter. While there in LA I began flying horses to New York and Chicago for extra money. After that, I spent time with Colin and Peter Hayes at Lindsay Park before working for William Huntingdon at Warwick Farm in NSW and I was fortunate to meet Quentin Wallace (IRT's Founder). At that time, horses to Australia from North America could not fly from anywhere west of the Rockies or below the 40th parallel, so all were exported from Toronto. However when it became clear this regulation would change and exports from Los Angeles to Australia were soon to open up, Quentin and his NZ partner David Cole asked me to go to LA and start an IRT office there. As I knew the territory and being 23yo, free and single, I jumped at the chance. In the early 90's, I took over IRT's UK office where I am now.

How many horses do you transport each year?

It varies, but IRT as a whole usually moves upwards of 5000 horses each year.

When did the first horse fly?

I understand it was in the 1920s the first horse flew. I have a photo in my office which was taken during the Second World War of horses being loaded into an aircraft. Vincent O'Brien was a pioneer, making it regular for owners to fly their runners to races around the late 70s or early 80s. Commercially though, most horses were still travelling by ship, road and also train in the 1960s. It was in the 70s that flying in larger numbers really took off and hasn't stopped growing.

How has International travel of horses changed over the years?

Primarily aircraft have grown in size, making it more comfortable and less claustrophobic. Additionally we have mostly moved from open topped containers where we walk horses into the aircraft up a ramp. We have also learnt a lot more about shipping fever (equine plural pneumonia) which afflicts some horses on long flights or road journeys. All our in-flight vets and grooms are well versed on detection in-flight and early treatment which is found to be key to minimising its affects.

What is the process for transporting a horse from Europe to Australia?

A horse must pass a number of blood tests and swabs when completing at least 14 days pre-export quarantine, in order to display that it is clear of those equine diseases most concerning to Australia. The general equine import quarantine in Australia is for a period 14 days where no ridden exercise is possible except when special racing carnivals in Sydney or Melbourne and approved racetracks at Canterbury and Werribee are used as the 14 day required import quarantine.

For pre-export and post-arrival quarantine, in addition to caring for and testing the horses, it is our job to ensure that all staff and quarantine entrants understand and adhere to the 100+ page Standard Operating Procedures for biosecurity such as showering themselves in a specified way for 3+ minutes, wearing clean clothes daily, taking horse temperatures twice a day and not working with other horses

Do horses suffer from jetlag?

My personal view is that each horse is affected differently by a flight, both physically and mentally. Some horses are relaxed flyers, especially those with good demeanour and good prior experience, while others expend a lot of nervous energy. I would say that most horses are tired after a long flight and need a period of rest to recover. How long a rest depends on the individual and whether they ate, drank and relaxed well during flight. Horses are animals who mostly like routine, the sooner a horse can settle into its new routine, wherever or whatever it is, generally the better. In addition to blood picture checks, appetite and weight is often a good indicator of any physical toll a trip may have taken and so we weigh all our horses regularly both here and in Australia. At the end of the day though, we rely heavily on our terrific grooms who know each horse well enough to judge even small demeanour changes.

How has COVID19 affected horse transport, and how will it change looking ahead?

The issues with crew, vet and groom restriction and differing regulations for different routes, transits and nationalities, have provided us all with big challenges to overcome - in all regions. In addition, these days passenger aircraft with large bellies can carry a lot of dry freight cargo, so when 90% of the world's passenger fleet is grounded the air cargo market becomes a bit skewed! Lachie Ford and Chris Burke in our Aussie office along with our NZ team, have done a great job negotiating to open up flight routes and this week we started again to fly horses trans-Tasman which is terrific, aiming for our next flight EU & UK to Australia in mid-June, starting quarantine in May. So the wheels are slowly turning again and I detect solutions across the board will not be too far away.

JOHN HAMMOND - THE ENGLISH IN CHANTILLY

Well, there is a big history here. An entire community of Englishmen and their families settled in Chantilly from 1850 onwards. And for the next hundred years French racing was dominated by, the Carters, Jennings', Cunningtons, Watsons and latterly the Heads. Racing dynastys.

One of the reasons for their domination appeared to be perpetual intermarriage and large families. Evidently trainers 'begot' trainers and there were plenty of them. The 'daddy' of them was Tom 'Genius' Carter who came to Chantilly with 17 horses in 1835 to train for his patron Lord Seymour, at the time all of his staff were English.

I will try and condense almost two hundred years of the fallout of this English 'invasion' on the French racing scene in to a few paragraphs. Forgive me if it gets a little difficult to follow as these families intermarried at a prodigious rate producing a volume of racehorse trainers that left little room for any others until the post war period.

Two of Tom Carter's proteges, Henry and Tom Jennings, started working for him aged 17 and 13 respectively and in little time became fully fledged trainers in their own right with Henry marrying Tom's (Carter - it gets confusing, lots of Toms) younger sister Ann. Tom Jennings, he married a Carter too, was to train the fabled Gladiateur the English triple crown winner in 1865 who also won the Grand Prix de Paris. It is his statue you will see at the entrance to Longchamp.

Ironically, he trained Gladiateur from a base in Newmarket for his French patron, Comte Frederic de Lagrange, whilst also overseeing a stable in Chantilly and crossing the channel up to thirty times a year - quite a feat in those days. He also won the French Derby ten times. Clearly a successful business man, some of his wealth was spent on founding the English church, St Peters, in Chantilly which is still going today.

His brother Henry was also a half decent trainer. A testier and more fractious character, he won the Grand Criterium on ten occasions. Although his long suffering wife Ann died childless aged 74, Henry promptly married her niece, as one does, who equally promptly gave birth to a daughter.



Tom Jennings and Gladiateur

She went on to marry Willy Head and become the mother of Alec Head himself a highly successful trainer and father of Freddy, successful jockey/trainer and Criquette trainer of the dual Arc de triomphe winning Treve, amongst others. Effectively, the grandfather of Alec Head (still around today aged 95), Henry Jennings, was born in 1823, so for near on two hundred years various strands of the family have been pre-eminent in the Chantilly racing world.

The Cunningtons, originally from Norfolk, arrived in 1860 through little George who was sent to France to be apprenticed to Tom Jennings at the grand age of ten! Whatever, he stuck it out and later married one of the numerous Carter girls.

In the tradition of the time, they had a large family with two of the sons Elijah and Edouard becoming trainers. Elijah, trainer of the great Massine, winner of the Ascot Gold Cup and Arc de triomphe in 1924, married one of the Watson girls. She was a sister to James Watson who had set his stall out in Chantilly having arrived from North Yorkshire to train for Edouard de Rothschild (presumably the grandfather of present head of France Galop). Edouard Cunnington married (yet another) Carter girl, one assumes some kind of a cousin and they produced John (Jack) Cunnington who was to be another highly successful trainer, though to dismay he broke with the family tradition by not marrying a Watson, Jennings or Carter.

Until the arrival of Francois Mathet and Etienne Pollet after the war, then followed by Francois Boutin and André Fabre, these four families of English origin held sway over french racing, mostly based in Chantilly for more than a century with the line continuing through the Head family today.

I was aware of little of this extraordinary history when arriving in France in the spring of 1985. At that time, there were only two 'English' trainers, Charlie Milbank and Jonathan Pease, but the strands of the old English families were still live through the Cunningtons and Heads.

Initially, I had in mind just a years work experience after which I would return to England fluent in French. Not so on either count. Naively I had thought that by a process of osmosis, I would become a native French speaker but it proved to take a little more effort than that.

On one occasion, when left overseeing some horses in Deauville while the boss returned to Chantilly for a day, I was struggling to make myself understood by the staff when trying to give instructions. That infamous English belief that if you spoke loud enough they would understand was not working, clearly something was being lost in translation. Frustrated, I dashed up to Wendy Milbank, wife of trainer Charlie, asking "how do you say, 'are you bloody deaf, or what?' in French?"

Curiously I liked being a foreigner. Overall the French were welcoming and maybe the English history in Chantilly counted for something. Going racing with André one day in July of my second year, he asked me what my plans were... a polite way of saying my time was up.

After considerable private deliberation and inner angst, I decided one day in August that boldness was required. The previous afternoon, during the yearling sales, I had given an owner I vaguely knew a lift back to his hotel to save him a drenching from a thunderstorm. Grateful he ill - advisedly said 'if ever you start training I will send you a horse'. And so, the following day at the sales I went up to him and, with none of the confidence that I desperately tried to show, announced that I was indeed starting training despite having no yard, no licence and not much money. To his credit, he duly bought a horse but unfortunately he proved to be a 'wrong'un' as he stopped paying training fees after six months and vanished. First lesson!

My great fortune however was to have the backing of my boss/mentor André Fabre, who kindly pushed a few horses my way, for which I have been forever grateful. Otherwise I suspect my 'career' would have been a short one act play. Two group winners in my first year set me sailing, they gave me confidence, so vital in all areas of the workplace. If you don't have belief in the way you are doing things why should anyone else believe in you?

3 MINUTES WITH MATT STEWART



[Matt discussed the resumption of racing around the world.](#)

FUN & GAMES

NAME THE RACECOURSE?



Hint - The White Turf

1. Which ex Ciaran Maher trained horse won the Diamond Jubilee Stakes at Royal Ascot in 2018?
2. How many Group 1 race were run in Australia during the 2018/2019 season? 59, 68 or 74
3. Who trained Subzero?

WHO IS THIS?



- Winner of the Geelong Cup
- Born in Germany, by Shirocco out of Iberi
- Ran in Melbourne Cup the year Fiorente won

OTI TO RACE TE AKAU SHARK BROTHER WITH CHRIS WALLER

A recent addition to the OTI Stable is a Redwood yearling colt out of Bak da Chief.

A half brother to multiple Group 1 winner Te Akau Shark, he is a good sized colt with a strong presence.

He will be trained in Sydney by Chris Waller.

For more information contact us
oti@oti.com.au



WHAT HAPPENED TO...

As a part of our commitment to equine welfare, we continue to document the lives of all of our past racehorses

ACHAEUS

Now under the care of Geoff and Susie Wells in Sale, Achaeus has 'settled in very well at his new home and is eating flat out.' He continues to make great progress in overcoming his feet issues, with Geoff particularly impressed with the muscle that Achaeus is beginning to gain at his back end. All going well, the Wells combination hope to have the German bred gelding back up and running by spring. We are delighted that Achaeus has been afforded the opportunity to continue his racing career under their great care!



For more information on the OTI Equine Welfare Program follow the [link](#).

WHO IS THIS?

Ibicenco

QUIZ RESULT

1. Merchant Navy
2. 74
3. Lee Freedman

THE RACECOURSE

St Moritz, Switzerland

Since 1907, horse racing has taken place on the frozen lake in the ski resort of St Moritz. Not only is there flat racing, there are trotting races as well as skijoring where skiers are pulled being unsaddled horses.

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