

APPENDIX 1
(referred to in paragraph 2.51)

List of NGRC racecourses as at 13 March 1986
(Permit tracks are marked [P])

<i>Names of racecourses</i>	<i>Proprietors and addresses</i>	
Birmingham, Hall Green	The GRA Group PLC Hall Green Stadium York Road Hall Green Birmingham B28 8LQ	
Brighton	Coral Stadia Ltd Brighton and Hove Stadium Nevill Road Hove Sussex BN3 7BZ	
Bristol	Bristol Stadium PLC Stapleton Road Eastville Bristol BS5 6NW	
Coventry	Midland Sports Stadiums Ltd Coventry Stadium Rugby Road Brandon Nr Coventry CV8 3GJ	
Cradley Heath	Cradley Heath Greyhound Stadium Ltd Dudley Wood Road Dudley Worcs	
[Crayford]	[Ladbroke Stadia Ltd 118 Crayford Road Crayford Kent]	[Temporarily closed for complete renovation, expected to re-open mid-1986]
Derby	Lochranda Ltd Derby Greyhound Stadium Vernon Street Derby DE1 1FR	

<i>Names of racecourses</i>		<i>Proprietors and addresses</i>
Edinburgh, Powderhall		The GRA Group PLC Powderhall Stadium Beaverhall Road Edinburgh EH7 4JE
Glasgow, Shawfield		The GRA Group PLC Shawfield Stadium Rutherglen Glasgow G73 1SZ
Henlow	[P]	Bedford Stadiums Ltd Bedford Road Lower Stondon Henlow Beds
Hull		Hull Kingston Greyhound Stadium Ltd Craven Park Stadium Holderness Road Hull HU9 3JA
Huntingdon	[P]	Chaseaway Ltd Huntingdon Greyhound Stadium Sapley Road Hartford Huntingdon Cambs
Ipswich	[P]	Ipswich Stadium Ltd London Road Ipswich Suffolk
London, Catford		The GRA Group PLC Catford Stadium Catford Bridge London SE6
Hackney		Brent Walker Ltd Hackney Stadium Waterden Road Stratford London E15 8SJ

*Names of
racecourses*

Proprietors and addresses

Harringay	The GRA Group PLC Harringay Stadium Green Lanes Harringay London N4 1DS
Walthamstow	Walthamstow Stadium Ltd Chingford Road London E4 8SJ
Wembley	Wembley Stadium Ltd The Empire Stadium Wembley Middlesex HA9 0DW
Wimbledon	The GRA Group PLC Wimbledon Stadium Plough Lane London SW17 0BL
Maidstone	Todo's Promotions Ltd Maidstone Greyhound Stadium London Road Maidstone Kent
Manchester, Belle Vue	The GRA Group PLC Belle Vue Greyhound Racecourse Kirkmanshulme Lane Gorton Manchester M18 7BA
Middlesbrough	National Greyhounds (Middlesbrough) Ltd Cleveland Park Stadium Stockton Road Middlesbrough Cleveland TS5 4AE
Milton Keynes [P]	Milton Keynes Stadium Ltd Ashland Milton Keynes MK6 4AA
Newcastle, Brough Park	Brough Park Greyhounds Ltd Brough Park Stadium The Fossway Newcastle upon Tyne NE6 24J

*Names of
racecourses*

Proprietors and addresses

Norton Canes	[P]	Extrasprint Ltd Norton Canes Greyhound Stadium Hednesford Road Norton Canes Nr Brownhills Walsall WS8 7NB
Nottingham		Wiseville Ltd Colwick Park Sports Stadium Colwick Nottingham
Oxford		Northern Sports (Oxford) Ltd Oxford Sports Stadium Sandy Lane Cowley Oxford
Peterborough	[P]	Peterborough Sports Stadium Ltd First Drove Fengate Peterborough Cams
Poole		Poole Stadium Ltd Poole Dorset
Portsmouth		The GRA Group PLC Portsmouth Stadium Target Road Tipner Portsmouth PO2 8QU
Ramsgate		Northern Sports (Ramsgate) Ltd Dumpton Park Hereson Road Ramsgate Kent
Reading		Allied Presentations Ltd Reading Stadium Bennett Road Smallmead Reading RG2 0JL

*Names of
racecourses*

Proprietors and addresses

Romford		Coral Stadia Ltd Romford Stadium London Road Romford Essex RM7 9DU
Rye House	[P]	Carter & Bailey Ltd Rye House Stadium Rye Road Hoddesdon Herts
Sheffield		Owlerton Sports Stadium Ltd Penistone Road Sheffield S6 2DE
Slough		The GRA Group PLC 78 Uxbridge Road Slough Bucks SL1 4ND
Swindon		Abbey Stadium Ltd Blunsdon Nr Swindon Wilts SN2 1SU
Whitwood	[P]	Whitwood Racing Associates Ltd Whitwood Greyhound Stadium Altofts Lane Whitwood Castleford Yorks
Wolverhampton		Ladbroke Stadia Ltd Sutherland Avenue Monmore Green Wolverhampton
Yarmouth	[P]	Norfolk Greyhound Racing Co Ltd Yarmouth Stadium Yarmouth Road Caister-on-Sea Norfolk

APPENDIX 2
(referred to in paragraph 1.5)

Summary of main points from questionnaire survey

1. In order to procure information about the business of greyhound racing we sent questionnaires in early 1985 to various participants as listed in the table below:

TABLE 1

	Number of questionnaires:		Number of returned forms as a percentage of total number in each category
	Despatched	Returned	
<i>Tracks</i>			
NGRC full-licence	32	30	94
NGRC Permit licence	9	9	100
Non-NGRC (independent)	55	38	69
<i>NGRC trainers</i>			
Professional Trainers	176	93	26
Owner Trainers	139	104	42
Permit Trainers	222	135	12
<i>Greyhound owners</i>			
Sample A	364	214	59*
Sample B	356	174	49*

*As a percentage of the number of forms despatched.

Notes:

Tracks. Questionnaires were sent to every greyhound racetrack in Great Britain.

NGRC trainers. The samples were selected from lists of its licensed trainers kindly provided by the NGRC. There were 352 names on the list of Professional Trainers, 249 on the list of Owner Trainers, and 1,112 on the list of Permit Trainers.

Owners. 'Sample A' was taken from the 18,000 owners of greyhounds registered with the NGRC. 'Sample B' comprised various owners, being mostly those who responded to an advertisement placed by the MMC in the periodical the 'Greyhound Owner and Breeder' on 4 February 1985.

2. The following is a summary of the replies we received to the questions most directly relevant to our inquiry, apart from the financial questions which are dealt with in paragraph 2.36 *et seq* of our report.

Response from greyhound track promoters

3. On a number of matters similar questions were asked of each of the various categories of tracks: NGRC full-licence, NGRC Permit licence and independent. The following tables summarise the numbers answering in each case:

TABLE 2

Stadiums where other activities are carried on:

	NGRC		Independent
	Full-licence	Permit	
Speedway	9	2	2
Stock-car racing	2	1	5
Athletics	1	—	1
Other sport	10	1	8
Other activities	10	5	5

A majority of the NGRC stadiums concerned said that their continued ability to provide greyhound racing depended upon these other activities. In the case of the independent tracks stock-car racing was considered to be essential to allow greyhound racing to be continued at all the five tracks where it took place and the 'other activities' were considered essential by four of the tracks which cited them.

TABLE 3

Average numbers employed mainly in connection with greyhound racing at each stadium:

	NGRC		Independent
	Full-licence	Permit	
Full-time	21	7	3
Part-time*	114	29	19

* ie employed for under 20 hours per week.

TABLE 4

Do you think independent and NGRC tracks attract the same sort of spectators?

	NGRC		Independent
	Full-licence	Permit	
Yes	6	3	24
No	19	2	9
Don't know	5	4	5

TABLE 5

Do you think it would attract bigger attendances if you could match greyhounds from the NGRC sector, in their proper stud book names with independent sector greyhounds?

	NGRC		Independent
	Full-licence	Permit	
Yes	1	2	28
No	23	3	4
Don't know	6	4	6

TABLE 6

What proportion of those attending are likely to be:

	NGRC		Independent	%
	Full-licence	Permit		
Greyhound owners or trainers and their families and friends	23	43	56	
Ordinary spectators	77	57	44	

TABLE 7

What are the chief dangers to the continuation of greyhound racing at your stadium?

	NGRC		Independent
	Full-licence	Permit	
Lack of public support	11	4	19
Site redevelopment	5	0	5
Other	6	2	8

TABLE 8

Does a vet inspect each greyhound (a) before (b) after racing?

	NGRC		Independent
	Full-licence	Permit	
(a) Before:			
Yes	30	7	1
No	0	2	33
(b) After:			
Yes	24	5	0
No	6	4	34

4. Because of their different characteristics, on other matters it was necessary to ask a somewhat different pattern of questions of track promoters in the three categories. Their answers are summarised in the following paragraphs.

NGRC full-licence tracks

5. (a) Three tracks employed salaried Professional Trainers (one of them has since reverted to contract trainers and another has gone independent). The 27 tracks employing no salaried trainers had between four and 16 contracted Professional Trainers, with an average of seven. Five tracks had between two and 23 attached Owner Trainers giving an average of nine. About 160 greyhounds on average were said to be available in kennels for graded races at each track; individually the numbers ranged between 12 and 300.
- (b) Seventeen said it would be acceptable to match the best greyhounds in the independent sector in races with their own greyhounds if the NGRC rules allowed it; 11 said it would not be. Eighteen said they would accept Permit trained greyhounds if the rules allowed it; six said they would not.
- (c) Eighteen stadiums had a pre-race (chromatography) testing unit (one of them did not take pre-race samples); 20 stadiums said they took post-race samples on a random basis, and all took such samples when the stewards/judges considered it to be necessary.
- (d) (i) 27 thought it would harm the sport if Rule 8 were modified.
 (ii) 29 thought it would harm the sport if Rule 49ii were modified.
 (iii) 16 thought it would harm the sport if Rule 174i were modified: 13 thought it would be of benefit, providing that stud book names were used, Rule 49ii was unchanged and the greyhounds had a regrading trial on return to NGRC racing.

NGRC Permit licence tracks

6. (a) On average each track could call on 70 Permit Trainers for entries in its races; individually the numbers ranged between 39 and 120.
- (b) Five tracks said it would be acceptable to match the best greyhounds in the independent sector in races with their own greyhounds if the rules allowed it.

- (c) Two of the tracks did not have a vet present throughout the whole of each of their meetings. None had a pre-race testing unit but four took samples for analysis at random and eight when the stewards/judges considered it to be necessary.
- (d) Eight of the tracks thought it would harm the sport if Rules 8 and 49ii were modified; six thought that modification of Rule 174i would harm the sport and three that it would be of benefit (one specifying the use of stud book names and full form recording).
- (e) One track said that Permit Trainers should be allowed to race at all NGRC tracks and another that owners should be allowed more kennelling time.

Independent tracks

7. (a) An average of over 230 owners raced regularly at each track: the individual numbers given to us ranged between 30 and 1,500. (Some owners raced regularly at more than one track.)
- (b) Five of the tracks had at one time operated under NGRC rules; two had at one time made application for a full NGRC licence and three for a Permit licence. Eleven said they had had an approach from the NGRC to join the NGRC sector.
- (c) All 38 tracks said that they attached importance to ensuring that a greyhound always ran in the same name at the track and that they kept records of the name, identification details and performance of all greyhounds that raced at the track. (It is to be assumed that these answers applied to graded races only.)
- (d) Thirty tracks said that NGRC registered greyhounds ran under non-stud book names at their track; 14 said these comprised under 25 per cent of the entries, seven that they comprised between 25 and 50 per cent, and eight that they comprised over 50 per cent.
- (e) Thirty-one tracks said they would welcome a 'law' specifying that a greyhound must always race in its stud book name (disregarding any problems Rule 174i might cause); four said they would not.
- (f) Photo-finish equipment was used at 34 tracks. Only four had a vet present during each of their meetings. One track reported conducting 'dope' tests on a regular basis, and eight when the stewards/judges considered it to be necessary.
- (g) NGRC Rule 174i was thought unnecessary and against the best interests of greyhound racing by 25 tracks. The NGRC rules were said by 14 tracks to be effective obstacles to competition between independent and NGRC tracks, and by 20 to be obstacles to competition between independent and NGRC greyhound owners. Twenty-seven said they would like the NGRC rules changed and a preference for an open kennel system was frequently mentioned.
- (h) Twelve tracks said they would be prepared to accept the NGRC rules save the few they considered against the best interests of greyhound racing; 22 said they attached importance to being able to fix and enforce their own rules of racing.

- (i) It was considered by 22 tracks that it would be a good thing to have an independent body to which appeals could be made against their own decisions (or against NGRC decisions). Fifteen tracks said that they were members of the Independent Track Promoters Association.

NGRC licensed trainers

8. Because of their different characteristics, in the main we asked somewhat different questions of the three categories of NGRC licensed trainer. But on a few topics we were able to ask similar questions and the following tables summarise the numbers responding in each case.

TABLE 9

Do you think the better independent tracks offer as good facilities for racing as NGRC tracks?

	<i>Professional Trainers</i>	<i>Owner Trainers</i>	<i>Permit Trainers</i>
Yes	29	52	79
No	32	34	41
Don't know	32	18	15

TABLE 10

Would you like to be allowed to race your greyhounds on independent tracks?

	<i>Professional Trainers</i>	<i>Owner Trainers</i>	<i>Permit Trainers</i>
Yes	49	78	117
No	40	26	12

TABLE 11

Have you any knowledge of the operation of the 'open kennel' system in Ireland?

	<i>Professional Trainers</i>	<i>Owner Trainers</i>	<i>Permit Trainers</i>
Yes	59	53	49
No	33	51	86

TABLE 12

Do you think it has advantages for trainers,¹ owners² compared with the British system?

(a) Those who answered 'yes' to the question in Table 11:

	<i>Professional Trainers</i>	<i>Owner Trainers</i>	<i>Permit Trainers</i>
Yes	34	49	48
No	22	4	1
Don't know	3	0	0

Notes:

¹Asked of Professional Trainers.

²Asked of Owner Trainers and Permit Trainers.

TABLE 13

Do you think the independent tracks play a useful part in the sport?

	<i>Professional Trainers</i>	<i>Owner Trainers</i>	<i>Permit Trainers</i>
Yes	64	93	104
No	23	3	11
Don't know	—	8	17

TABLE 14

Do you think it would be of benefit to the sport if greyhounds were allowed to race on any track, NGRC or independent, provided they always ran in their stud book names and their performances were recorded and published?

	<i>Professional Trainers</i>	<i>Owner Trainers</i>	<i>Permit Trainers</i>
Yes	64	93	123
No	25	11	7
Don't know	4	—	4

TABLE 15

Would it be desirable to have one central judicial and rule-making body to cover all greyhound racing in Great Britain?

	<i>Professional Trainers</i>	<i>Owner Trainers</i>	<i>Permit Trainers</i>
Yes	62	75	73
No	30	14	25
Don't know	—	15	35

9. The responses to the other questions we asked are summarised separately for each category of trainer in the following paragraphs.

NGRC licensed Professional Trainers (see paragraph 2.57)

10. (a) Eighty-four per cent of the respondents said they were 'attached' to a track. [Note: The 30 full-licence tracks (out of the total of 32) completing the questionnaire reported that they had 208 attached Professional Trainers, which was only about 60 per cent of all licensed Professional Trainers. This suggested that attached trainers may have been over-represented amongst the respondents, who represented about one in four of all NGRC licensed Professional Trainers.]
- (b) Only 58 of the 93 who completed the questionnaire replied to the question 'Are you salaried or under contract'. Of these 88 per cent said they were under contract.
- (c) Just under two-thirds said they owned their kennels; the rest leased them.
- (d) On average each trainer employed 1.4 full-time and 1.2 part-time staff—totalling 131 full-time and 111 part-time. In 15 cases there were no employees.
- (e) About half those answering said they had between 25 and 50 greyhounds in their care; a third had fewer than 25.

- (f) The average weekly fee charged was £13.69, the average total annual receipts from greyhound training were £16,188, and average total expenses were £14,443. There were wide variations in the reports of both receipts and expenses.
- (g) Ninety-five per cent said they did not get a fixed percentage of the winnings of their charges and two-thirds said it depended on the owner.
- (h) Half the respondents said that in their knowledge greyhounds in the care of NGRC licensed trainers were raced on independent tracks; a further 45 per cent said 'Don't know'.
- (i) Ninety-three per cent said there should be a right of appeal to an independent body against unfavourable decisions.
- (j) Sixty-seven per cent thought it would be desirable to have one central judicial and rule-making body to cover all greyhound racing in Britain.

NGRC licensed Owner Trainers (see paragraph 2.57)

11. (a) Forty-one per cent said they were attached to a track. [Note: Only five of the full-licence tracks reported having Owner Trainers attached, and these totalled 45—just over 16 per cent of the total licensed by the NGRC.]
- (b) Forty-seven per cent reported having on average between three and five greyhounds in their care; 36 per cent had more than five.
- (c) The answers suggested that Owner Trainers' greyhounds raced in open and graded races in the ratio 1:2. Sixty-eight per cent raced their greyhounds on Permit tracks.
- (d) A third of the respondents thought Rule 174i was in the best interests of the sport; 60 per cent said it was not. Seventy per cent said they had experience of racing greyhounds at independent tracks.
- (e) Eighty-eight per cent said they believed that some NGRC Owner Trainers had greyhounds racing at independent tracks—the rest said 'Don't know'.
- (f) Opinion was evenly divided for and against the requirement that Owner Trainers must have kennels for a minimum of four greyhounds, but 90 per cent thought licensed Owner Trainers should be allowed to train one or two other greyhounds as well as their own.
- (g) Seventy per cent estimated the average annual cost to them of keeping a racing greyhound at between £500 and £1,000 (excluding purchase cost). Eighty per cent said it was not normal to cover their costs from prize money, betting profits etc.

NGRC licensed Permit Trainers (see paragraph 2.58)

12. (a) Sixty-two per cent said they were 'attached' to a track; 54 per cent had one or two currently-racing greyhounds, 46 per cent had three or four. Their greyhounds raced as to 94 per cent in graded races, 6 per cent in open.

- (b) Ninety-seven per cent thought Permit Trainers should be allowed to race their greyhounds on full-licence tracks without having to put them with a Professional Trainer. Eighty per cent said they had had experience of racing their greyhounds on independent tracks.
- (c) Seventy-seven per cent thought NGRC Rule 174i was not in the best interests of the sport, 15 per cent that it was.
- (d) Ninety-two per cent said they believed that some Permit Trainers or other licence holders raced their greyhounds at independent tracks.
- (e) Eighty-four per cent thought Permit Trainers should be allowed to train one or two other greyhounds as well as their own.
- (f) Fifty-nine per cent estimated the average annual cost to them of keeping a racing greyhound at £500 to £1,000 (excluding purchase cost); 33 per cent at less than £500. Eighty-two per cent said it was not normal to cover costs from prize money, betting profits, etc.

Greyhound owners

13. The following paragraphs summarise the responses we received to questions we asked of greyhound owners. In each case two figures are given separated by an oblique stroke; the first represents the responses from the sample of greyhound owners selected from NGRC records of the owners of NGRC-registered greyhounds, the second figure represents the responses from sample B (see footnote to Table 1 in paragraph 1), ie comprising various owners, mostly those who replied to an advertisement we placed in the 'Greyhound Owner and Breeder'.

14. (a) They said they had been owners, on average, for 11/16 years. 56/30 per cent said they raced only at full-licence tracks and 13/7 per cent only at Permit tracks. 12/2 per cent they raced at full-licence, Permit and independent tracks and another 5/4 per cent at Permit and independent tracks. A third of them raced in open tracks.

- (b) In the case of both samples we provide owners with the alternatives regarding themselves as:

NGRC owners—in which case 57/78 per cent said they had experience of racing at independent tracks; or independent owners—in which case 78/83 per cent said they had experience of racing at NGRC tracks.

Many of the respondents answered both questions, perhaps because they raced at both types of tracks or because they had changed allegiance.

- (c) 78/97 per cent said they believed some NGRC owners had greyhounds racing at independent tracks and of the remainder the majority said that they didn't know whether or not this happened.
- (d) 64/59 per cent estimated the average annual cost to them of keeping a racing greyhound at between £500 and £1,000 (excluding purchase cost), 19/8 per cent at over £1,000, and 17/33 per cent at less than £500. 75/74 per cent said it was not normal to cover costs from prize money, betting profits etc, and 22/23 per cent said it was.
- (e) 72/88 per cent thought it would benefit the sport if greyhounds could be raced freely at NGRC and independent tracks as the owner wished and 21/1 per cent said it would not. Around 95 per cent in each sample said a greyhound should always run in its stud book name and that proper performance records in all races should be kept.

- (f) 93/98 per cent of those with first-hand knowledge of it said they thought the Irish open kennel system had advantages for greyhound owners compared with the British system.
- (g) 62/32 per cent thought NGRC Rule 49ii was in the best interests of the sport, 33/66 per cent that it was not.
- (h) 27/16 per cent thought NGRC Rule 174i was in the best interests of the sport, 66/81 per cent that it was not.
- (i) 69/66 per cent thought the independent tracks formed a useful section of the sport and should remain independent and 55/80 per cent said it would be desirable to have one central judicial and rule-making body to cover all greyhound racing in Britain.

15. The questionnaires all included an invitation to make any other comments and many respondents did so. The substance of their comments is included in the summary below together with an indication of the numbers subscribing to them in each category as follows:

Prof— NGRC Professional Trainers

OT— NGRC Owner Trainers

PT— NGRC Permit Trainers

NO— owners whose names were taken from the NGRC files

GO— owners who responded to an advertisement placed in the periodical the 'Greyhound Owner and Breeder'

VO— owners whose names were obtained from a variety of other sources.

Structure of the Industry

16. Many respondents considered that integration of the two sectors would be beneficial to the sport (8 Prof; 8 OT; 8 NO; 6 GO; 1 VO). Five OT said it should be under one set of rules; 3 Prof and 2 OT stressed that these should be the NGRC rules. Abolition of the NGRC was called for by 4 Prof while many others advocated a more fully representative controlling body, knowledgeable about the industry and including representatives of trainers, owners, breeders and veterinarians (12 Prof; 11 OT; 12 PT; 20 NO; 23 GO; 1 VO). Two Prof and 1 OT thought this should be a statutory body. There was support for the grading of tracks within an integrated system (1 Prof; 1 OT; 1 PT; 2 NO; 2 GO; 3 VO) and 4 NO thought that each track should have an advisory committee comprising representatives of management, trainers and owners.

The NGRC

17. The NGRC was praised as fair, helpful to security and doing a good job (3 NO; 1 VO). But others said it was out of touch, out of date, inbred, autocratic etc (2 Prof; 1 OT; 7 PT; 9 NO; 10 GO; 1 VO), that it gave undue bias to the track promoters (1 Prof; 1 OT; 2 NO; 1 VO), and that it did not apply the rules strictly or even-handedly (1 Prof; 4 OT; 3 PT; 1 NO; 1 VO) (1 NO claimed that this was because tracks would be unable to operate if their attached trainers were suspended) or care sufficiently for the welfare of the greyhounds (2 PT; 1 NO; 3 GO). The NGRC disciplinary procedures were criticised as ineffective and the independents' 'red light' system considered better by 2 Prof; 1 PT; 1 GO and 1 VO, and insufficient supervision of Permit tracks was quoted (1 PT; 1 NO; 2 GO).

Freedom to race

18. Rule 174i was criticised and there was widespread support for a type of 'open kennel' system with greyhounds free to run at any track providing races of an appropriate standard (14 Prof; 21 OT; 5 PT; 30 NO; 52 GO; 4 VO). The need to use stud book names in the context of such an open kennel system was stressed by 4 Prof; 7 OT; 6 PT; 13 NO; 20 GO; 8 VO and the use of a standard and complete form card urged by 2 PT; 3 NO; 2 VO.

19. Regarding Rule 49ii, many made the point that a greyhound was better looked after by its owner than by professional trainers, who were said often not to have enough time (2 OT; 8 PT; 5 NO; 16 GO; 6 VO), and to have a monopoly (1 NO; 1 GO). Rule 64ib was criticised, 17 PT; 6 NO; 7 GO and 4 VO declared that Permit Trainers should be allowed to race their charges at full-licence tracks and 5 OT claimed the same privilege. Three PT; 1 NO; 1 GO said there was not enough racing at Permit tracks. There were general complaints that owners were given too little recognition and too little say in what happened to their greyhounds under the contract trainer system (19 PT; 13 NO; 16 GO). 3 PT; 1 NO complained that Permit Trainers should not be limited to four greyhounds and 2 PT; 3 NO; 1 VO suggested that Professional Trainers should always be called to explain poor performance.

Racing procedure and track management

20. There were complaints that the kennelling procedure at NGRC tracks was too long and started too early (3 Prof; 7 OT; 4 PT; 2 NO; 4 GO; 3 VO) and that the rules were unreasonable (2 PT; 6 GO; 1 VO). Most witnesses who commented on the matter said there were malpractices in both sectors (1 Prof; 1 OT; 6 NO; 4 GO; 1 VO) and it was pointed out that the temptations to corruption were very great. Three Prof; 10 OT; 1 NO; 6 GO claimed that the independent tracks lacked security.

21. Non-riers were said to be a problem throughout the sport and some wanted harsher penalties for time finding (2 PT; 2 NO; 1 VO). Limitation of the number of runners a trainer could have in a graded race was suggested by 1 Prof; 2 OT; 2 PT; 2 NO; 7 GO; 2 VO. One NO; 3 GO suggested that track owners, stewards and bookmakers should not be allowed to own racing greyhounds. The 'excessive' power of Racing Managers was criticised (5 Prof; 1 OT; 5 PT; 10 NO; 3 GO; 1 VO). Many emphasised the crucial need for integrity in this post and praised the high standard normally to be found despite the low pay which is general.

Finance

22. There were widespread complaints that prize-money was inadequate and had failed to keep pace with inflation in owners' costs (5 Prof; 3 OT; 10 PT; 9 NO; 7 GO; 1 VO) including the high cost of travel, kennelling etc (5 PT; 5 NO; 2 GO; 2 VO) and of registration, licensing and earmarking (3 Prof; 6 OT; 9 PT; 8 NO; 2 GO; 2 VO). 1 PT and 1 VO objected to dual registration with the Greyhound Stud Book and the NGRC. Suggestions that there should be a levy on off-course bets (as in horse racing) to improve prize money came from 3 PT; 7 NO; 5 GO and 3 VO.

APPENDIX 3
(referred to in paragraph 1.8)

Greyhound racing in other countries

1. In other countries, notably Australia, Ireland and the USA, greyhound racing is regulated under comprehensive statutory control and conditions are significantly different from those in Britain. We have therefore concluded that there would be little value in comparisons, but for completeness we give below a summary of greyhound racing in the countries where it flourishes.

Australia

2. Since 1949 greyhound racing in Australia has operated under statutory control. Each State Government appoints a Greyhound Racing Control Board which licenses the operating clubs (which must be non-profit-making) and approves their racing rules. Owners and trainers must be registered with the Control Board and can offer their greyhounds for racing at any track. Over 90 per cent of the greyhounds are handled by owners/trainers having one to four each.

3. The greyhounds for each race (normally eight) and their trap positions are drawn in public by officially appointed Graders. At least 30 minutes before the start of the first race each greyhound must be identified and weighed (it will be scratched from the race if its weight varies by more than 1 kg) and then placed in secure kennels until it is due to race.

4. Betting takes place both on and off course. Bookmakers pay fees to the clubs for the right to stand at the track and their turnover is taxed by the Government. There are also Totalisator Agency Boards, the profits of which are shared between the State Governments and the Racing Clubs.

Ireland

5. Greyhound racing in Ireland was initially controlled by the Irish Coursing Club, which also publishes the Irish Greyhound Stud Book. In 1958 under the Greyhound Industry Act the Bord na gCon (Irish Greyhound Board) was established, its members appointed by the Minister for Agriculture to be responsible for the control and promotion of greyhound racing, the rules of racing, and the licensing of greyhound tracks and the racing officials. It operates the Tote, issues permits to bookmakers and collects a levy on course betting (currently 7.5 per cent) 80 per cent of which, together with a 15 per cent deduction from Tote pools, is used to finance its Board's operations. The Board provides grants for prizes and for the improvement of spectator facilities, promotes the Irish export trade in greyhounds, regulates public sales of greyhounds, and since 1968 has become the owner of nine of the country's 18 tracks.

6. There are licensed Public Trainers (corresponding to the NGRC's Professional Trainers) and Private Trainers (corresponding to Owner Trainers), who may enter their charges for racing at any track providing suitable races (often quoted as 'the Irish open kennel system'). Each greyhound is weighed, identified against its Identity Book (issued by the Irish Coursing Club and held

by its trainer) and placed in secure racing kennels half an hour before the start of the first race. Details of all its performances in trials and races are recorded in the Identity Book.

7. Total paid attendance in 1983 was 714,000, bookmaker betting totalled £17.29 million and the Tote turnover was £10.4 million.

Spain

8. Greyhound racing in Spain is controlled by a national body, The Federación Española Galguera, which began operation in 1940. Most of the major cities have tracks, 14 in all, operating Totes. Racing takes place on 364 days in the year. Six greyhounds run in each race.

United States of America

9. Greyhound racing round an oval track with a mechanical lure first caught on in 1925, but was not legalised until 1931, first in Florida and subsequently in other States. Forty-five tracks were operating in 15 States in 1985.

10. Though the tracks themselves are operated as proprietary profit-making ventures, the sport is controlled under statute in each State by a Government-appointed body usually called a Racing Commission, which lays down the rules of racing and is responsible for licensing tracks to conduct race meetings (ie a series of dates allocated by the Commission), for licensing racing officials and for the oversight of each meeting.

11. Meetings are held mostly on a seasonal basis in different States and trainers, usually with 30 to 50 greyhounds each, move around to cover different meetings. A track contracts with a number of trainers to supply the greyhounds it requires for its meeting. Each greyhound is graded by the track and is promoted or relegated under a formal system (recorded centrally in the Greyhound Information System). One track has nine greyhounds in its races; the others all have eight.

12. Greyhounds are registered in the National Greyhound Association stud book. At least one hour before the first race each is identified and weighed (a weight variation of more than 1.5 lb results in scratching); and then kept in secure kennels until the race. Trap positions are allocated by lot.

13. All betting is through the *pari mutuel*—the Tote—operated by the track promoter under State regulation and specification of the deduction to be made from stakes (usually 17 to 19 per cent) and of the share taken by the State.

14. In 1983 average attendance at each track was 2,568; total attendance was over 22 million and the *pari mutuel* turnover \$2,326 million, out of which the States/counties took \$168 million.

APPENDIX 4
(referred to in paragraph 2.46)

Extracts from relevant rules of the NGRC

The following extracts from the NGRC Rules of Racing illustrate the powers of the NGRC Stewards and the extent to which they exercise control over the management, organisation and operation of greyhound racing, and the care of the NGRC for the health and welfare of greyhounds.

NGRC published Rules of Racing

Rule 2 Each Director, Occupier, or authorised representative of a Racecourse Executive (see Rule 5), and every person who is an Owner, Authorised Agent, holder of a Licence or the holder of a temporary appointment under Rule 104, or who is a subject of Rule 83(v) shall be deemed to have read the Rules of Racing of the NGRC and then and thereafter whether or not he/she subsequently ceases to fall within one of the above categories to submit himself/herself to such Rules howsoever amended and to the jurisdiction of the NGRC. . . .

- Rule 4A**
- i The NGRC Stewards shall have power at their discretion:
 - (a) after consultation and agreement with the BGRB to repeal, amend, suspend or add to the Rules of Racing ;
 - (b) to grant licences with or without conditions, to make general directions to licence holders as they may think appropriate and to make directions to Local Stewards regarding persons who may not be temporarily appointed to fill vacancies pursuant to Rule 104 without the prior approval of the NGRC Stewards. Every applicant for renewal of any licence shall be treated and regarded in all respects and for all purposes as if it were the first application by the applicant for such licence.
 - (c) to make inquiry into and deal with any matters relating to Greyhound Racing. . . .
 - ii The Senior NGRC Steward or, in his absence, the Secretary of the NGRC or if he be not available to give a ruling the Senior Stipendiary Steward, shall have the power in his discretion to grant exemption from or temporarily to suspend any of the Rules of Racing or to take any other emergency action in order that:
 - (i) a Greyhound can race in a case where there is a doubt concerning its *bona fide* ownership, or
 - (ii) a Trial or a Race Meeting or any matters connected therewith can proceed.
 - iii In the event of any doubt or dispute as to the meaning or interpretation of any of these Rules or any particular term or condition of any Race, the NGRC Stewards shall rule thereon and such ruling shall be binding and conclusive. . . .

- iv Subject always to sub-rule vi of this Rule, neither the NGRC nor any Officer, servant or agent thereof shall be liable to any person for any act done or omission made in the *bona fide* discharge or purported discharge of any duties on the part of any such Officer, servant or agent under or pursuant to these Rules unless the act or omission is grossly negligent. . . .
- vi Nothing herein shall exclude liability for death or personal injury resulting from negligence.

- Rule 4B** The Stipendiary Stewards . . . shall have the following powers:
- (a) To inspect and report on all premises licensed by the NGRC
 - (b) To supervise on behalf of the NGRC Stewards the appointment duties and administration of all licensed Officials and licensed Trainers pursuant to Rules 7 and 8.
 - (c) To have free access to all places used for the conduct of Trials and Races, all licensed premises and Kennels and to all records connected with Greyhounds pursuant to Rules 56 and 106.
 - (d) To require to be sent copies of Racecards and details of all Trials and Races pursuant to Rule 151.
 - (e) To conduct Local Inquiries in accordance with Rules 154 to 172. . . .

- Rule 5** iv No classic races or principal open events, as defined by the NGRC Stewards, or the provision of a race results service to any person or persons or organisation established for such purpose may be promoted or established by a NGRC Licensed Racecourse Executive without a special licence for such purpose being first obtained from the NGRC Stewards. . . .

- Rule 6** i The NGRC Stewards shall have power to require that:
- (a) All premises the subject of a Licence are situated, constructed, serviced, equipped and maintained to their satisfaction.
 - (b) All licensed persons are provided with such facilities as will satisfy the NGRC Stewards that such licensed persons can properly carry out their duties.
 - (c) All reasonable steps are taken to ensure that Greyhounds kept in Licensed Kennels are maintained in good and healthy condition and are kept secure. . . .

- Rule 7** The following persons shall, before taking up any duties as licensed officials, obtain licences from the NGRC Stewards. . . .:
- (a) A Racing Manager
 - (b) Two other Local Stewards, of whom one can be a Judge and the other a Timekeeper
 - (c) A Security Officer

- (d) One Paddock Steward
- (e) One Hare Controller
- (f) One Starter
- (g) A Veterinary Surgeon. . . .

Any person appointed as a Director of Racing, Kennel Manager or Assistant Racing Manager or any additional official in any of the above positions must, before taking up any duties, obtain a licence from the NGRC.

No person may undertake any duties until he/she has obtained the relevant licence from the NGRC Stewards. . . .

Rule 8 The following shall be the categories of Trainers licensed by the NGRC.

- i A Professional Trainer, who shall train Greyhounds in any ownership as a full-time occupation, and who may be:
 - (a) an Attached Trainer appointed to train Greyhounds for Graded Races at a particular NGRC Licensed Racecourse and for Open Races at any NGRC Licensed Racecourses.
 - (b) an Unattached Trainer, who shall train Greyhounds for Open Races only at any NGRC Licensed racecourse.
- ii An Owner-Trainer, who may be an Attached Trainer or an Unattached Trainer as (a) or (b) above, but who shall only train Greyhounds in the ownership of himself/herself, his wife/her husband, or one of his/her unmarried child(ren) or Greyhounds at least 50 per cent part-owned by such persons provided that the maximum number of co-owners shall be two. . . .
- iii A Permit Trainer, who shall at any time train a maximum of four racing Greyhounds, owned as in (ii) above, for Races at any Permit Racecourse only.

Rule 9 i Every Trainer and every other person employed in Licensed Kennels . . . shall, before taking up any duties, obtain a Licence from the NGRC. . . .

Rule 12 v . . . a married woman shall always register and run Greyhounds in her married name unless the NGRC Stewards expressly authorise otherwise.

Rule 13 The holder of a Licence in respect of an NGRC Licensed Racecourse or an employee of the Racecourse Executive, except for the Racecourse Executive or a Trainer, shall not be an Owner of a Greyhound which is trained at the Licensed Kennels of, or races at, that racecourse. . . .

Rule 24 . . . Subject to the NGRC Stewards' power to refuse the registration of any Greyhound without assigning a reason a Greyhound shall be eligible for registration provided that:

- i It is already registered by name, in the name of the Owner, in at least one of the following:
 - (a) The English Greyhound Stud Book
 - (b) The Irish Greyhound Stud Book
 - (c) Another Greyhound Stud Book of which the NGRC Stewards approve. . . .

Rule 37 An Identity Book [for a greyhound, issued by the NGRC] shall be the property of the NGRC and no person except an NGRC Steward, Stipendiary Steward, Racing Manager, Assistant Racing Manager, Local Steward, Paddock Steward, Judge, or person authorised by the NGRC or Racing Manager may be in possession of it. . . .

Rule 45 A Greyhound shall not run in any Trial:

- (i) Unless it is either registered or a Named Unregistered Greyhound. . . .
- (ii) If it has been and still is disqualified except for Fighting, or declared a Confirmed Fighter. . . .
- (v) Unless it is in the charge of a Licensed Trainer. . . .

Rule 47 ii The Trainer having charge of a Greyhound for its first Race . . . shall have had continuous charge of it since at least seven days prior to its final Initial Trial. . . .

Rule 49 ii A Greyhound shall have been in the continuous charge of a licensed Professional or Owner Trainer for a period of at least seven days prior to any Race in which it runs.

iii If a Greyhound is taken out of the charge of a licensed Professional or Owner Trainer for however short a period, it shall run at least one Trial before it is entered for a race again. . . .

iv A Licensed Trainer shall use his/her best endeavours to ensure that the performance of any Greyhound in his/her charge in a Trial or Race shall be to the satisfaction of the Local Stewards. . . .

Rule 52 A Greyhound whose weight at the time of Kennelling prior to a Race varies by more than 1 kilogram from its weight as shown in the Identity Book for its previous Trial or Race, shall be withdrawn and shall run at least one Trial before it races subsequently. . . .

Rule 64 i (b) A Graded Race shall be a Race for which the Greyhounds are selected by the Racing Manager from those in the charge of that Racecourse's Attached Trainers or for a Permit Racecourse those in charge of any category of Trainer. . . .

- Rule 102** The Racecourse Executive shall be responsible for the general arrangements for a Trials Meeting and a Race Meeting. The Local Stewards shall be responsible for the conduct of Trials and Race Meetings . . . The Racing Manager shall be responsible for arranging the programme of Trials or Races. . . .
- Rule 103** At least three Local Stewards shall be present from before the first Race, two of them from the start of Kennelling, until after the last Race of a Race Meeting. . . .
- Rule 110** A Local Steward, Paddock Steward or Security Officer shall examine each individual Racing Kennel and materials to be used therein for a Meeting, and all other parts of the Racing Paddock immediately before the Greyhounds enter for Kennelling and shall ascertain that all is secure and in satisfactory condition.
From the time of such examination until after the last Trial or Race at least one Paddock Steward shall be present in the Racing Paddock, and shall ensure that all entrances are, except while in use under the surveillance of a Paddock Steward or Security Officer, kept locked. . . .
- Rule 111** Only the following persons shall be admitted to the Racing Paddock:
- (i) Officials licensed in respect of the Racecourse
 - (ii) Holders of temporary appointments . . .
 - (iii) NGRC Stewards and Stipendiary Stewards
 - (iv) Licensed Trainers and Kennelhands having charge of any Greyhound at the Meeting
 - (v) Any persons specifically authorised to be admitted on a particular occasion by the Racing Manager or the appropriate Local Steward and accompanied by a Local Steward throughout. . . .
- Rule 135** Hurdles shall be of a type approved by, and dimensions laid down by, the NGRC. . . .
- Rule 147** Under no circumstances shall a Greyhound run more than twice on any one Day. . . .
- Rule 151** The Racing Manager shall be responsible for arranging the making of and collation of records of Trials and Races necessary for the completion of Identity Books and Racecards. . . .
The Racing Manager shall arrange for a copy of each Racecard and details of records of all Trials and Races to be sent to the NGRC and to the Stipendiary Steward appointed to the area including that Racecourse, as soon as practicable after each Meeting.
- Rule 152** A person commits a breach of these Rules if the NGRC Stewards in the exercise of their discretion and in accordance with these Rules find:

- (a) that person to have been wholly or partly responsible for taking any action expressly or impliedly forbidden by these Rules or for failing to take any action which, under these Rules, he/she was expressly or impliedly required to take; or
- (b) that person to have acted in a manner prejudicial to the integrity, proper conduct or good reputation of NGRC Greyhound Racing.

Rule 153 Any person subject to these Rules under Rule 2 shall bring to the attention of the Local Stewards and/or the NGRC Stewards any breach of these Rules or any conduct prejudicial to the integrity, proper conduct or good reputation of NGRC Greyhound Racing of which he/she becomes aware. . . .

- Rule 160** (f) If the NGRC Stewards shall at an Inquiry held under this Rule decide that the affected person has committed any breach of these Rules they may in their absolute discretion order such person
- (i) to be cautioned; or
 - (ii) to be reprimanded; or
 - (iii) to have his/her licence suspended for any specific period . . . ; or
 - (iv) to have his/her licence withdrawn for any specific period or indefinitely; or
 - (v) if he/she is an Owner or Authorised Agent, to be disqualified for any specific period or indefinitely from owning or being the Authorised Agent for that Owner of a registered Greyhound . . . ; or
 - (vi) to be warned off for any specific period or indefinitely, namely to be excluded from any premises licensed by the NGRC

Provided that in addition to any of the above orders, the Stewards may order such person to pay to the NGRC a fine of any sum not exceeding £3,000. . . .

Rule 164 (a) The NGRC Stewards may order the costs and expenses relating to a Local Inquiry and/or an NGRC Stewards' Inquiry to be paid by any person or persons in such sum or in such proportions as the NGRC Stewards may in their discretion direct. . . .

Rule 174 Subject to the proviso to Rule 174(a)(ii) below the NGRC Stewards shall have power at any NGRC Inquiry to make such order as is contained in Rule 160(f) without necessarily assigning a reason for so doing if they in their discretion are satisfied that such person:

- (a) (i) has administered or attempted to administer or has allowed or caused to be administered or connived at the administration for any improper use to a Greyhound of any quantity of any substance which by its nature could affect the performance of a Greyhound the origin of which on or in the tissues, body fluids or excreta of a Greyhound could not be traced to normal and ordinary feeding or care; or
- (ii) has had in his charge a Greyhound which on examination under Rules 113, 116 or 173, showed presence on or in its tissues or body fluids or excreta of any quantity of any substance which by its nature could affect the performance of a Greyhound or which shows evidence in any way of administration for any improper use, the origin of which cannot be traced to normal and ordinary feeding or care
- (b) has corruptly given or offered or promised directly or indirectly any bribe in any form to any holder of a Licence or to any employee of a Racecourse Executive, and/or to an Owner or Authorised Agent and/or to any person having access to a Greyhound; or
- (c) has, being [a person as in (b)] corruptly accepted or offered to accept a bribe in any form; or
- (d) has entered, or caused to be entered, or run or caused to be run, in any Race a Greyhound which he/she knew or believed or had cause to know or believe to be disqualified for such a Race; or
- (e) has been guilty of or has conspired with any other person for the commission of, or has connived at any other person being guilty of, any corrupt or fraudulent practice in relation to Greyhound Racing anywhere; or
- (f) has wilfully or by neglect made any false statement in or in connection with any document relating to a Greyhound, or has knowingly signed or caused to be signed a false signature to any such document; or
- (g) has wilfully or by neglect made any false statement whether expressly or impliedly regarding the identity of a Greyhound; or
- (h) has been made a disqualified person by any other authority recognised by the NGRC; or
- (i) has acted in any official capacity on, or has been concerned with the promotion or sponsorship of Races at, or has entered a Greyhound to run at, or has owned or had charge of a Greyhound at the time such Greyhound ran at any Non-NGRC Racecourse in England, Scotland or Wales; or
- (j) being an Owner or Authorised Agent, or the holder of a Licence, has by advertisement, circular letter or other means

offered to give information concerning any Greyhound in return for monetary consideration, or has connived at such practice; or

(k) has treated any Greyhound or caused or permitted any Greyhound to be treated with cruelty or in such a manner as to cause the Greyhound unnecessary suffering.

Rule 176 The NGRC Stewards shall have power, if the circumstances appear to them to justify same, to disqualify any Greyhound registered in the name of a relative or associate of a person who is warned off and/or disqualified, and to refuse the registration of any Greyhound in the name of such relative or associate.

APPENDIX 5
(referred to in paragraph 2.64)

Rules of the Independent Track Promoters Association

1. All greyhounds must be graded in public trials except in open races.
2. No greyhound can be withdrawn from any race or re-run unless, in the opinion of the Stewards, management or veterinary surgeon the greyhound is unfit to run.
3. Once greyhounds are placed in the traps they are officially under starter's orders.
4. Where a 'no race' is declared all bets will be refunded unless the race is immediately re-started.
5. A muzzle or coat becoming loose or falling off a greyhound does not make a 'no race'.
6. Any greyhounds not running to public form will not be included in any subsequent meeting, but will be obliged to run a satisfactory public trial in order to re-qualify and be included in further meetings.
7. The management reserves the right to warn off any greyhound which shows inconsistent form. Greyhounds not running satisfactorily will be left off the racecard.
8. Any greyhound having been registered and run on the track will not be allowed to change its name even if change of ownership takes place.
9. Any greyhound withdrawn under orders without permission of the management will be barred from all ITPA tracks in Great Britain.
10. Any greyhound entered to race which does not arrive will be banned unless management is notified beforehand.
11. If a photo-finish is in operation, Stewards may call for a photo to assist them in placing greyhounds. The judge's decision is final.
12. The first greyhound whose nose reaches the line will be declared the winner.
13. 'No race' will be declared in the following circumstances:
 - (a) in the event of a mechanical breakdown;
 - (b) if the leading greyhound catches the hare;
 - (c) if a greyhound runs back and obstructs the leading greyhound: if in the opinion of the judge the race has not been affected by greyhounds running back, then it will be declared a race; and
 - (d) if there is any outside interference.
14. All greyhounds run at owner's risk.
15. Fighters will be barred.

16. If a meeting is abandoned before the fourth race, tickets will be given for the next meeting. No money will be refunded.

17. Members of the public are not allowed on the racing track.

18. All rights to admission are reserved.

Note: At an independent track there may be local rules concerning kennelling, handicap starts, and the red light for greyhounds finding too much time. The Racing Manager or Stewards should be contacted for details.

APPENDIX 6
(referred to in paragraph 5.17)

The SBN scheme

1. The NGRC to amend rule 174i so as to waive its application in respect of any non-NGRC track that formally agrees to:

- (a) insist on the use of stud book names in all its races, with a proper identification procedure;
- (b) maintain accurate records of the performance of all greyhounds appearing in its races or trials;
- (c) provide details of the performances of NGRC registered greyhounds to the greyhound's 'home' track ie the NGRC track where the greyhound's NGRC Identity Book is kept;
- (d) offer reasonable facilities for a person nominated by the Greyhound Stud Book, which has expressed its willingness to undertake this responsibility (or such other neutral body as may be agreed between the NGRC and the track concerned), from time to time to verify compliance with (a) and (b); and
- (e) comply with the other provisions of this scheme.

(Such a track is referred to in this draft as an SBN (Stud Book Name) track).

The fees and expenses of the person carrying out the verification process should be shared for payment equally by the SBN track and the NGRC. Other costs should lie where they fall.

2. The NGRC track holding a greyhound's NGRC Identity Book to provide its trainer or owner on request with details of its recent performances for transmission to an SBN track where it is proposed to race the greyhound.

3. Each SBN track to take steps to obtain and verify the stud book names of all greyhounds racing on the track and to allow the use of only those stud book names whenever the greyhounds race there.

4. Any greyhound racing regularly on an SBN track which does not have a stud book name because it could not be accepted for registration by the NCC or ICC to be given an identifying name and provided with a special Identity document. The Greyhound Stud Book has expressed its willingness to offer this facility for a suitably limited period of years. The NGRC has also expressed its willingness to do so.

5. Every track which complies with the provisions of paragraph 1 will be an SBN racecourse and arrangements will need to be made for the names and addresses of all SBN racecourses to be published for the information of those concerned.

6. If there is any dispute about compliance with the provisions of paragraph 1 it should be considered and ruled upon by an arbitrator to be agreed between the parties concerned or, failing agreement, to be appointed by the President of the Institute of Arbitrators in accordance with the provisions of the Arbitration Acts. Each party to an arbitration should bear the costs of presenting its own case and the arbitrator's fee should be shared for payment equally between them.

7. The SBN tracks to be free to use in publicity the fact that they are SBN.

8. Any NGRC licensed trainer or registered owner to be free (subject to any normal limitations on racing away from the NGRC track to which the trainer may be contracted) to take his greyhound(s) to race on any SBN racecourse without needing any special authorisation to do so. The NGRC and NGRC racecourses concerned to provide assurances that on the return of the greyhound to NGRC racing they will not discriminate on that account against the trainer or owner concerned. The SBN racecourses, for their part, not to discriminate as between greyhounds which also race on NGRC tracks and those which do not.

9. The trainer or owner of an NGRC registered greyhound to provide an accurate record of his charge's performance(s) on SBN racecourse(s), on its return to NGRC racing.

10. The method of transferring the information on greyhound performances as mentioned in paragraphs 1(c), 2 and 9 to be as follows:

- (a) The Greyhound Stud Book has agreed on adoption of a scheme on these lines to provide in its Identity Card spaces for recording the greyhound's performance. (The Stud Book Identity Card issued by the Irish Coursing Club already provides such spaces.)
- (b) An NGRC trainer or owner wishing to take his greyhound(s) to race on an SBN track takes the appropriate Stud Book Identity Card to the Racing Office of the track where the greyhound's NGRC Identity Book is kept. That office either enters in the Stud Book Identity Card the details of the Greyhound's last three or four performances in races or trials or marks it 'Racing at [NGRC] racecourse from..... to For details see attached photocopy' and attaches to the Identity Card a photocopy of the record of the greyhound's three or four most recent performances.
- (c) The trainer or owner enters his greyhound for racing at the SBN track in the normal manner (subject to whatever trials are required at the track) and produces the Stud Book Identity Card to the track in time for the greyhound's form to be published in the racecard.
- (d) After the race the SBN track enters details of the greyhound's performance in the track records, in the greyhound's Stud Book Identity Card (which is returned to its trainer or owner to enable him to comply with paragraph 9) and on a simple form agreed for the purpose which is sent direct to the NGRC home track as a check against the Stud Book Identity Card entry.
- (e) The NGRC home track thus has accurate details of the greyhound's performance(s) at the SBN track and can publish it/them in the racecard the next time the greyhound is racing there, so providing more complete details of its recent form than is possible at present.
- (f) The SBN track to require the Stud Book Identity Card (or the special class identity document—see paragraph 4) to be produced for all entrants to its races. The entry made by the NGRC home track will alert the Racing Office at the SBN track to send details of the greyhound's performance to its home track.
- (g) In the case of a greyhound racing only on SBN tracks, details of its performances are in the same way entered in its Stud Book Identity Card so that any track where it races can publish in its racecard details of the greyhound's recent form at the other SBN tracks.

APPENDIX 7
(referred to in paragraph 8.35)

Greyhound racetracks in Great Britain
(as at 7 April 1986)

NGRC tracks (ringed)

Full-licence

- A - Birmingham (Hall Green)
- B - Brighton
- C - Bristol
- D - Coventry
- E - Cradley Heath, Dudley, Worcs.
- F - Crayford, Kent
- G - Derby
- H - Edinburgh (Powderhall)
- I - Glasgow (Shawfield)
- J - Hull
- K - Maidstone
- L - Manchester
- M - Middlesbrough
- N - Newcastle (Brough Park)
- O - Nottingham
- P - Oxford
- Q - Poole
- R - Portsmouth
- S - Ramsgate
- T - Reading
- U - Romford
- V - Sheffield
- W - Slough
- X - Swindon
- Y - Wolverhampton
- Z - London
- Catford
- Hackney
- Harringay
- Walthamstow
- Wembley
- Wimbledon

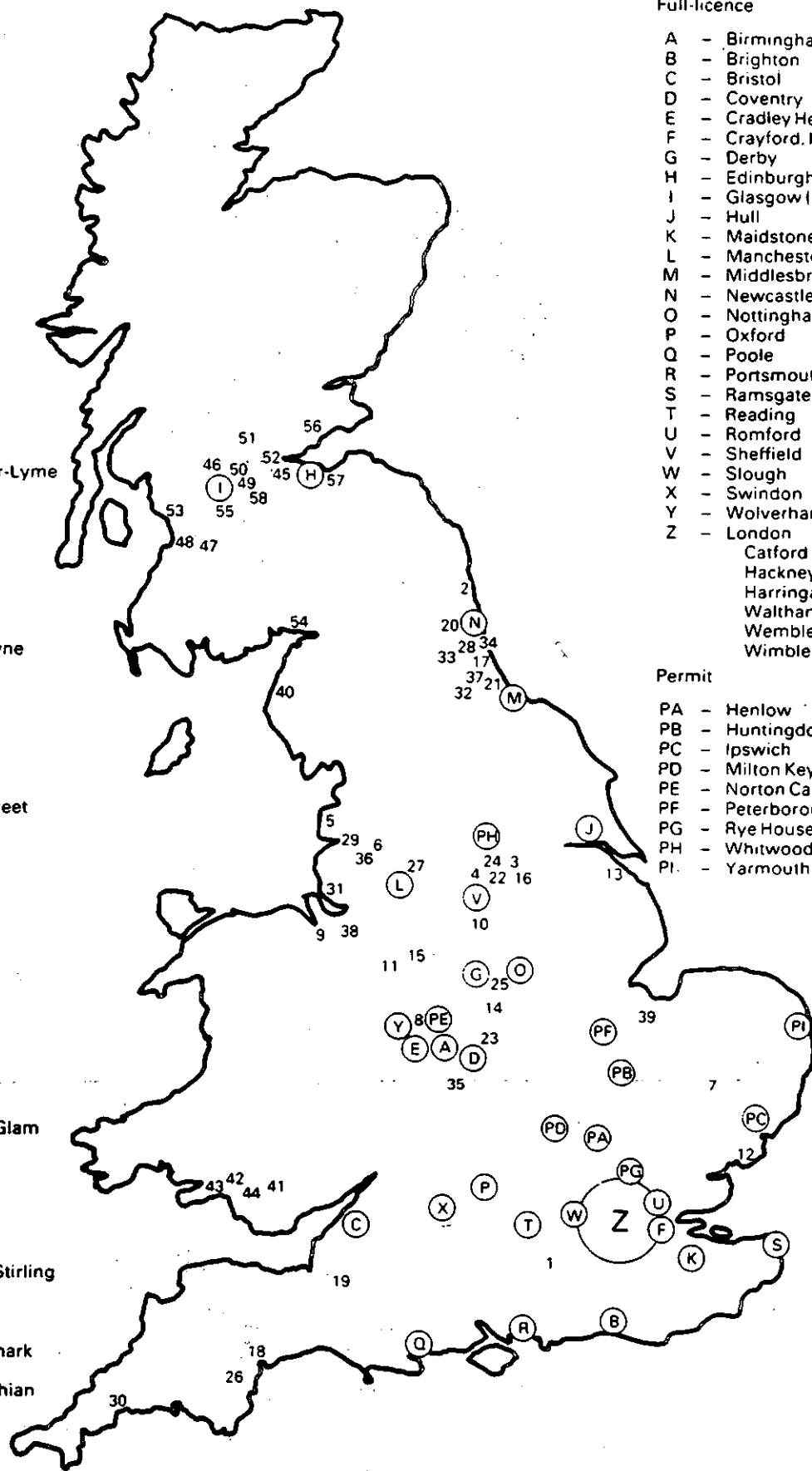
Permit

- PA - Henlow
- PB - Huntingdon
- PC - Ipswich
- PD - Milton Keynes
- PE - Norton Canes, Brownhills
- PF - Peterborough
- PG - Rye House, Hoddesdon
- PH - Whitwood, Castleford
- PI - Yarmouth

109

Independent tracks

1. Aldershot
2. Ashington, Northumberland
3. Askern, Doncaster
4. Barnsley (Dillington Park)
5. Blackpool, Lancs
6. Bolton
7. Bury St Edmunds
8. Chasewater, Brownhills
9. Chester
10. Chesterfield
11. Chesterton, Newcastle-under-Lyme
12. Clacton
13. Cleethorpes
14. Coalville, Leicestershire
15. Cobridge, Stoke-on-Trent
16. Doncaster
17. Easington, Co Durham
18. Exeter
19. Glastonbury, Somerset
20. Gosforth, Newcastle upon Tyne
21. Hartlepool
22. Highgate
23. Hinckley, Leicestershire
24. Kinsley, Pontefract
25. Long Eaton, Notts
26. Newton Abbot, Devon
27. Oldham
28. Pelaw Grange, Chester-le-Street
29. Preston
30. St Austell
31. St Helens
32. Spennymoor, Co Durham
33. Stanley (Murray Park)
34. Sunderland
35. Warwick
36. Westhoughton, Lancs
37. Wheatley Hill, Co Durham
38. Winsford, Cheshire
39. Wisbech
40. Workington
41. Bedwellty, Bargoed
42. Skewen, West Glam
43. Swansea
44. Valley, Ystrad Mynach, Mid Glam
45. Armadale, West Lothian
46. Ashfield, Glasgow
47. Auchinlech, Cumnock, Ayr
48. Ayr (Whittlets)
49. Carfin, Motherwell
50. Coatbridge, Lanark
51. Corbieewood, Bannockburn, Stirling
52. Falkirk
53. Irvine, Ayr
54. Gretna, Dumfries
55. Mt Vernon, Broomhouse, Lanark
56. Thornton, Fife
57. Wallyford, Musselburgh, Lothian
58. Wishaw, Lanark



Index

- BAGS** *see* Bookmakers' Afternoon Greyhound Services Ltd
- Betting**
(*see also* Royal Commission on Gambling)
attraction, 2.4, 2.74
- Betting and Gaming Act 1960*, 2.24
- Betting and Lotteries Act 1934*, 2.22-2.23
- Betting, Gaming and Lotteries (Amendment) Act 1985*, 2.31, 2.45
- bookmakers: off-course, 2.81-2.83; on-course, 2.78-2.80, 2.83; views, 7.11-7.13, 7.33
- malpractice: security precautions, 2.84-2.94
- tote, 2.75
- Betting Office Licensees Association**
views, 7.13
- BGRB** *see* British Greyhound Racing Board Ltd
- BOLA** *see* Betting Office Licensees Association
- Bookmakers' Afternoon Greyhound Services Ltd**
views 7.12
- British Greyhound Racing Board Ltd**
evidence, 4.21-4.24
finance, 3.30-3.32
function, 3.20
history, 3.12-3.14
membership: electoral system, 3.16-3.18, 3.19; structure 3.15
officials, 3.29
views, 4.25
- British Greyhound Racing Federation**, 3.7-3.11
- British Veterinary Association**
views, 7.8
- Brough Park and Gosforth Owners Association**
views, 7.21
- BVA** *see* British Veterinary Association
- CCPR** *see* Central Council of Physical Recreation
- Central Council of Physical Recreation**
views, 7.7
- Complex monopoly** *see* Monopoly situation
- Evidence**
sources, 1.3-1.7, 4.21-4.25; Appendix 2
- Fisher, R A**
views, 7.2-7.6
- Gambling** *see* Betting
- Greyhound Breeders' Forum**
views, 7.19
- Greyhound Consultative Body** *see* British Greyhound Racing Board Ltd
- Greyhound racing**
assets, 2.42-2.43
attendance, 2.29-2.30, 2.33-2.34
Australia: statutory control, 1.8, Appendix 3
betting, 2.74-2.94
capital expenditure, 2.44
employment, 2.35
finance, 2.36-2.40
fundamentals, 2.8-2.21
future, 2.45
greyhound welfare, 2.95-2.99
history, 2.1-2.7, 2.22-2.30
independent sector: organisation, 2.63-2.69; views on National Greyhound Racing Club Rule 174i, 2.71-2.72, Appendix 2
Ireland: statutory control, 1.8, Appendix 3
meetings held, 2.31-2.32, 2.45
monopoly situation: conclusions of the report, 8.1-8.75; complex 8.4-8.14, 8.70-8.72, 8.74; recommendations of the report, 8.50-8.75, Appendix 6
National Greyhound Racing Club sector: organisation, 2.46-2.62, 2.69-2.71
profits, 2.41
return on capital employed, 2.30
Spain: statutory control, Appendix 3
United States of America: statutory control, 1.8, Appendix 3
- Greyhound Racing Association Ltd**, 2.3
- Greyhound Trainers Association** *see* National Greyhound Racing Club Ltd
- Independent sector**
conclusions of the report, 8.34-8.46, 8.50-8.62, 8.69-8.73, Appendix 7
organisation, 2.63-2.68, Appendix 5
views: of independent track promoters, 2.71-2.72, 6.1-6.28, Appendix 2; of National Greyhound Racing Club organisations, 4.13-4.15, 5.4-5.5
- Independent Track Promoters Association**
rules, 2.64, Appendix 5
views, 6.1-6.11
- Individual owners**
views, 7.24-7.32, 7.34-7.35, Appendix 2
- ITPA** *see* Independent Track Promoters Association
- Monopolies and Mergers Commission**
conclusions of the report, 5.1-5.3, 8.1-8.75
questionnaire survey: summary of main points, 1.5, Appendix 2
recommendations of the report, 8.50-8.75, Appendix 6
Rules: views of 'National Greyhound Racing Club group' on proposed modification, 5.15-5.18, Appendix 6
terms of reference, 1.1-1.2, 8.1-8.2
- Monopoly situation**
complex, 5.2-5.3, 8.4-8.14, 8.50-8.75
provisional conclusion of the report, 5.1
scale, 8.3

References are to paragraph numbers, not page numbers

- National Association of Bookmakers
views, 7.11
- National Greyhound Racing Club Ltd
Annual Racing Conference, 3.27
Complex monopoly situation: 8.4-8.14;
8.50-8.72, 8.75
conclusions of the report, 8.29-8.33;
8.46-8.49
finance, 3.30-3.32
Greyhound Trainers' Association: views,
7.14-7.15
'group': views: on independent sector, 5.4-
5.5; on monopoly situation, 5.1-5.3; on
Rules 49ii, 64ib, 174i, 5.6-5.18
history, 2.6-2.7, 3.1-3.13, 3.24-3.26
licences: administration, 3.28
membership: function, 3.23, structure, 3.22
objectives, 3.21
officials, 3.29
owners, 2.59-2.62
Racecourse Promoters Association:
history, 3.13, 3.24-3.25
views, 4.11-4.20
recommendations of the report, 8.50-8.75,
Appendix 6
Rules of Racing: difference between the inde-
pendent sector, 2.69-2.73; objectives,
2.46-2.74; relevant extracts, Appendix 4
Rules of Racing Review Body: function,
3.25-3.26
track promoters: organisation, 2.48-2.56;
views, 4.2-4.10, Appendix 2
trainers: organisation, 2.57-2.58; views,
7.16-7.18
National Greyhound Racing Society, 2.6-2.7,
3.2-3.5, 3.14
National Sporting League
views, 7.13
- NGRC *see* National Greyhound Racing Club
Ltd
- North West Greyhound Owners' and Breeders'
Association
views, 7.22
- Public interest
conclusions of the report, 8.47-8.49,
8.60-8.61, 8.66, 8.72, 8.74-8.75
consideration: 5.1, 5.15
- Racecourse Promoters Association (RPA) *see*
National Greyhound Racing Club Ltd
- Royal College of Veterinary Surgeons
views, 7.8
- Royal Commission on Gambling (Cmnd 7200)*
British Greyhound Racing Federation:
demise, 3.11; function, 3.7-3.10
conclusions, 2.26-2.28, 3.11
National Greyhound Racing Club: evidence,
3.6
outcome, 2.28, 3.11
presented 2.25
- Scale monopoly *see* Monopoly situation
- Scottish Owner Breeders' Association
views, 7.23
- Terms of reference, 1.1-1.2, 8.1-8.2
- Views
of British Greyhound Racing Board, 4.25
of independent track promoters, 6.12-6.28
of National Greyhound Racing Club repre-
sentatives, 4.2-4.20, 5.1-5.18, Appendix 2
of other interested parties, 7.1-7.36,
Appendix 2

References are to paragraph numbers, not page numbers