



*Mastermind
Hyridge*

~~Bulk Rate
U.S. Postage
PAID
Permit No. 41
Biddeford, Me.
04005~~

NORTHEAST HARNESS NEWS

Date Mailed: Feb. 8
Vol. III, No. 2

For those interested in the Standard bred sport 75¢

HARNESS RACING CONTINUES AT FOXBORO



FOXBORO RACEWAY BATTLE OF THE STARS — Three of the Nation's top harness drivers competed in a "Let The Best Man Win" series of six consecutive races at Foxboro Raceway. Putting it all together was Foxboro Racing Secretary Warren DeSantis (left) and Assistant Racing Secretary Larry Miller (far right).

The winner of the series was John Hogan who had just been named UDR driver of the year. William O'Donnell (second from left) and Walter Case Jr., (second from right) gave Hogan a real run for his money in the special Foxboro Raceway series.

The Battle Of The Stars Walter Case, Billy O'Donnell and John Hogan Square Off At Foxboro

Walter Case Jr. has arrived on the harness racing scene, and his fellow competitors have jumped up to take notice. At age 21, "Casey" has become the youngest driver to reach the coveted 1000 win club in harness racing history. In 1982, "Casey" gave the legendary Herve Fillion a run for his money finishing a close second in the North American dash title. Casey, which is a nickname he prefers being called, finished the year with 472 wins, second only to Herve's 486. Casey also finished second to fellow New Englander John Hogan in the UDR (universal

driver rating), .405 to Hogan's .413. Not a bad year for the rising star Walter Case Jr.

William O'Donnell at age 34, has become one of the nation's premier catch drivers. "Billy O" has performed his magic at Foxboro, Saratoga, Yonkers, Roosevelt and of course the "creme de le creme", The Meadowlands. Billy O has won the dash title at the Meadowlands in 1981 and 1982. In 1982, Billy O'Donnell's horses earned almost six million dollars. Billy O also was selected to chauffeur world

champion Ghengis Khan enroute to his record setting performance 1:51.4 at the Meadowlands. Some of his other major achievements for 1982 were \$700,000 Sweetheart Series at the Meadowlands with Kaola Lobell, \$300,000 prestigious Fox Stake with world Champion Fame. William O'Donnell, a fine asset to harness racing.

John Hogan is Foxboro Raceway's own answer to Ben Hur. The latest figures released by the USTA show John Hogan winning the North American UDR crown with a

phenomenal .412 average. Here at his home base Foxboro Raceway, John's stats are even more astounding. Most wins, 260 and the highest UDR ever recorded at Foxboro .421. Hogan also boasts a 26 percent win average in 1982, 26 victories in 962 drives. This year Hogan is splitting his stable and sending some of his top stock, Jason Almahurst, Truman, Columbus Seelster among others to the Meadowlands. With John's expertise and driving skill, it's a sure thing success will follow him to New Jersey.

FEBRUARY CALENDAR OF UPCOMING EVENTS

- FEB. 1 Maine Stallion Registration
- FEB. 5 New Hampshire Awards Banquet and Ball — Highway Hotel — Concord
- FEB. 15 Maine Breeders Stakes — Two- and Three-year-old Continuations
- FEB. 15 N.E.S.S. Three-year-old Sustaining Fee Due
- FEB. 16 Maine Harness Racing Commission Meeting — Civic Center — Augusta
- FEB. 19 Maine Breeders & Owners Meeting and Banquet — Happy Jacks — Lewiston
- FEB. 28 Final Payment Date For Purchase of Rockingham Park

Letters To The Editor

Dear Editor,

Back in 1977 I attended a sale in Lewiston with my son, Richard King. Election Day a 19-yr.-old stallion was one of the horses to be sold at auction.

I didn't have any prolonged racing background and suspected Election Day had lost his effectiveness as a breeder, or he wouldn't be there, so I talked my son out of buying him.

Alton Worth returned from Florida and on hearing from Election Day's former trainer that he was in a dealer's hands we went out the next day and Worth bought him.

Two mares were bred to him that Spring, Worth's "Win Marie" and "Some Swift" belonging to Ken Berry.

In the fall, rather than have him go to Md. and be lost to us as a stud, Alton sold him to my son Richard, who had wanted him anyway. Worth went to Florida.

For the following three springs Worth stood him at Windsor for Richard, because the barn at the farm had been leveled by fire.

Worth has the broodmare "Win Marie" and subsequently a filly by "Dean Gamble", a colt and another filly by "Election Day", a colt by "Dean Gamble", then 2 more colts by "Election Day", 1977 to 1982.

I had my first Stakes colt at the races in 1973, then the following year his full sister. The colt lasted for one race, the victim of shoeing and driving. The filly raced 2 maiden races as a two-yr.-old and in 1975 got a mark of 2.11.3 as a 3-yr.-old. Skipped a year and won four of her first five starts and retired in 1976 with a mark of 2:08.2.

In 1978, she "Johnnie's Memory" was bred to "Election Day". She produced a colt in 1979, "Speedy Campaigner" and 1980, another colt "Jinx Breaker".

Worth's colts were, "Election Morning" with a mark of 2.08.2 as a two-yr.-old, 2.04.2 as a 3-yr.-old in the Me. Stakes and a final mark of 2.03.3 at Foxboro in Nov. 1982 as a 4-yr.-old — "Windsor Fly By" with a mark of 2.07.3 as a 3-yr.-old filly — Gambletonian, a 2-yr.-old Dean Gamble trotter getting better with every start.

Four colts in the Stakes and four in the finals.

Then a yearling in training for 1983 and a 9-mos.-old weanling owned by Worth. These were the seven horses

in Worth's stable and lost in the fire, five of Worth's, two of mine.

Worth did all the shoeing, most of the driving and training, I helped when needed.

We won't need to skimp on meals, even theoretically, and whatever we do will be to keep us occupied until we start again with our own horses.

I am writing this to clear up any misinformation that may exist due to no interview in the reporting of the fire at Windsor Fairgrounds recently. This is fact not fiction.

Ruth King

Dear Editor,

A study group consisting of three members of the Senate and six members of the House are to investigate the impact of a Teletheatre in Hampden County.

The committee is to report back to the House on March 19, 1983 with their results and recommendations, if any. This group is a result of H. B. 2404 to allow OTB betting in Massachusetts.

Can the Harness Racing and Breeding Industry afford another parasite to live off it's life blood? I for one, don't believe our industry can take the huge losses for so little a gain.

Let's look at the plus side — No. 1, would be an increase in purses at Wonderland Dog Track, Suffolk Downs and Foxboro. No. 2, some revenue to the host cities and the state, with the larger amount going to operate the Teletheatres. No. 3, some added expansion and exposure as a result of the theatre's eventually being scattered throughout the state.

Now let's view the minus side. No. 1, the closing of race tracks, starting with the small and working up to the larger tracks. No. 2, the demise of breeding farms (if you phase out the smaller tracks you limit the need for horses). No. 3, the building of teletheatres in Western Massachusetts will end any chance of ever building a race track. No. 4, the lobbying efforts on behalf of Teletheatre in Massachusetts are primarily the efforts of promoters of casino gambling. (Ask yourself could Teletheatre be the foot in the door for future casino legislation?)

Gordon Dubois Sr.
President

Western New England
Harness Horsemen's
Association

Ten Ways To Slowly Kill An Organization And A Racing Industry

By Richard Howard

1. Join and let everyone know you are a member, but don't go to meetings.
2. If you do attend, always go late; but do make sure you are in time for the cocktail party and dinner.
3. Don't be an officer. It's much easier to sit back and criticize someone else; let them catch all the guff.
4. Don't offer an opinion at a meeting that might benefit the horsemen. Let someone else do the talking, but afterwards (at the bar or at the barn) have a lot to say about what you really think and what you would have done.
5. Join — get all the benefits you can — such as partial payments on insurance policies (\$4,606.00), free family picnics (\$6121.00) and sulky insurance (\$10,815.00); but don't pay your dues on time or at least not until after an accident, then when you can't collect for your sulky, this gives you another opportunity to criticize the association and tell how it would have been done if you were doing it.
6. Never stand up for the association. Be negative about it to friends and acquaintances. This is a sure way to keep the membership exclusive, then the association can remain stagnant and benefit only a few.
7. Cultivate a feeling of hostility towards anyone who offers suggestions or new things to do. Do not allow new management to try new things. Convince yourself that you should live in the past and convince yourself you're smarter and wealthier than anyone else. Your attitude will help destroy many good ideas and projects.
8. Always make excuses for not doing something that does not directly benefit you in dollars and cents, even though it may benefit the entire industry.
9. If you are asked to serve on a committee, such as the Maine Mall Promotion, The Agricultural Horsemen's Display, or M.S. Night, NEVER — NEVER volunteer your services, then you can complain bitterly about the organization and how the projects were handled.
10. Disregard new ideas and innovations, make all decisions based on tradition: After all, the world was flat until 1942, and we all know what a radical Columbus was.

M.H.H.A. Award Winners 1983 Meeting and Banquet Jan. 15, 1983



New M.H.H.A. President, Bill Hughes, addresses the group.

Two Year Old Trotter — T.W. Happiness	2:12.2
Two Year Old Pacer (Filly) — Girl Friday	2:03.1
Two Year Old Pacer (Colt) — Spike's Prince	2:04.1
Three Year Old Trotter (Filly) Dutch Lady Mac	2:04.4
Three Year Old Trotter (Colt) — Easter Cargo	2:09.3
Three Year Old Pacing Filly — Armbro Aster	2:00.4
Three Year Old Pacing Colt — Farbro Mike	2:02.2
Claimer under \$2000. Brower Power	\$5,854
Claimer over \$2000. Golden Yankee Boy	\$8,959
Pacing senior citizen Frisky Chief	\$4,194
Trotting senior citizen, Ro Ho Cho	\$4,321
Fastest trotting mile — Jo Di's Pride	2:04.4
Fastest pacing mile — My Bill Forward	1:58.4
Driver Award — Walter Case Jr.	
Trainers Award — Elmer Ballard	
Distinguished Service Award — Arthur McGee	

NORTHEAST HARNESS NEWS

(Please Circle Proper Categories)

PATRON OWNER TRAINER DRIVER GROOM OFFICIAL

It's an opportunity to be informed about the latest on the harness racing scene in New England. Initial subscriptions & renewals sign below.

(Please enclose check to facilitate efficiency)

Print Mailing Address DATE: _____

NAME: _____

STREET: _____

CITY: _____ STATE: _____ ZIP: _____

RETURN TO: JEAN EMERSON, EDITOR, BOOM RD., SACO, ME. 04072

SCOTCH BANKER

1983 * * BREEDING SEASON * * 1983

BLOODLINES:

Sire — BRET HANOVER

2,p, 1:57.2 3,p, 1:55.1 4,p, 1:53.3 (by Adios)

"Horse of the year" three years in a row 1964-65-66

68 Life time starts = 62 Wins — 5 Seconds — 1 Third (\$922,616.00)

Bret paced 31 TWO-MINUTE MILES. Sired 219 in 2:00 and 525 in 2:05.

Picture of Bret appeared in the 1982 November issue of Hoof Beats page 67

Bret has sired seven (7) sons who have sired 1:55 speed:

Warm Breeze (Solid Fuel — 1:54) — High Ideal (Trim the Tree — 1:53.3)

Strike Out (Hot Hitter — 1:54) — My Scotch Bret (Try Scotch — 1:54.3)

Flying Bret (Flight Direct — 1:55) — Breadwinner (Maple Fitz — 1:54.3)

Brets Reville (Rev. Kole — 1:54.3)

NOTE: Scotch is a 3/4 Brother to Warm Breeze — High Ideal — My Scotch Bret

First Dam — SCOTCH JEWEL

2,p, 1:59.2 3,p, 1:58.4 (by Good Time)

"Season Filly Champion" for two years in a row 1968-69

52 Life time starts = 32 Wins — 19 Seconds — 1 Third (\$165,671.00)

Picture of Scotch Jewel appeared in the 1982 April issue of Hoof Beats page 37

Dam of only four (4) foals:

- 1.) Twenty Carats (by Bret Hanover) 3,p, 2:02.1 Broodmare Hanover Shoe Farms
Hardy Express 2,p, 2:01.2 3,p, 1:55.1 4,p, 1:55.1 (\$149,000.00)
Tryon Hanover 3,p, 2:04.5
Twinke Hanover Bred at Two Broodmare Castleton Farm
- 2.) Scotch Banker (by Bret Hanover) 4,p, 2:07.1
Luck's Lazy Lady 2,p, 2:06 3,p, 2:02.4 (\$33,552.00)
- 3.) Shadow Proof (by Windshield Wiper) Bred at Two Broodmare in Ohio
- 4.) Fluid (by Windshield Wiper) 2-Year-Old in 1982

Second Dam — MY SCOTCH BELLE

2,p, 2:02.2 3,p, 2:00 (by Scotland)

Dam of eleven foals — 10 Winners — 3 in 2:00 8 in 2:05 10 in 2:07

1.) Scotch Jewel (by Good Time) 1:58.4 (\$165,671.00) as above

2.) Record Time (by Good Time) 1:59 (\$198,395.00)

3.) Smart Money (by Victory Song) 1:59.3 (\$189,560.00)

4.) My Scotch Bret (by Bret Hanover) unraced due to injury

Sired 17 in 2:00 including world champion Try Scotch (1:54.3 \$946,234)

CONCEPTION RATE:

"1978"	"1979"	"1980"	"1981"	"1982"
10 Mares Bred	13 Mares Bred	16 Mares Bred	30 Mares Booked	30 Mares Booked
5 Mares in Foal	11 Mares in Foal	14 Mares in Foal	24 Mares Bred	27 Mares Bred
5 Live Foals	2 Mares Aborted	14 Live Foals	22 Mares in Foal	23 Mares in Foal
50% Conception Rate	85% Conception Rate	88% Conception Rate	91% Conception Rate	85% Conception Rate
1 Foal Died	1 Foal Died	1 Foal Died	1 Mare Aborted	as of 12-30-82
4 Three-Yr.-Olds 82	8 Two-Yr.-Olds 82	13 Yearlings 82	21 Live Foals	
2 Colts	6 Colts	2 Colts	2 Foals Died	
2 Fillies	2 Fillies	11 Fillies	19 Weanlings 82	
			8 Colts	
			11 Fillies	

NOTE: 5-Year Average = 90 Mares Bred with 75 Mares in Foal = 83% Conception Rate

OFFSPRING:

Scotch Banker has sired 12 Foals older than TWO ***** 5 With 1982 Race Records

- 1.) LUCK'S LAZY LADY 2,p, 2:06 3,p, 2:02.4 (\$33,552.00)
Holds the Maine Standardbred Breeders Stakes record (2:02.4)
Maine's 1981 2-year-old filly champion
Maine's 1982 3-year-old filly champion
- 2.) Lite Me's Girl 3,p, 2:05.3 (\$13,665.00)
Won the Final of the 1982 M.S.B.S. 3-year-old Fillies
- 3.) The Banker's Son 3,p, 2:08.2 (\$3,648.00)
Stakes winner in 3-year-old colt division 1982
- 4.) Fire Glow Scotty 3, p, 2:11

NOTE: The above four (4) foal represents Scotch Banker's "ENTIRE" first crop

5) Rae Lee Lucky 2,p, 2:10.4 2-year-old in 1982

FOR THE 1983 BREEDING SEASON

Scotch Banker's Service Fee for Live Foal is \$1,200.00

Board Charge Per Day \$6.00 (Mare or Mare and Foal)

GUARANTEE: Breed your mare to Scotch Banker (1983) and if mare fails to produce a live foal your **BOARD BILL** will be **REFUNDED** in its **ENTIRETY**.

Scotch Banker's foals eligible to the Maine Standardbred Breeders Stakes

For booking information: Call 207-622-9289 after 5:00 P.M.
Or Write Rae Lee Farms, P.O. Box 62, Augusta, Maine 04330

Good Luck

David R. and Theresa E. Slocomb

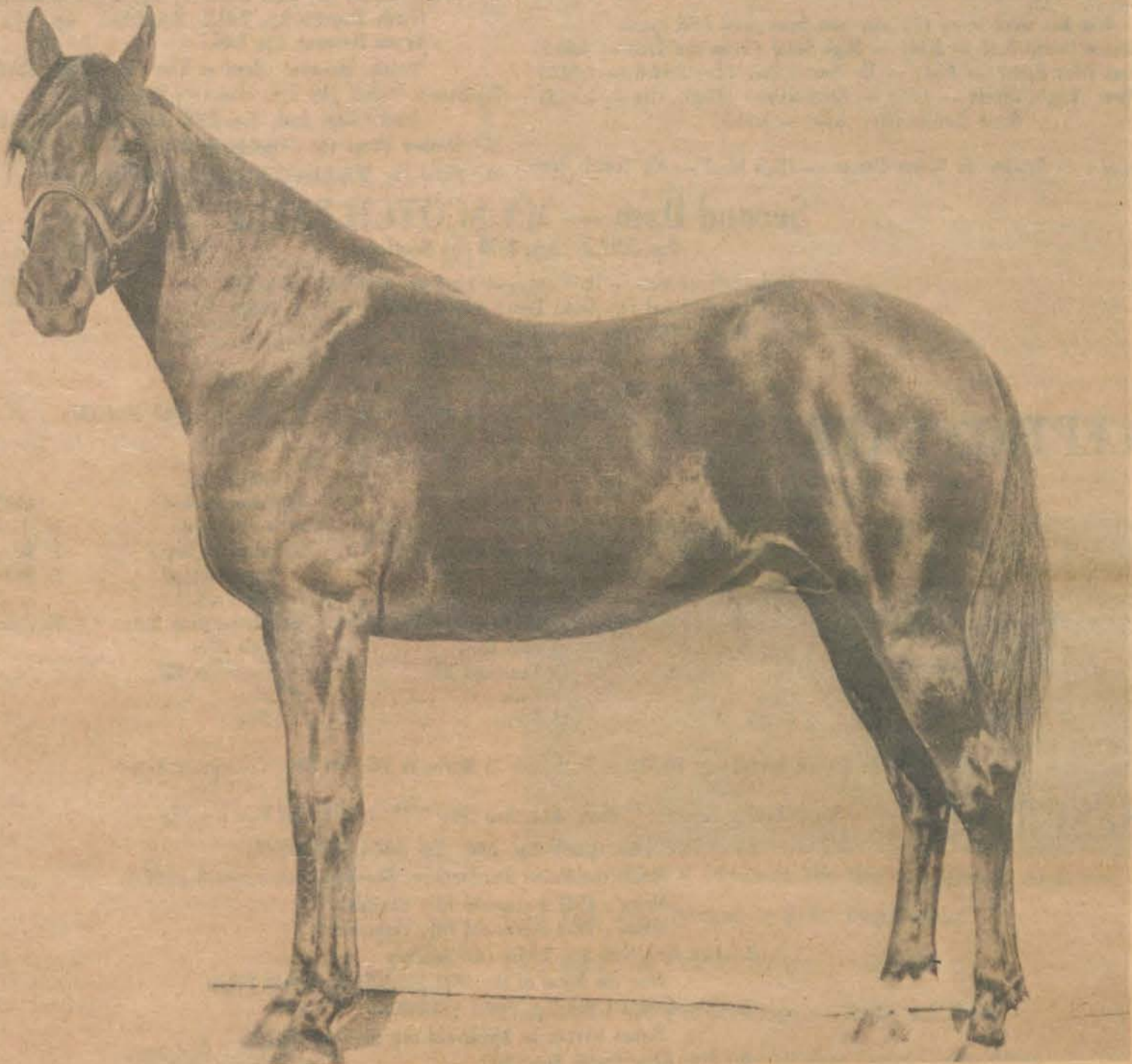
CIANCHETTE STABLE

Pittsfield, Me.
Tel. 207-487-5810

Sold

A Top Standardbred Breeding and Training Facility Producing Quality Stock
Standing At Stud \$750

SKIPPER KNOX p. 2:00.1



This Handsome Son of Meadow Skipper out of the Mare Knight Knox Serviced a Full Book of Mares in 1982 With A 90% Conception Record. It is Expected that He Will be a Dominant Force in the Future Sire Stakes Programs.

Also Standing

The Tough Racehorse...

Introducing For '83 The Superbly Bred Trotter...

TIME CLOCK

(Good Time — Nola Abbey)

\$500

THE FIREBALL

(Speedy Scot — Honor Donut)

\$500

"Breed to the Best For Less!"

DO IT ALL

(Best of All—Giddy—Most Happy Fella)

Breeding Fee: \$200 Live Foal

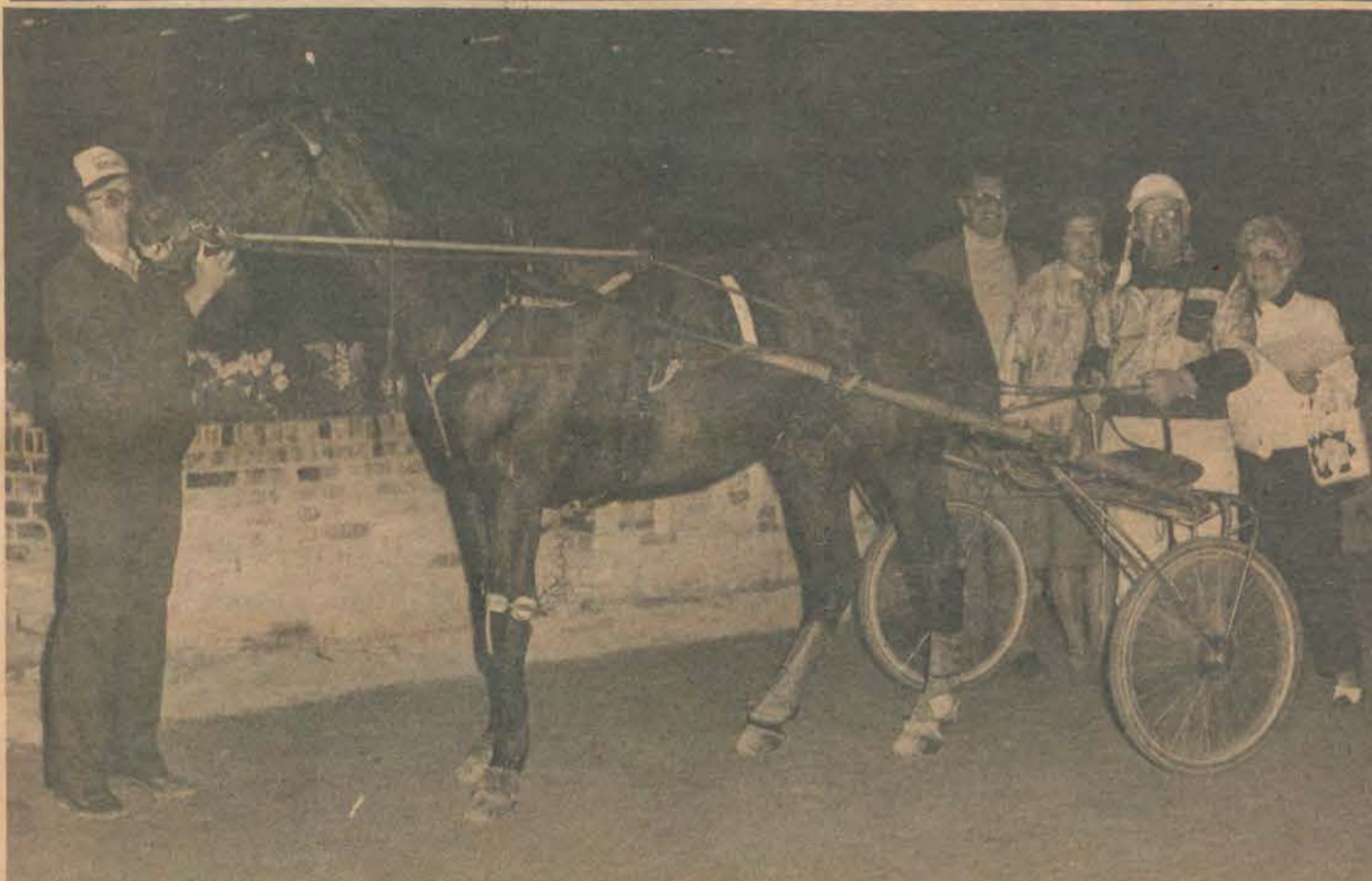
Special For '83 —

The Same Person May Breed Two Mares For The Price Of One — Book Early!

This Is Quality Stock, Take Advantage Of A Golden Opportunity

Contact: Frank Woodbury 207-829-5410

Or S.G. Taylor 207-829-3381 (After April 20th)



Nevelle Swinger wins at Pompano Park. In the winners circle (l. to r.) Bob Shumway wife, Eldona, driver Glen Taylor, wife Marion.

A Florida Vacation

By BOB SHUMWAY

When the Boston to Palm Beach air fare dropped to \$69.00 and when it dawned that Palm Beach was an easy jog from Pompano, my wife Aldona and I promptly headed off for a few days in the Florida sun.

After only a day or two, and armed with only the most casual preliminary introduction, we telephoned U.S.T.A. Director Glen Taylor, at his Pompano Beach home. As anyone who knows Glen would suspect, he couldn't have been more cordial and invited us to spend a morning touring the backstretch and training area at Pompano — mentioning only casually that he had a horse going the same evening.

We spent most of the morning with Glen and later with his very gracious wife, Marion. Riding about in Glen's golf cart, we got the Cook's Tour of the backstretch, mostly as seen by New Englanders. We met Glen's trainer, Arthur Smith, went

through Charles Day's barn and met some of his people and generally were struck by the number of Maine and New England people racing there. Looking ahead to next year, it took little to imagine my own horses racing at Pompano, for it really is a charming and beautifully maintained facility.

Before leaving Glen that morning he said that he was going that evening in the 10th race with his trotter, Nevele Swinger. He was careful to point out that Ted Taylor's Best Bet N bettered Nevele Swinger by two seconds, but since Glen had the one hole and Ted the eight, he thought he could get a "piece of the action." The look in his eye said he was looking for more than a "piece".

We spent the evening with Marion, waiting for the 10th. Leigh Fitch contributed some excitement with a second place finish behind longshot

Landed Gentry, in the third, returning a tidy \$35.40, and we cashed a ticket or two throughout the evening, but for the three of us it was strictly preliminary to the 10th. When Nevele Swinger came out both he and Glen looked confident.

As expected, Best Bet N from the eight hole came out fast, but got parked outside to the half. Glen rated Nevele beautifully, wore down Ted Taylor's horse, got to the top going to the three quarters and drew off to win going away. As frosting on the cake, Glen put a new mark on his trotter, a very handsome 2:03.4.

We all hurried to the winner's circle for a picture, then to the cashier's window for a bit of business and from there to our motel. It was a lovely day and evening spent in the company of two very charming and thoughtful people from home.

N.E.H.W.A. News

Joe Vaccaro of Stoneham, Mass., has been elected president of the New England Harness Writers' Association. Mr. Vaccaro will also serve as Secretary/Treasurer of the group, a position he has held for the past eighteen years. Vaccaro has been a N.E.H.W.A. member for twenty one years.

Re-elected first Vice President was Robert Temple of Randolph Mass. Sam Brogna of Milton, Mass. was named second Vice President. Brogna has been associated with the Boston Herald American for the past fifty years.

The elections were held at the Chapter's annual meeting in Boston on January 8th.

Harness writers in the national organization now number 435, with fifteen chapters coast to coast.

A Writer's Corner is to be established in the Harness Hall of Fame in the sport's National Museum, Goshen, N.Y. and three New Englanders have been nominated for recognition.

They are: the late Bill Stearns, colorful publicist at Rockingham in the 1940s and 50s; the late Ed Keller, prolific harness writer with bases from Maine to California; and Tom Sheehan, a charter member of the Harness Writers chapter in N.E., who, with a half century of credits in publicity and promotion, is still adding to his laurels.

CARL SCRIVENER

U.S.T.A. News

COLUMBUS, Ohio — Gerald J. Connors, Jr., an assistant in the publicity departments at Brandywine and Liberty Bell in recent years, has joined the USTA in a publicity capacity.

Connors, 26, is a native of the Philadelphia area and was graduated first in his class from Devon Preparatory School. He was awarded a full scholarship to St. Joseph's College in Philadelphia and was graduated magna cum laude in 1978.

Connors received a Master's Degree in English from the University of Connecticut in 1980 and also taught at the University.

He has written several articles for Hoof Beats magazine and has been involved in promotions and media relations at the two Delaware Valley tracks.

Connors will serve as the voice of the USTA's Harness Racing Hotline among other duties. He will replace Ed Syguda.

Walter At The Bat

By LARRY MILLER

The outlook wasn't bright For Walter Case that day, Filion was in front The advantage was Herve. At Freehold during the day The afternoon delight, Then off to Philly to race at Liberty Bell that night, Herve's advantage increased The competition became a rout —, The crown had been decided.... Mighty Casey was shut out.

Downeast Harness News By CLARK THOMPSON

While January temperatures dipped to more seasonal norms in northern Maine, Maine Harness Racing Commissioner George McHale let loose with a blast of hot air that should keep things warm on the MHRC for the remainder of the winter. McHale has publicly voiced his displeasure with the Commission's performance over the last couple of years in scheduling meetings, assigning race dates and in dealing with emerging issues affecting the health of the harness racing industry in Maine. No doubt McHale has his supporters, however, part of his frustration may be due to the fact that the MHRC is first and foremost a regulatory agency governed by the dictates of the Administrative Procedure Act. This law requires Commission decisions be made only after public hearing and comment which often means time consuming meetings. With the limited exception of the Standardbred Breeders Stakes Program, it is not the responsibility of the MHRC to lead or promote the harness industry in Maine. Leadership and promotion must come from individual tracks, fair associations, horsemen's associations, owners, breeders and fans. If these groups fail to work together and plan for the future, then the MHRC is forced to do a job that is difficult if not impossible for a part-time commission with limited staff and resources. Politics may also play a role here as some have questioned the timing of McHale's remarks to the press in light of the pending replacement or reap-

pointment of the commission chairmen.

Interesting to read a couple of notes in the fine Maritime harness publication Atlantic Post Calls. Nova Scotia residents will soon be able to wager at Sackville Downs from Truro Raceway. In addition to inter-track wagering, Sackville Downs will offer telephone account betting for its patrons in 1983. Given the great distances some fans have to travel in Maine to attend their favorite track or follow their favorite horse, TAB should be explored by Maine's extended meets. The tough Maritime campaigner Bay State Pat, who was once owned by Chris O'Donnell of Houlton, has been elected to the Canadian Horse Racing Hall of Fame. Dr. Don Ling of Charlottetown, Prince Edward

Island was instrumental in having this honor bestowed on Bay State Pat and harness racing.

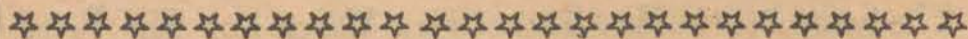
One of our own who has brought national recognition to harness racing in Maine is Tony Aliberti. We enjoyed Tony's piece on "Two-Bit Harry" in the tenth anniversary issue of Hub Rail. Hub Rail has become a bimonthly publication, and if you are not on its mailing list, you are missing some thought provoking reading. Tony scored another first for Maine as Sharon Smith, host of ESPN's "Down the Stretch," used part of Tony's videotape on "Casey" on her show. This tape had been produced for Tony's cable television show "At the Gate." We hope the harness racing industry in the state will support

Tony as he seeks funding for more shows in 1983.

January was the start of the banquet season for harness racing in Maine. At the MHHA banquet in Augusta we had an opportunity to visit with Mr. and Mrs. Fred Johnson of Presque Isle. Fred is training several horses this winter at the Northern Maine Fairgrounds including some aged stock for Dr. Alroy Chow. Fred was standing by to accept MHHA awards for outstanding two year old filly pacer (Girl Friday) and fastest pacing mile (My Bill Forwood) for owners Dr. Alroy and Eastlyn Chow. Barbara and Nate Churchill were also down from the County to accept the three year old pacing filly award won by Armbro Aster. Some of those attending the banquet from the

Bangor area were MHHA director Norman Murray and Bertha Murray, Pete Bernard, Bernard Fournier, Gary Makahusz, Shawn Crane, Eric Bickmore, Debbie Reynolds, Brenda Estabrook and Mr. and Mrs. Michael Bennett. Rounding out the awards taken home by Northern Maine owners was the fastest trotting mile won by Jo Di's Pride for Richard Campbell of Milo.

Next is the DEHHA banquet which we will report on next month. In DEHHA news, Doug Clendenning reports that over \$1,000 has been raised for the Windsor fire fund. The DEHHA would like to thank all those who contributed including the Northern Maine Fair and Blue Hill Fair Association, both of which made generous contributions.



M.S.B.O.A. Meeting and Banquet

Sat. Feb. 19, 1983

Happy Jack's Restaurant — Lewiston, Me.

Happy Hour 6:00 P.M.-7:00 P.M.

Smorgasbord Banquet (\$8.95)

Annual Meeting 4:00 P.M.

— AGENDA —

Publicity Update

Stakes Report

New England Sulky Championship Discussion

paid

"To expect the best, breed to the best"....

KEYSTONE TRYST 2:00.4 (Hickory Pride-Keystone Truly)

In 1982 Bred Demon's Angel, Belle Fire, Adio Burn, Miss Speedy Hayes. All in Foal!

Foals Eligible To: Maine Stakes and New England Sulky Championship

paid



**A Classy Trotter With Speed, Breeding, Disposition and Potency
for the Very Reasonable Fee of \$500**

Contact: Donald E. Wight, South Penobscot, Me. 04476 Tel: 207-326-8617



SKIPPER GLENN

Meadow Skipper-Mary Senator

1:55.1 2:03.3



Best Bargain for Maine Stakes

Stud Fee \$500

STANDING AT:

Whispering Pines Stable

511 Black Strap Road Falmouth, Maine 04105

For Details Call

Brooks or Nancy Smith Tel. 207-797-8786 or 797-9524



SKIPPER GLENN

Skipper Glenn was the only sire to produce 4 Maine Stakes 2-year-old starters in 1982 from his first crop of 9.

FAIR RISK outstanding 2-year-old filly in the stakes program with 4 starts, she achieved a second and 2 thirds.

FEISTY FELLA This colt had a very promising beginning, watch for him in '83.

MAINE MARINER This colt came into his own in late fall, he won his only start at Foxboro in 2:06.2F, then was turned out sound to rest for the '83 stakes.

MISS SHAR ANN Starter in 1982.

Skipper has averaged an 80% conception rate during his 4 years at Whispering Pines Stables. He is a rugged, handsome, well-mannered stallion who must be seen to be appreciated.

Remember, Meadow Skipper is a "Sire of Sires!"

This stallion has unlimited potential.

As an added attraction this year, if the same owner brings in two mares to be bred to Skip, the second mare will be charged only \$300 stud fee.

Smooth Sailing with Skipper Glenn ✓

All foals eligible to Maine & New England Sulky Championships

Out Of The Past

By BOB LOWELL

Joe O'Brien

In political circles, there is an old cliché that "so goes Maine, so goes the nation." Perhaps in harness racing, if we may be audacious, we could say that for harness drivers, Maine is the gateway to the nation.

While many of the greatest of names have graduated from the Pine Tree Circuit, few today remember that perhaps the greatest of them all raced here. Joe O'Brien told this reporter recently, "In 1937 I was just a kid when I came down from the Maritimes and raced a stable in Maine." He continued, "I had Direct L. and Aaron L. and they were brothers," I raced at Cumberland, Fryeburg, Lewiston and the overcoat meet.

When asked who he remembers racing with in those days, Joe with a quick recall mentioned Jimmy Jordan, Henry Clukey, Jim Phalen (George Phalen's dad) and Monty Gerow.

Joe was preparing to return to Maine, but stayed in Canada when World War Two erupted. In 1942, Joe set a world's record at Dufferin Park with Dudley Patch going 5/8 of a mile in 1.10 2/5. This was with an eleven year old horse who responded favorably to Joe's magic touch.

Joe said, "In 1947, I think it was the first year that Foxboro opened, I raced a seven or eight-head stable and was leading driver."

Previous to that Joe captured the British Counsel Trophy five years in a row as the leading driver in the Maritimes. But, it was at Bay State Race way in Foxboro where Joe drew national attention. At the conclusion of the meet Joe returned home to Canada, but received a letter from Sep Palin offering him a position as second trainer for Castleton Farm.

Joe remembers, "I arrived in California in the fall of 1947 and in April I won the Golden West Pace with a horse called Indian Land at a mile and quarter. It was a 17-horse field and Harry Fitzpatrick and "Doc" Parshal both had horses in there." Sep was the head trainer and did some of the driving but most of the driving duties went to Joe.

Joe with 4,000 career wins and in excess of 20 million in purses has developed and driven a multitude of top harness horses. He handled Scott Frost, the world's first two minute two-year old and he established the World's record of 1:52 with Steady Star at Lexington in 1971. Joe has recorded over 500 2:00 miles and won with Flower Child in 1:58 4/5 in Solvalla, Sweden becoming the first two-minute trotting mile in Europe.

He had the first American millionaire harness horse in Fresh Yankee who won \$1,294,252. Joe has won all the major stakes including the Hambletonian with Scott Frost in 1955 and in 1960 with Blaze Hanover. He has twice won the Roosevelt International Trot with Armbro Flight in 1966 and Fresh Yankee in 1970 and the United Nation Trot in 1970 with Fresh Yankee. He has also twice captured the International Pace with Kit Hanover in 1971 and in 1975 with Armbro Ranger.

Joe has trained a long line of top talent and the list includes names like the fabulous Shadow Wave, Diamond Hal, Safe Mission, Meadow Pace and Sunny Tar among others.

He has been highly sought after to drive time trials for other trainers and he set world's records with ABC Freight in 1:57 1/5 and Fulla Strikes 1:54 1/5.

This winter Joe is training 25 head at his Shafter, Calif. farm which includes six two-year olds. Joe says, "I've cut back as I'm semi-retired. I only purchased two horses last fall. Joe is once again assisted by the capable hands of his step son Stan Bayless. Stan is a very respected driver himself.

I asked Joe if the colts were stake colts and he replied, "I hope so." Our feeling is that Joe's colts will make their presence felt on the Grand Circuit once again in 1983.

While Joe had the distinction of working for the immortal Seper Palin, the Hoosier horseman. Perhaps, this is another classic example of the student surpassing the professor. Joe O'Brien's record is testimony enough.



Joe O'Brien and the colt, Armbro O'Brien.

Maine Man Of The Year

By ANTHONY J. ALIBERTI

Arthur McGee received the 1982 Maine Harness Horsemen's Association's Service Award. Among the hundreds in attendance, there was not a single dissenter.

There is virtually no job on or around a race track McGee hasn't tried. Arthur McGee and racing surfaces go back a long way. From 1934 to today and every year in between he has honed, and graded, leveled and watered Windsor. McGee was his own teacher. He now knows virtually every rock on every track in New England, from Hinsdale to Scarborough, Lewiston, Windsor, Presque Isle and tens of stops in between. The ingredients for a good track are simple enough says McGee "water, harrow, and material is about all I need." But time, understanding, hard work and experience separate Arthur McGee from the rest. McGee's miracles are legion.

Arthur McGee built the Clearview track for Norman Woolworth, but the pair of tracks which have the greatest historical significance no longer exist. Gorham, his favorite, peaked and was abandoned during its prime, and the Old Orchard's Kite Track was lost when Arthur McGee was General Manager.

He remembers in 1948 the Old Orchard surface was so hard "you could cut bricks out of it." He went to work and dug up 5,000 lumps the size of an office desk. He remembers Fred Egan mumbling "You won't race here for a week." That night Rudigar won in 2:00.

But Arthur McGee is much more than a man who drives a tractor. He has been a part of racing for more than half a century. Indeed, McGee, is a living link to racing's past.

Though officially he was a broker of cows, McGee also chased after horses. He bought them to race. In 1933 he owned Klator Direct. The horse won first money 7 or 8 times that year and was among the most valuable in the region.

McGee's stable peaked when he established a partnership with Fred Snow. The Snow-McGee stable carried a national reputation in the years following the second world war. McGee bought seventeen horses one year at Harrisburg and Snow bought half of each of them. Television and Wazoff were perhaps the best remembered.

But Arthur McGee was to spend his next years owning race tracks instead of horses.

After the war he and Snow were making a regular respectable profit from the Old Orchard track. But headlines in the Portland papers



Arthur McGee

announced a proposed \$1,000,000 plant to be built at Old Orchard. It was front page news, and McGee "fought it pretty hard."

Eventually Snow himself headed a group to get the new track built, and McGee was drawn deeper. The group went under the name of Maine Raceways. They constructed a massive plant and spared no expense. In the first 10 days they lost \$16,000 a day. The track hemorrhaged red ink.

It wasn't long before the bankruptcy court handled the remains. Old Orchard was a thing of the past, and Gorham Raceways was in receivership, each the direct result of the construction of Scarborough Downs.

Then in 1958-59 while he was presiding judge at Hinsdale, McGee was approached by some men to lease Lewiston Raceway. Lewiston Raceway could be bought cheap they told him. Arthur McGee was General Manager of Lewiston Raceway for fifteen years. But perhaps his greatest longterm contribution was his reconstruction of that track.

McGee devised a system unique to that track. He dug up the turns and implanted styrofoam two and a half feet deep, to minimize the effects of Maine's severe frost in the ground. Now years later the track remains an all weather winter racing surface.

Arthur McGee has since become a presiding judge, race secretary, starter at tracks around New England. He has worked Midwest harness and this past winter worked at Fairmount Park in Illinois.

When racing moved to Northern Maine Fair in Presque Isle, Arthur McGee changed hats and assumed the role of State Steward.

"Racing's got to be a pretty big sport," he states, "ayah."

And for 1982 Arthur McGee rightfully was recognized as one of Maine's greatest contributors to racing.

Statistical Report

Harness Horse Tops List

A harness horse has topped all North American race horses in earnings for the second time in three years. And in final standings of harness racing and thoroughbred earners of 1982, harness racing enjoyed an even split in both the top 10 and top 20.

Fortune Teller, the 2-year-old champion colt pacer of 1982 and a \$19,000 yearling purchase for New Yorkers Max Buran and Stanley Becker in the fall of 1981, led all North American race horses in earnings — as did the pacer Niatross

in 1980 — with \$1,313,175 in nine starts, the largest amount ever won by a 2-year-old of any breed. The colt, trained and driven by Eldon Harner, won five races, including the richest race in America, the \$1.9 million Woodrow Wilson at The Meadowlands, and finished out of the money only once.

Here are the top 20 standardbred and thoroughbred money-earners of 1982, which gait and earnings indicated and the harness horses capitalized and underlined.

Horse	Gait	Money Won
1. FORTUNE TELLER	PACER	\$1,313,175
2. Perreault	Runner	1,197,400
3. Lemhi Gold	Runner	1,066,375
4. CAM FELLA	PACER	879,723
5. Roving Boy	Runner	800,425
6. It's the One	Runner	723,494
7. SPEED BOWL	TROTTER	672,085
8. Mehmet	Runner	651,590
9. JAZZ COSMOS	TROTTER	608,248
10. McKINZIE ALMAHURST	PACER	569,452
11. Gato del Sol	Runner	588,779
12. John Henry	Runner	586,387
13. Majesty's Prince	Runner	572,545
14. BIG BAND SOUND	PACER	570,873
15. GENGHIS KHAN	PACER	551,050
16. HILARION	PACER	533,990
17. Track Robbery	Runner	531,732
18. NO NUKES	PACER	527,320
19. TICKET TO RIDE	PACER	524,962
20. Blush With Pride	Runner	516,657

The Stallion — **BEST OF ALL** p. 1:56.2
 With 26 Miles In 2:00 Or Faster
 And Lifetime Earnings Of \$548,899
 Is Also The Sire Of 100 In 2:00

The Mare — **MARY FRANCES** p. 2:07.2
 Dam Of 15 Foals:
 2 In 2:00 9 in 2:05 4 in 2:10
 Grandam of: 5 in 2:00 15 in 2:05

The Son **LORD VICAR**



Standing At The
FREEMAN PARKER STABLE
 Tel. 207-625-3353

Mares Pasture Bred For
\$400 Live Foal

"Problem Mares Our Specialty"

Two and Four Horse

TRAILERS FOR SALE

We Finance

Also

Jog Carts, Modified Bikes (Used & New)

Complete Line Harness Horse Gear

G-Race Horse Supply

84 Main St., Pittsfield, Me. 04967

Tel. 207-487-2243

Best Breeding Value!

BEST JEFFREY

p. 2, 2:00.3f 3, 1:59.1f 4, 1:57.4 \$190,000.

By Early Speed Sire Best Of All

Sired Over 90 2:00 Performers — Leading % Sire In New Jersey

Producing Dam

Shadydale Frisky by Airliner

Of Nine Live Foals 1 In 2:00 — 4 In 2:05



Farm manager, Frank Withee and Best Jeffrey.

Standing at Stud at

**Lavish Acres
Greene, Maine**

Introductory Stud Fee: \$500. (Live Foal)

Board Rate: \$5/Day — Quality Care

VISITORS WELCOME!

Directions: Rt. 202 North — 7 Miles From Lewiston Raceway Gate.

Watch For Farm Sign On Left

Contact: Frank Withee, Farm Manager Tel. 207-946-5388
Or Basil Kellis, Owner Tel. 207-646-5623

HARNESS TRACKS OF AMERICA, INC.



Harness Tracks of America favors a policy of no-medication in racing, and has been on record as favoring such a policy since the National Association of State Racing Commissioners no-medication guidelines were first drafted, and before any proposed federal legislation to control medication was introduced in Washington. HTA's board of directors has unanimously endorsed such a policy at three successive annual meetings, so it is nothing new. It is based on a belief that no-medication is the right and proper course of action for racing.

HTA also opposes the introduction of a federal presence in racing, however, and in its concern was interested in how much the proposed federal control bill — known as S. 1043 in the Senate and H.R. 2331 in the House — might cost if implemented. The bills provide for an appropriation of up to \$5 million for the first two fiscal years for development of a federal enforcement program, with a provision "for each fiscal year thereafter the Administrator may, in order to meet the costs necessary to carry out this Act, assess a daily fee for each racing day upon the operation of every horseracing facility subject to the provisions of this Act."

What kind of money might be involved, HTA wondered? This week we got our answer, from Senator Charles McC. Mathias Jr. of Maryland, chairman of the Subcommittee on Criminal Law which is considering S. 1043. In a letter to HTA president Bill Hopkins and board vice chairman Earle Palmer

Brown, Sen. Mathias, who understands racing and its problems, wrote:

"In a recent letter to the Chairman of the Judiciary Committee (Sen. Strom Thurmond of South Carolina) the Department of Justice forwarded the Drug Enforcement Administration's estimate of the cost of implementing S. 1043, the Corrupt Horseracing Practices Act. Their estimate stands at approximately \$61 million, \$24 million in one-time expenditures, and \$37 million in recurring annual costs."

This seems a high price to pay for keeping bleeders racing on Lasix, and an even higher one for keeping non-bleeders racing on Lasix and sore horses racing on Bute. It is a price that will be passed on from the government to tracks to horsemen, and it is a price that racing, given its precarious economic condition today, almost certainly cannot bear.

Those who have not recently read S. 1043 or H.R. 2331, including racing commissioners whose states have not adopted the NASRC no-medication guidelines they unanimously approved three years ago, should read them and consider the consequences. If the state racing commissions act positively on this matter there will be no basis for passage of the federal bill. If they do not, there may be no state racing commissions and their staffs, for federal infrastructure and bureaucracy almost certainly will infiltrate the administration of racing. Everyone in the sport should urge their commissions and states to implement the NASRC no-medication guidelines.

**HOW COULD MEDICATION CONTROL COST \$61 MILLION?
HERE'S THE BREAKDOWN**

There were questions following Track Topics' disclosure (week of Dec. 27) that the proposed federal medication control bill (S. 1043 and H.R. 2331) would cost \$61 million to implement, \$24 million in nonrecurring costs and \$37 million a year in recurring costs.

Here is the breakdown, as estimated by the Drug Enforcement Administration:

Recurring Costs	
Salaries and Benefits	\$16,353,000
Operating Expenses	8,738,000
Other — Veterinary Cots, Sample Handling, Witness expenses, etc.	12,000,000
Total Recurring Costs	\$37,091,000
Nonrecurring Costs	
Laboratory Space	16,000,000
Special Equipment	5,000,000
Vehicles	2,500,000
Total Nonrecurring Costs	\$23,500,000
Total Estimated Costs	\$60,591,000

FOALS OF THE MONTH

SIRE	DAM	SEX	OWNER
JANUARY			
Scotch Banker	Andrea's Dream	Colt	Dumb Fox Stable
Skipper Knox	Saratoga Jane	Colt	Ernie Miles
Scotch Banker	Fashion's P.D.	Colt	John Loiko
Skipper Knox	Chinbro Marge	Filly	Chinbro Farm
Skipper Knox	Chinbro Flo	Filly	Chinbro Farm
Skipper Knox	Debbyette Moraka	Colt	Chinbro Farm
Skipper Knox	Lorieland	Filly	Chinbro Farm
Skipper Knox	Steady Belle	Filly	Chinbro Farm
Lord Vicar	Randy's Hiki	Filly	Freeman Parker
Stephen O.	Keep Movin	Colt	Freeman Parker

*******NORTON FARM*******

Presents

MR. SUFFOLK P. 1:59.4

(Romeo Hanover-Paper Doll C.)

Fee: \$750 Colt \$500 Filly

A Sire Of Early Speed

Romie's Goldie — 2:00.1
Lite Me's Boy — 2:02.3
Romie's Sota — 2:04.3

Valerie's Beano — 2:06
Bert's E.J. — 2:07
Pine River Rose — 2:07



Mr. Suffolk, a Multiple New York Sire Stakes Winner of \$61,295 at Two, Loring Norton Driver-Trainer 1974.

Also Standing The Trotter **WATCHFUL**
(Kimberly Kid-Aileen)

Fee: \$750 Colt \$500 Filly

Sired Foals with Nearly A Million Dollars in Earnings!

Hurricane Star — 1:58.
Hurricane Todd — 1:58
Hurricane Nippy — 2:02

Star of Lov — 2:04.4
Frank Overlook — 2:05
Hurricane Joanne — 2:05

Plus Two Exceptionally Well Bred Young Stallions Will Service Mares in 1983

DERECHITO p. 1:59.4h \$147,937
(Sampson Direct-Novia)

Free-legged

Fee: \$750 Colt \$500 Filly

And

LARSEN LOBELL
(Albatross-Lil' Miss Thompson)

Full Brother To Jambooger 1:57.3 \$361,647

Fee: \$1,000

Contact: Loring Norton, 613 Blackstrap Rd.
Falmouth, ME. 04105
Tel. 207-797-4418

The Maine Circuit How To Handicap

By LEE ALLEN

There are various methods of handicapping races. But only one result is satisfactory. Picking winners. Most handicappers use final time as the basis for their methods of picking winners. After all, you wouldn't pick a horse that won his last three starts in 2:12 on fast tracks to beat a horse with winning times under 2:05.

Condition, speed, heart and pace are the important factors in the Al-Var method. Class is the end result of the four previously mentioned factors.

Condition is first because a horse that's not in condition is not worth a bet. Speed is second because a horse without speed is not worth a bet. Heart is an intangible that separates fast horses from great horses. Pace is the ability to cope with fast fractional times without fading in the stretch. Only class animals have this ability.

How do you know if horses have all four key ingredients? And to what degree do they possess these ingredients? Al-Var speed and pace ratings provide the answers to condition, speed and pace.

The key factor in compiling Al-Var ratings is variant. This little known friction factor is the most powerful tool in handicapping, yet most amateur handicappers don't use it because they do not know how to figure it.

Everyone knows that horses run slower on muddy tracks than they do on fast tracks. But the key is to know how fast or how slow a track was for a given race. Muddy tells us only that the track was muddy. The variant could be 71 or it could be 40. There are five and one-fifth seconds difference between 71 and 40. By using Al-Var speed ratings, with variant, we know exactly how well a horse performs on any kind of track in any kind of weather.

Variant is the amount of friction working against a horse. The more friction a horse has to overcome, the slower his times. For instance, the highest variant in Maine last year was 71 at Cumberland, Sept. 27. The lowest variant was 8 at Union, July 23; at Topsham, Aug. 12; at Windsor, Sept. 6, and at Cumberland, Oct. 4.

Without variants and speed ratings, it is nearly impossible to accurately chart the condition cycles of a horse. The Lewiston program for Oct. 6, 1982, shows Hunter Hill Jerry with a time of 2:20.2 for a race Sept. 27, at Cumberland; a time of 2:07.4 for a race at Scarborough on Sept. 19, at a time of 2:14.1 Aug. 25, at Scarborough. How do you judge such up and down performances? You don't from the information in the program.

Al-Var speed ratings show Hunter Hill Jerry performed at a 77 level Aug. 25; at an 80 level Sept. 19, and at an 81 level Sept. 27.

The variant Aug. 25 was 40. It was 11 on Sept. 19, and 71 on Sept. 27.

The Al-Var speed chart for Scarborough shows that 2:01.3 is par for that track, thus, 2:01.3 equals 100. Subtract one point for each fifth of a second over 2:01.3 and add one

point for each fifth of a second under 2:01.3.

For instance, Hunter Hill Jerry paced in 2:07.4 on Sept. 19. That is 5.1 seconds or 31 fifths over par, so subtract 31 from 100 to get a basic speed rating of 69. The variant that day was 11. Add 11 to 69 and you have 80. That was Hunter Hill Jerry's Al-Var speed rating for that race.

Par at Cumberland is 2:02.2. Hunter Hill Jerry paced in 2:20.2 on Sept. 27. That is 18 seconds or 90 fifths over par, so subtract 90 from 100 to get a basic speed rating of 10. The variant was 71, so add 10 to 71 to get Hunter Hill Jerry's Al-Var speed rating of 81.

Al-Var speed ratings show a horse's true speed under all conditions. They also show a horse's current condition and whether or not he is consistent, improving or going down hill. Each horse has a peak which shows up in his ratings. The Andover Story has a peak of 123. If his recent speed ratings are 114, 116, 117 that shows he is improving but has not yet reached his peak. If his recent races are 118, 117, 114 he is on a down cycle. Most horses bottom out then start back up the condition ladder again.

Now that we can measure the degree of speed a horse has and his current condition, we need to know his pace capabilities. Al-Var pace ratings, which take into consideration the half-mile speed as well as the final time and the variant, actually give us the class of the horse.

For instance, some horses can produce speed ratings of 90 when they are racing against horses whose best pace ratings are 185. Put these same horses up against animals with pace ratings of 190 and their speed ratings will fall into the 80's. That is because these horses cannot cope with the faster fractional times that occur in climbing the class ladder.

Ever wonder why a horse that wins in 2:05 is now even in the picture at 2:06 when he goes up in class. It's because his pace rating is not high enough to compete against higher class horses.

The closest anyone can get to a sure thing is when a horse has the highest speed rating, the highest pace rating, a good post position and a good driver. And often, such a horse is not even the favorite because he has been racing when variants were high. His times on the program are slower than some of the other horses in the race.

Condition, speed and class have been covered. Heart in a horse is like desire in a person. Some athletes cannot stand to lose. Some horses are the same. Mike's Spirit is an example. He competes against horses with more raw speed and talent but he wins his share of races on heart. It won't show up on the program but most veteran racing fans know which horses have it.

If Horse A and Horse B each have 85 speed ratings and Horse A consistently beats Horse B, you know which horse has heart.

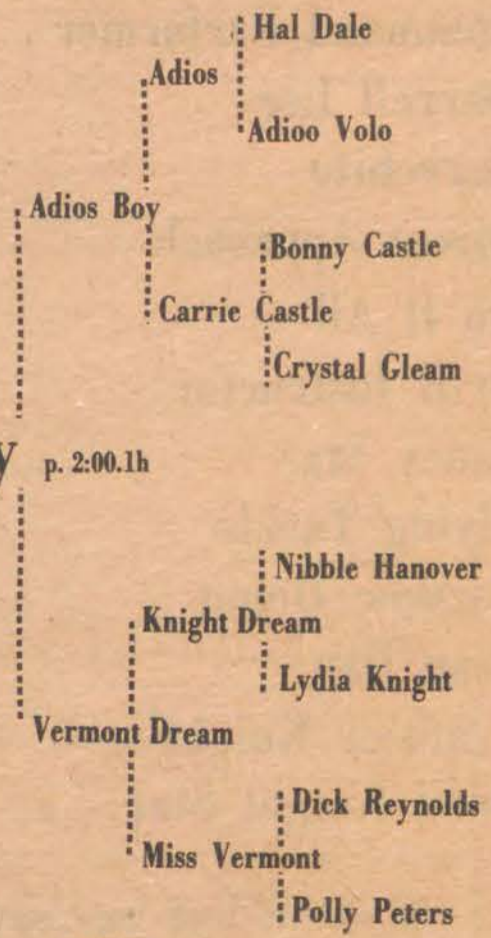
TRAVELIN BOY p. 2:00.1h \$238,442

The Tough Racehorse

paid



Standing His Third Year At Stud,
His Yearlings Look Terrific!



Travelin Boy p. 2:00.1h

Fee: \$500

Whispering Pines Stable

511 Blackstrap Road Falmouth, Me. 04105 207-797-9524

BOOKS WANTED

Vol. 21 & 22 — Wallace Register

Let's Make A Deal! Do have an extra Vol. 1 of the Yearbook to swap, if interested. Please call: Editor — 207-282-9295

paid

Stallions Registered As Of January 24 For THE NEW ENGLAND SULKY CHAMPIONSHIPS

Don't Miss The Boat! Register Your Stallions And Mares Now!

American Shadow	Guv	Pat's On Time
Ammo Hanover	Happy Jaunt	Peanut Gallery
Andrew Hanover	Happy Jeffrey	Persuadable
Armbro Astro	Heggie's Rhett	Polished Armor
Best Jeffrey	Hockomock Boy	Pomp
Bettor's Choice	Ideal One	Queen's Night
Big Hugh	Jerry M. Butler	Rich Chief
Big League Star	Job	Roman Key
Big Power	Jovial Fella	Romano Hanover
Blitzen	Keystone Tryst	Royal Prince
Bold Kid	Kilalie Star	Scotty Graduate
Bret's Champ	Kiley Moraka	Skipper Glenn
Cash Battle	Larsen Lobell	Skipper Knox
Cavalcade	Lasting Pleasure	Special Butler
Cindy's Band	Laverto Hanover	Steady Bullet
Coral Ridge	Magic Mirror Man	Stephen O.
Cory	Maxie Hanover	Surfer Scott
Command Performer	Mandate	Taconic Lobell
Darrell Lee	Mastermind	Tar Hanover
Derechito	Miles End Steve	Teddy Lobell
Direct Approach	Monocle	Time Clock
Do It All	Mountain Skipper	The Fireball
Drill Instructor	Mr. Suffolk	T.N.T.'s Bambino
Fancy Star	Muggo's Fella	Travelin' Boy
Flying Tackle	My Lord Roger	Trusty Dream
Fortune Donut	Nehru	Uh-Oh
Fran Can	Nevele Leader	Wades County
Frontier Knight	Nevele Pilot	Watchful
Good Knight Star	Orestes	White Richelieu
	Overland Hanover	

Be sure to book your mare to a stallion that is registered for the New England Sulky Championships. Not only do the breeders that stand these stallions deserve your support, but the only way a horse can represent his state and compete in the New England Sulky Championships is by being sired by a registered stallion.

Every Stallion And Mare In New England Should Be Registered



NEW ENGLAND SULKY CHAMPIONSHIPS

paid

Important Notice

The response to the New England Sulky Championships by New England Breeders has been overwhelming. However, we want to be sure that everyone knows about it and has the opportunity to participate. It would be a shame if one of the top colts couldn't represent his state and race in the championships because a stallion or mare wasn't registered. To avoid this possibility we are extending the Stallion registration to March 15, 1983 and the Mare registration to June 15, 1983. Let's work together to make this Stakes program successful, realizing that ultimately it will enrich and promote racing in New England in the future.

Be certain when booking your mare that the stallion is eligible for the New England Sulky Championships.

New England Sulky Championships Stallion Registration Form (1983 Breeding Season)

Due Mar. 15, 1983 Fee — \$50 Per Horse

Make checks payable to N.E.S.B.O.A. Mail to 27 Gina Drive, Rochester, N.H. 03867.

Stallion Name	Sire And Dam	Farm Where Standing
1. _____	_____	_____
2. _____	_____	_____
3. _____	_____	_____
4. _____	_____	_____
5. _____	_____	_____
6. _____	_____	_____
7. _____	_____	_____
8. _____	_____	_____
9. _____	_____	_____
10. _____	_____	_____

Signature And Address Of Owner Or Lessee _____

New England Sulky Championships Mare Registration Form (1983 Breeding Season)

Due June 15, 1983 Fee — \$15 Per Mare

Make checks payable to N.E.S.B.O.A. Mail to 27 Gina Drive, Rochester, N.H. 03867.

Mare Name	Sire And Dam	State Being Bred In
1. _____	_____	_____
2. _____	_____	_____
3. _____	_____	_____
4. _____	_____	_____
5. _____	_____	_____
6. _____	_____	_____
7. _____	_____	_____
8. _____	_____	_____
9. _____	_____	_____
10. _____	_____	_____

Signature And Address Of Owner Or Lessee _____

Notice! Any mares purchased after Jan. 15 may also be registered for the New England sulky championship, provided that proof of purchase date accompanies payment.

Future forms and payment notices will appear in this paper at least one month prior to being due. Be aware, the burden of remembering to make payments for this program is yours. No late payments will be accepted. If you have any questions that remain unanswered, feel free to call Rick Miller at 603-332-8976, but please call during office hours of 8:00 a.m. to 5:00 p.m. only. NEW ENGLAND SULKY CHAMPIONSHIPS 27 Gina Drive Rochester, N.H. 03867

Dr. Albert Grass, President
Dana Childs, Vice President

Rick Miller, Executive Secretary

Eugene Jonas, Treasurer
Robert Ferland, Secretary

In 1983

failte

CEAD MILE FAILTE FARM

Will Introduce the Invitational Pacer

BRET HART p. 2:00.2m \$260,392.

(Bret Hanover-Cindy Knight)

Introductory Fee: \$500

In eight years of racing, this top-gaited stallion went to post 233 times, finishing in the money in 169 races.

This tough, clean legged racehorse spent 95% of his career on the competitive half-miles at Yonkers and Roosevelt.



All Hart — Bret Hart wins his division of the 1974 Yonkers-Roosevelt Hopeful Sires for driver Warren Harp.

Contact: Marilyn & Paul Branagan

RFD No. 2 Box 850
Greene, Me. 04236

Tel. 207-946-5628

ROMALONG P. TT. 1:58.1 (\$110,000)

(Good Time-Gilda Guy-Guy Abby)

The leading Son of Good Time standing in N.E. As a two-year-old, a Grand Circuit winner of over \$20,000.00. Won over Columbia George, Most Happy Fella, Keystone Ore, Steady Star.

Won Count B. Stakes setting a new record.

Romalong has sent seven crops to the races including the following:

- 1) Gi Gi Lemy p. 2:00.2
- 2) Ghost Ranger p. 2:01m. — State Sire Champion
- 3) Spartacus Ranger p. 2:01 Kentucky Fair Circuit Champion for 1980.
- 4) Range Buck p. 2:01.1m
- 5) Lavish Ranger p. 2, 2:07 State Fair Track Champion

Romalong's trademark is proven consistency, every two out of three of his foals have race marks.

Remember!!! Go with a proven sire!!! Fee \$1,000.

HIGH HOPE RICK p. 1:57.3h

\$101,757

(Overtrick-Elite Lady-Sampson Hanover)

The fastest record stallion on a half mile track standing for the Mass. Sire Stakes.

This is a fast race horse that has competed against the toughest in the N.Y. and N.J. tracks.

This is a terrific value at the low introductory fee of: \$750.00

Introducing For '83 The Trotter

SONGSATION 2, 2:08.3h 3, 2:01.2m

Approximately \$100,000 in Money Earnings

(Songcan-Mystic Blue Chip)

A Tough Trotter, Trained and Raced by Clint Galbraith.
Winner of One Leg of New York Sire Stakes No. 20

Fee: \$1,000

Hyridge Farm has foaling pens, a veterinarian on call 24 hours a day, and closed circuit TV, to watch the foaling. We can foal out your mare and breed it back on the first foaling period without having either the mare or the foal travel at such a young age. Call for prices.

All Foals Eligible To Mass. Stakes and *New England Sulky Championship

*(Pending Mare Registration)

HYRIDGE FARM

G. R. Corbosiero, Pres., 705 Alger St., Winchendon, Mass.
617-297-1050 — 617-297-1067 — 617-297-2424

1983 MASSACHUSETTS STALLION ROSTER

paid

STALLION:	TIME:	SIRE & DAM:	FEE:	STALLION:	TIME:	SIRE & DAM:	FEE:
AMERICAN SHADOW	p.2:02.2f	Shadow Wave—Armbo Dazzle	\$5,000	MAGIC MIRROR MAN	p.2:03	Kent Hanover—Miss Ches Sue	\$300
Contact: Barrie or Roger Farrar	617-695-6931			Contact: Joseph or John DiStefano	413-774-2538		
ARAMAC DENE	p.2:05.1	Meadow Gene—Tillies Trudy	\$100	MAXIE HANOVER	p.2:01	Tar Heel—Mitzy Hanover	\$500
Contact: Mark Campion	617-544-2671			Contact: Alfred Pineault	617-297-1159		
ARMBRO ASTRO		Super Bowl—Gina Almahurst	\$750	MIGHTY BATTLE	p.2:02h	Adios Boy—Malaya	\$300
Contact: Paul Ducharme	617-943-6979			Contact: Berube Farm	617-453-4097		
ARMBRO LIGHTNING	p.2:02.h	Bye Bye Byrd—Real Wave	\$1,500	MILES END STEVE	p.1:56.2	Most Happy Fella—Nibs Sister	\$1,500
Contact: Walnut Hill Stables	617-885-2306			Contact: Sawmill Stud	617-867-9337		
BEAU CHANCE	p.1:58.4	Harold J—Irish Gem	\$500	MOST HAPPY HARVEY	p.2:03.2	Most Happy Fella—Rosemary Dee	\$500
Contact: Roger Stone	413-586-5845			Contact: Elwood Shepard, Jr.	617-339-2458		
BIG POWER	p.3, 2:01.3h	Gene Abbe—Tiny Wave	\$1,000	MOUNTAIN SKIPPER	p.1:56.1	Dale Frost—Sadie Tass	\$1,500
Contact: Sharlu Farms	617-889-1100			Contact: Sawmill Stud Farm	617-867-9337		
BONNIE TIME BOY	p.2:01.1h	Right Time—Bonnie Time	\$500	MOZART HANOVER	p.1:59.3	Best Of All—Mountain Laurel	\$750
Contact: Wilfred Greenwood	617-692-4344			Contact: Kevin O'Reilly	617-462-8540		
BRET'S CHAMP	p.1:55.4	Bret Hanover—Victory Light	\$1,500	MR. REBEL	p.1:59.3	Meadow Chuck—Margie Dell	\$250
Contact: Sawmill Stud Farm	617-867-9337			Contact: McAssy's Farm	617-543-9850		
CADWALLENDER	t.2:06	Matastar—Emelita	\$300	MUGGO'S FELLA	p.2:02.2	Most Happy Fella—Stero Scott	Private Contract
Contact: John or Joseph DiStefano	413-774-2538			Contact: Crane Hill Farm	413-596-6785		
CAVALCADE	p.1:57.3	Meadow Skipper—Golden Miss	\$1,000	MY LORD ROGER	p.1:59.4	Lord Roger—My Gina Lind	\$500
Contact: Paul Ducharme	617-943-2706			Contact: Steven O'Toole	617-528-8095		
CINDY'S BAND	p.1:57.4	Race Time—Brass Band	\$1,000	NEHRU	p.2:00.3f	Atomic Pick—Miss Adios Holmes	\$300
Contact: Sawmill Stud Farm	617-867-9337			Contact: Robert Campbell	413-659-3546		
CLEVER TRUAX	p.1:59.1	Honor Truax—Aradella McKlyo	\$100	NEVELE LEADER	p.1:56.2f	Henry T. Adios—Hobby Horse Tar	\$1,500
Contact: John or Paul Silva	617-459-8615			Contact: Sharlu Farms	617-889-1100		
COMMAND PERFORMER	p.1:59.2	Romeo Hanover—Laurette	\$500	OUTER SEA	p.2:01h	Nero—Rilmas Dream	\$1,000
Contact: Brush Hill Stable	617-333-0323			Contact: Kevin O'Reilly	617-462-8540		
CORY	p.1:56.3m	Bret Hanover—Scoot Time	\$1,500	OVERLAND HANOVER	t.2:01.1	Ayres—Our Speed	\$500
Contact: McGee Farm	617-485-1570			Contact: L & S Standard Farm	617-632-7537		
CURRITUCK VERNON	p.1:57.3	Isle of Wight—Sarah Trick	\$1,000	POLISHED ARMOR	p.1:59	Race Time—Knight Vision	\$500
Contact: Bruce Weinstein	617-449-3445			Contact: Brush Hill Stable	617-333-0323		
DAVID'S BOYCHIK	p.1:59.4	Albatross—Susie Q Thad	\$750	POP STAR	p.2:00.4	Mountain Skipper—Amy Star	\$2,500
Contact: Richard Needle	617-784-8505			Contact: Francis Ingellis	413-268-3358		
DEL ALMAHURST	p.2:03f	Shadow Wave—Dels Way	\$500	QUEEN'S KNIGHT	p.1:59.3m	Knight Dream—Joanna Orr	\$750
Contact: Paul Vacca	617-339-5887			Contact: McGee Farm	617-485-1570		
DERRINGER HANOVER	p.5, 2:00.4	Bullet Hanover—Dominique	\$500	RAGGED PRIZE	p.1:58.2	Prince Butler—Bewitching Time	Private Contract
Contact: K.C. Farm	617-333-0467			Contact: Sharlu Farms	617-889-1100		
DIRECT APPROACH	p.2:01.4h	Sampson Direct—Flormaid	\$1,000	ROBBY HANOVER	p.2:02	Albatross—Rosie Hanover	Private Contract
Contact: John Bryant	617-562-6258			Contact: Sharlu Farms	617-889-1100		
DRILL INSTRUCTOR	t.2:00.1f	Nevele Pride—The Pro	\$1,500	ROCKVILLE WILLIAM		Steady Airliner—Rockville Wilma	\$150
Contact: Sharlu Farms	617-889-1100			Contact: Harold McNiff	617-433-5755		
FANCY STAR	p.1:57.4f	Best of All—Shadydale Star	\$1,000	ROMALONG	p.1:58.2m	4Good Time—Rilda Guy	\$1,000
Contact: Sawmill River Farm	617-867-9337			Contact: Dr. Guy R. Corbosiero	617-297-1050		
FORTUNE DONUT	p.2:03.1f	Race Time—Fortunate Lobell	\$600	ROMAN KEY		Speedy Count—Aydelotte	\$750
Contact: Bruce or Stephen Cochran	617-297-0613			Contact: McGee Farm	617-485-1570		
FREEDOM BRET	p.1:57.4	Bret Hanover—Tarpport	\$1,500	SAND MONARCH	p.2:03h	Grand Monarch—Sandy Wave	\$500
Contact: Three Chimney's Farm	617-528-1736			Contact: Donald Brown	617-885-5707		
FRONTIER KNIGHT	p.2:00.4	Queen's Knight—Farvella Norris	\$500	SILVER BULLET	p.2:03.4h	Bullet Hanover—Diamond Mine	\$500
Contact: McGee Farm	617-485-1570			Contact: Stephen Hamilton	617-761-5088		
GOOD KNIGHT STAR	p.1:58.4	Good Time Knight—Star Pom	\$500	SLEEPY SAM		Bye Bye Sam—Steady Maggie	\$250
Contact: Marsh Hill Farm	617-452-8647			Contact: Roger Germinario	617-378-2007		
GUV	t.2:05.2f	Regal Pick—Crash Diet	\$500	SONGSATION	t.2:01.2	Songcan—Mystic Blue Chip	\$1,000
Contact: Sharp Lee Farm	617-827-5156			Contact: Dr. Guy R. Corbosiero	617-297-1050		
HAPPY JEFFREY	p.1:56.1	Most Happy Fella—Gena	\$1,250	SPEED AYRE	t.2:06	Ayres—Speedy Countess	\$200
Contact: Sharlu Farms	617-889-1100			Contact: Gary Campion	617-544-2671		
HEGGIES RHETT	p.2:01.3	Bret Hanover—Gena	\$750	STAR PASSER	p.2:01f	Steady Star—Mona Air	\$300
Contact: Andrew Card	617-663-3079			Contact: Roland or Raymond Gauthier	617-433-9800		
HIGH HOPE RICK	p.1:57.3h	Overtrick—Elite Lady	\$750	STARPOINT DREAM	t.2:08.1	Eric B—Starpoint Kate	\$1,000
Contact: Dr. Guy R. Corbosiero	617-297-1050			Contact: Joseph Wanczyk	413-584-1814		
HIGHLAND PIPER	p.1:59.1	Gamecock—Greentree Girl	\$300	STEADY BULLET	p.2:02.1	Steady Beau—Little Orly	\$1,000
Contact: Wheeler Farm	617-485-0202			Contact: Bay State Stud Farm	617-469-0223		
J.P. BUTLER	p.2:09.2h	Adios Butler—Amylou Hanover	\$400	STONEWAY	p.2:03.1	Jerry Way—Eastern Stone	\$100
Contact: Clarfella Farm	617-767-3599			Contact: Mike Corbin	617-742-2720		
JOVIAL FELLA	p.1:57.2	Most Happy Fella—Lady Lunken	\$600	SUPREME	p.2:02.2	Bret Hanover—Worthy Eleda	\$500
Contact: Dr. A.D. Savran	617-369-5050			Contact: Richard Bushnoe	617-772-3115		
J.S. SKIPPER	p.1:58.2h	Tempered Yankee—Very Interested	\$500	SURFER SCOTT	p.1:59.2	Bret's Star—Surfer Girl	\$1,000
Contact: David Marshall	617-361-4900			Contact: Paul Richard	617-537-5485		
KAR HANOVER	p.1:59.4	Tar Heel—Kitten Hanover	\$300	SWIFT ANDY	p.2:00.1h	Bye Bye Andy—Swift Wick	\$1,500
Contact: Marcel Boisse	617-534-3686			Contact: Walnut Hill Stables	617-885-2306		
KEYSTONE ARDMORE	p.2:02	Bye Bye Byrd—Keystone Ariel	Free	TEDDY LOBELL	p.1:58.1	Noble Victory—Tite Freight	Private
Contact: Thelma J. Poitras	413-467-7433			Contact: Crane Hill Farm	413-596-6785		
KILALIE STAR	p.2:05.4f	Burns Hanover—Kilalie	\$300	TNT'S BAMBINO	t.2:01.2	Yankee Bambino—My Tutu	\$1,000
Contact: Anne C. Simone	413-665-4664			Contact: Sawmill Stud Farm	617-867-9337		
KILEY MORAKA	p.2:01.1f	Queen's Knight—Debby Moraka	\$750	UH-OH	t.2:05.2	Speedy Crown—Darlene Hanover	Free
Contact: Stephen O'Toole	617-365-2202			Contact: J. Richard Colby	617-465-7843		
LASTING PLEASURE	p.2:03h	The Intruder—Great Pleasure	\$750	WADES COUNTY	p.2:00	Wade Hanover—Simple Sis	\$500
Contact: Alice & Joseph Garrity	617-664-5789			Contact: Roland Shepard	617-865-2559		
LORD ALEX	p.2:04	Gamecock—Mary Francis	\$1,000	WHITE RICHELIEU	p.1:57.2f	Timely Knight—Keystone Promise	\$500
Contact: Michael Mullane	617-668-3804			Contact: John H. Bryant	617-562-6258		
LORD TAR HEEL	p.1:59.1m	Tar Heel—Mary Francis	\$1,000	WILROSE LOBELL	p.2:01.4	Airliner—WhirliDean	\$500
Contact: Michael Mullane	617-668-3804			Contact: William Smith	617-374-8052		

A Stallion Directory will be sent to all Mass. U.S.T.A. members (other copies will be mailed on request).
 The directory will include stallions, new rules and regulations, schedule of fees and dates for sire stakes.

Massachusetts Standardbred Sire Stakes

Standing The 1983 Season At Castleton Farm, Goshen New York

STORM DAMAGE, p.3, 1:53.2f
Bret Hanover-Breath O Spring, by Worthy Boy
Book Full and Closed

Sold

Introducing



JUSTIN PASSING p.3, T 1:53.2
Bye And Large-Venom, by Race Time
Fee \$4,000

DOUBLEMINT 4, 1:58.1
Speedster-Evening Star, by Worthy Boy
Fee \$3,500

CHIOLA HANOVER 3, 1:57.4
Hickory Smoke-Clorita Hanover, by Star's Pride
Fee \$3,000

CASTLETON FARM OF NEW YORK

Thom Young, Manager
P.O. Box 4, Campbell Hall, New York 10916
Phone 914-294-6717

Castleton Farm

Mr. and Mrs. Frederick L. Van Lennep
John Cashman, Jr., General Manager

New York's Joint Legislative Task Force to Study and Evaluate the Pari-Mutuel Racing and Breeding Industry, a group with one of the longest titles in racing but a to-the-point approach to the industry's problems, (to give you some idea of how good it is, it is the alma mater of HTA economist Jim Mango) has provided a report suggesting simulcasting may be the possible salvation of racing.

Titled "Approaches to Simulcasting", the report discusses four introductory options: inter-track simulcasting, with live races sent to other track facilities; theater-type arrangements, such as Connecticut Teletrack, which utilize live races in a plush entertainment-type environment than can offer other attractions; expanded simulcasting of live races into off-track betting parlors; and televised coverage including cable, national, or local networks utilizing telephone betting.

In discussing the idea, the task force's co-chairman, Senator John

R. Dunne (R-Nassau County) said, "The gloomy projections of on-and-off-track betting financial performance through the next several years dictates that ways be found to attract more betting dollars from an increased number of bettors. The Task Force has estimated that the racing industry employs over 37,000 New Yorkers at combined wages of \$167 million, and contributed over \$270 million to state and local government coffers annually.

"Over the last 10 years, the racing industry and state government have initiated measures in an attempt to generate more betting dollars. It has become obvious that if we are to preserve the important economic contributions this industry makes, and we can't bring more people to the tracks, then we must bring the tracks to the people. Simulcasting is the key to this goal."

Sam Roman, harness racing's legislative representative for the seven tracks in New York state, said the simulcasting idea was "worth

studying," but at least one of his constituents had deep concern. Monticello Raceway president and general manager (and HTA treasurer) Leo Doobin, discussing simulcasting at length with columnist Clyde Hirt in Sports Eye, asked rhetorically "Who is going to come to my track? Who would want

to travel 40 or 50 miles to see my \$2,500 or \$3,000 claimers when they could see the Yonkers or Roosevelt top class horses in the comfort of their OTB parlor?" Doobin told Hirt he didn't think 'hold harmless' clauses that compensate affected tracks would do the job, and he foresaw catastrophe for Monticello, Buffalo, Batavia, Saratoga and Vernon Downs, among others, if

OTB got state-wide simulcasting in New York. Doobin favors inter-track wagering experiments — Roosevelt to Yonkers, vice versa or both of those tracks to Monticello — but he wants them track-to-track direct and not transmitted thru OTB offices.

Doobin doesn't think he could compete against simulcasting — "how can he compete with a person sitting in the comfort of his OTB shop with booze and food at his fingertips?" — and projects a 75% decline in attendance and betting if uncontrolled simulcasting is approved. He does have a solution, he told Hirt: let the state and OTB buy the tracks. "After all," he was quoted, "you don't need more than one site to race at day and night with OTB."

The Task Force, for its part, is aware of the problems Doobin outlined. In its report it acknowledged, "Advocates of simulcasting believe it may be the panacea for racing's plight, while opponents fear it will reduce a state-wide industry to a localized activity, reducing demand for labor and horses. The objective of the Task Force is to identify the potential impacts of simulcasting by monitoring current experiments and analyzing certain hypothetical simulcasting arrangements."

On The Rail

When he was an itty bitty boy, Glen Garnsey didn't know what he wanted to be when he grew up. After all, how many six year old kids do you know that have their career plans mapped out for themselves?

Well, little Glen did have a couple of things going for him: his poppa and a great uncle. The great uncle — a brother of his grandma — had been a blacksmith who decided that handling only a horse's four feet was not enough. So he came up with a couple of Standardbreds and the whole family, it seemed, was off to the races. Including little Glen.

First off, Glen's dad — Garland — "dug in a training track at the farm." This was way up in New York State, north of Watertown, around Clayton. Time passed. And when we see Glen next he is just old enough to have his junior driver's license. But piloting a car in the Thousand Islands area was not the kind of driving he was interested in. Glen still had horses on his mind; his father was well established as a successful trainer-driver; the two of

The Newest Hall Of Famer

them became a team. Glen had worked at other jobs before that, however, to make sure racing harness horses was something he really wanted to do. At first he thought about staying down on the farm. That wasn't where he wanted to be. Then he clerked in a store. Not his cup of tea either. Young Garnsey even signed on as a deck hand aboard a cruise ship. No, there had to be something else.

There was. Harness racing. Glen accepted the inevitable, threw in with his father and became a trainer in the Garland Garnsey stable. Glen was on his way to the Hall of Fame.

Suddenly, it's 1963 — you can make the years go by swiftly when you're writing a column — and Glen opened a public stable. It was a wise move, he reached the 100-win level that year. A first. He was particularly hot at Vernon Downs where he won 99 of those races. Five years later our young (he's 35 by now) horseman joined Texas oilman Ken Owen as private trainer and not only experienced a change in jobs but a change in the caliber of horse, too.

K.D. Owen favored Grand Circuit racing and his new trainer quickly demonstrated his ability with young, well-bred Standardbreds.

It was at Lexington's Red Mile that Glen noticed somebody noticing him. Steadily. That someone was Ralph Baldwin, trainer-driver for the famed Castleton Farm stable, and although Garnsey didn't actually know Baldwin: "I had been fortunate enough to beat him in a race once but that didn't cement any relationship between us."

Baldwin, who was retiring, and Frank Ervin, the earlier trainer for Castleton both recommended Glen Garnsey for the job and late in '69 Glen took another giant step toward the sport's Hall of Fame. At Castleton, trotters and pacers continued to become champions: Colonial Charm was the fastest trotting mare of all time in 1974, winning national titles both that year and earlier in 1972. Alert Bret clocked nine two-minute miles and collected 2-year old Pacer of the Year honors; Garnsey's eight seasons with the famed stable

By PHIL PINES

produced a long line of stakes winners. It was time to go public again.

1978. And a pacer named Abercrombie. Glen won 22 races with him in two minutes or less, among them the Little Brown Jug, the Messenger and Prix d' Ete. No wonder Abercrombie was elected Horse of the Year. Three years later: Fan Hanover. This past season, here we go again — almost. No Horse of the Year but Aged Pacing Mare (Fan Hanover), Armbro Blush (two year old Trotting Filly), and Delmegan (Aged Trotting Mare), not to mention Armbro Aussie who posted a race mile of 1.54.4, second fastest ever.

Our story has a happy ending. The U.S. Harness Writers recently elected Glen Garnsey to be the 33rd person voted into the Hall of Fame of the Trotter. Glen should have known it from the very beginning. You see, he shares something with his horses — his birthday. Glen was born on January 1st, the universal birth date of horses everywhere. Astrologers would tell you Glen's success was written in the stars.

U.D.R. Champ

Jack Hogan, national driving champion. Kind of has a nice ring to it and it is certainly an honor well deserved.

Marlboro harness racing driver Jack Hogan has won the 1982 national harness driving title by compiling the best Universal Driver Rating among drivers in the country with over 500 starts.

The UDR in harness racing is comparable to the batting average in baseball. Hogan, a perennial driving champion, earned his first national title by compiling a UDR of .412, better than any other harness driving in the United States last year. When you have an average like that in a season it's like a baseball player hitting over .400 and nobody has done that in the big leagues since Ted Williams accomplished the feat in 1946.

Hogan, who is planning to move off the New England scene tem-

porarily to try his luck in New York, New Jersey and Philadelphia, must now rank among the top reinsmen in the nation. His stock as a driver has risen considerably in recent years as he won title after title along the N.E. sulky scene.

Jack will be honored by the United States Harness Writers Association at their annual awards dinner this spring at Saratoga, New York. It marks his first national title and one he's worked hard to achieve.

The Marlboro horseman didn't always have things this good. We can remember the early days when he was struggling to build up his public stable and had to make frequent trips to the fairs and smaller tracks in Maine, New Hampshire and Vermont. He left a comfortable job as a school teacher to try and make the grade as a full-time horseman and while success didn't come instantly, it's a decision

Jack Hogan

he certainly has no regrets about today.

He began his schooling as a horseman while still a youngster under the watchful eye of his father, Jim Hogan, who has been a regular campaigner on the New England circuit for more than 40 years.

Jack learned his lessons well because today he's ranked among the tops in his trade. In harness racing, like any other business, success doesn't just happen. It takes a lot of hard work and patience, and Jack exhibited plenty on the way up.

When this happened, better horses became available to him and he began his meteoric rise to the top.

Under the watchful eye of his father, Jack has developed into the solid driver and trainer he is today. You can see the pride in Jim Hogan's face when his son wins an honor like the one he recently earned. If Jim Hogan is walking around

By RALPH GRASSO

with his chest sticking out a bit more than usual these days, he's got good reason.

Jack hasn't forgotten the help and guidance he received from his dad along the way and there still remains a close bond between the two. He still goes to his father for advice, and Jim, who is a square shooter from the word go, doesn't hesitate to tell Jack the way it is, even if it may hurt.

It's been a beautiful thing to watch this relationship develop between the two down through the years. Jim and Jack Hogan are more than just father and son, they're also good friends.

It isn't often that anyone in our local area wins a national award like this. We salute Jack Hogan for his accomplishments during the 1982 harness racing season and wish him continued success in his chosen profession.

RIVERSLEA FARM

Prepare For The Best ...in 1983 Breed To —

PEANUT GALLERY p. 1:58.2

Said

His sire Meadow Skipper is the leading sire of all 2:00 performers — the first standardbred to sire the winners of \$5,000,000 in a single season — The first standardbred to sire two hundred 2:00 performers and a world's or season's champion each year raced!

Add to this...His Dam, Drama Girl, a product of the Golden Cross, out of the Tar Heel Mare Lantana and By the Adios' Sire, Lehigh Hanover, who has the following production record....

- '69 Miss Broadway p. 2, 2:05.h 3, 2:04h (Meadow Skipper) Dam of: Vaudeville p. 2, 2:03.2h, 1:58.1; Shubert Alley p. 3, 2:03h 5, 2:00.2; Matinee Idol p. 2, 2:03.2 3, 1:57.4 — '82.
- '73 Scene Stealer p. 2, 2:08.4h p. 3, 2:00.2 (Meadow Skipper) Dame of: Curtain Closer p. 2, 1:58.2.
- '74 Old Vic p. 2, 2:02 6, 2:00.4 (Meadow Skipper)
- '75 Peanut Gallery p. 1:58.2 (Meadow Skipper)
- '77 Gallery's Brother p. 3, 2:02 4, 2:00-'82 (Albatross)
- '78 Country Playhouse p. 3, 2:01.3 4, 1:58.4 — '82 (Albatross)
- '81 Windy Girl (A coming two-year-old by Windshield Wiper)

This stallion will stand at the COLBURN FARM in East Lebanon, Maine for a fee of \$750.

Recent Statistics On Riverslea Stallions Standing In New Hampshire

CORAL RIDGE p. 3, 1:57m
 (Painter — April Hal) \$2,000.
 1982 Money Won (All Starters) \$244,043
 Lifetime Earnings (All Starters) \$1,741,365
 Total Starters — 101
 3 In 2:00
 49 In 2:05
 81 In 2:10



Pomp Wins \$150,000 Yonkers Futurity Decisively

POMP 4, 2:01.1m
 (Star's Pride — Pompon) \$750.
 1982 Money Won (All Starters) \$239,030
 Lifetime Earnings (All Starters) \$1,790,895
 Total Starters — 99
 1 In 2:00
 24 In 2:05
 60 In 2:10

We Offer Broodmares For Sale Or Lease —
Plus Well Bred Young Stock Is Always Available.

Foxboro Update

By LARRY MILLER

Mother nature played havoc to New England racing, as a major northeast snowstorm deposited eleven inches of snow on Foxboro Raceway causing cancellation of weekend races recently.

Nevertheless, Foxboro managed to host round one of the Irvin Paul endurance series, first leg at a distance of one mile.

In the first division, Good Chris withstood the late charges of Evergreen Heel and J.S. Napoleon to win a tight photo in 2:05. Good Chris is owned by Andrew and Claire Kelson, is trained by Virginia Phillips and was driven to victory by Gary Kamal.

The second division was all El Nob, winning by 3 lengths under a confident hand ride by trainer, driver John Marshall, in 2:04.1. Red Miler finished second, the early pace setter Windsome Boy A. held on for the show spot.

Friday night's feature was an Open trot for a purse of \$5,000. The Lively One made every pole a winning one controlling the race from start to finish. After a leisurely half, 1:05.2, driver Ernie Houle put the "pedal to the metal" reaching the 3/4's in 1:35.4. Hollandaise, last week's winner, shook loose at the top of the lane and picked up the chase. The pair of trotters butted head to head through the lane with the Lively One emerging victorious by a scant nose. This was win number one in the young season for the 5-year-old daughter of Speedy County. The Lively One is owned by Beulah and W. J. Nicholson, Jr., and the Houle Farm of Connecticut and Massachusetts.

Driver Of The Month

Elmer Smith By K. C. JOHNSON

One of the most consistent drivers on the grounds at Foxboro, Elmer Smith has had one of the highest career UDR's in the New England area. He also has captured one of the highest percentages in the training statistics.

Elmer Smith was born on July 4, 1934, in Prince Edward Island (Canada). He entered the business as a young man by means of his father, who also worked in harness racing. After completing school, he began to work in harness racing full-time.

Smith stayed in Canada for several years, primarily at Summerside and Charlottetown (in Prince Edward Island). While in Canada, Smith drove an incredible amount of top horses. His best while there was Edgewood Scot, a horse who won a leg of the Gold Cup and Saucer at Charlottetown. As well, Edgewood Scot (driven by Herman Renaud) broke a long-standing track record at Lewiston. Smith has also had good success with Maritime-bred horses. These included Yankee Blaze, a troublesome horse who Smith raced free-legged and won a heat of the Gold Cup and Saucer with. Yankee Blaze was deprived of a sweep of the heats when he broke due to interference. Smith also drove for the Perreault Stable of Moncton (New Brunswick). They raced Sim's Best (another Gold Cup and Saucer winner) as well as Fort Pine Ranger, who won a heat of the second Gold Cup and Saucer in 1961.

It was this year when Smith first came to the United States, as he drove at the 1961 Hinsdale meet. He continued to alternate between the Maritimes and the United States

until 1967, when he decided to stay here permanently. He purchased a house in Salem, and used the half-mile oval as his home base. After suffering through a few lean years, Smith developed a string of top class horses. This was started with Brahvolo, a conditional horse who Smith developed into an Invitational pacer. He also raced the high conditioned pacer Kyrac (Smokey Hanover-Antica).

But Smith's best in recent years have been New Zealand-breds. Civil War N. (Sly Yankee-Nadjehdah) and Valiant Prince N. (Van Hanover-Colossal Queen) have been two of Smith's best foreign-breds. Civil War N. was a high-claimer and conditional pacer who took a lifetime mark of 2:01.1 at Foxboro in 1980. However, according to Smith himself, his best horse ever was Valiant Prince N., a horse who raced in anything from \$15,000 claimers to Preferred. Known for his blazing early speed, it was not uncommon to see him pace a :28-and-change first quarter and be drawing away at the end of the mile. Valiant Prince N. took a lifetime mark of 1:59.1 at Foxboro in 1977, but for the next two years he struggled. He recovered from an off 1979 year with an excellent 1980 year, in which he earned over \$25,000 and won in 1:59.2. Unfortunately, he broke his leg and had to be destroyed. His untimely death occurred just before he reached the \$100,000 earnings plateau.

Smith's "New Zealand connection" has been well-known throughout New England. Most of his horses came in through owner John Carsons of Pukekohe, New Zealand. A good portion of the New Zealand-bred horses currently racing in New England came in

through the Smith Stable. Smith was forced to stop importing horses a few years ago because the cost of importing horses became too high.

One of his last imports was Tom Pepper. Tom Pepper had beaten the best New Zealand had to offer, and his original pricetag when coming to the States was \$80,000. However, he got sick both at the Meadowlands and Foxboro. He also developed a throat infection and minor lameness problems. He has never become the horse he was expected to be, but nonetheless Smith has done a good job with him, developing an ultra-consistent \$6,000 to \$10,000 claimer.

Elmer Smith has accumulated some eight hundred wins during his career. He has never had the turnover of horses with which to win a dash title. Nonetheless, he has won several UDR titles, including notching an unbelievable .450 UDR during the 1976 Rockingham Fall meet. Smith has since phased out his foreign-bred stable and replaced it with an American-bred stable headed by Truehart Hanover (Albatross-Traffic Lady), who has won in 2:02.4 both in 1981 and 1982. Truehart Hanover has developed into an excellent closer.

Smith plans to stay at Foxboro (as he has sold his house in Salem and moved to Foxboro) in the near future, and is looking forward to the reopening of Rockingham, as his stable has always done well there. He has decided not to return to Windsor (Ontario), after spending three winters there. Nonetheless, he hopes someday to have a horse racing at The Meadowlands. Meanwhile, one can expect to see Elmer Smith and his checkered black and white uniform driving through the stretch at Foxboro.

By DR. WILLIAM J. TYZNIK

Nutrition News

The most significant act of the foal at birth is that it nurse or receive colostrum within the first hour after parturition. It is at this time that the foal absorbs antibodies. Colostrum is produced by the mare for about 24 hours and it seems that the foal will absorb antibodies for about the same length of time.

Any breeding farm should maintain a stock of frozen colostrum for times when the mare dies or does not produce colostrum. Once the colostrum is frozen, it can be kept indefinitely. It should be thawed at room temperature and should not be heated because the antibodies will be destroyed and give the foal no protection against disease.

The foal should be presented with

a good, balanced pelleted feed at seven days of age. Placing some pellets in the foal's mouth several times daily will usually help introduce the foal to supplemental feed.

Since most mares are not selected for milk production, it is imperative that the foal be given supplemental feed at an early age. In addition, the foal has a very limited digestive system which does not allow utilization of large quantities of roughage or fiber. For this reason, the foal should be fed a low fiber, highly digestible feed.

Foals have the greatest potential for growth when they are very young. A horse will reach 80 percent of his mature size by the time he is 12

months of age. There does not seem to be anything that can be done after this period to stimulate growth.

Mares reach their peak of milk production at about four to six weeks; there is also a decrease in milk composition such as a drop in protein and fat content of the milk. For these reasons it is imperative that a foal become acquainted with feed early in life. The foal should be provided with free access to a good quality fortified feed. If a foal is accustomed to having feed in front of him at all times, he will not over eat and become ill. The feeder should be cleaned thoroughly at least once daily to prevent spoilage, and provide fresh feed. A 3/16 inch pellet is more desirable than a large

pellet for obvious reasons.

The belief that foals on free choice grain grow too rapidly which results in swelling of joints and contracted tendons has little, if any, basis in fact. Foals that develop epiphysitis are usually being fed a ration that is poorly supplied with calcium and/or phosphorus. Limiting feed or protein shows improvement simply because growth rate slows down. This type of treatment invariably results in smaller horses at maturity. Skeletal problems in foals on alfalfa are usually caused by phosphorus deficiency whereas those on grass hay are caused by calcium deficiency. One might raise the question whether some horses are nutritionally or genetically small.

Yearling Nomination Form		NEW HAMPSHIRE SIRE STAKES		Due: April 15, 1983 Fee: \$10	
Make Checks Payable To: S.B.O.D.A.			Mail To: 27 Gina Dr. Rochester, N.H. 03867		
Yearling Name	Sire And Dam			Owners Name	
1. _____	_____			_____	
2. _____	_____			_____	
3. _____	_____			_____	
4. _____	_____			_____	
5. _____	_____			_____	
6. _____	_____			_____	
7. _____	_____			_____	
8. _____	_____			_____	
9. _____	_____			_____	
10. _____	_____			_____	
Signature & Address Of Owner					



**We Could Write A Book!
On Why You Should BREED In
NEW HAMPSHIRE**

Things have been a little quiet in New Hampshire for the past few years. The fire that partially destroyed Rockingham Park also had a devastating effect on the purse structure of the New Hampshire Sire Stakes. But that's all ancient history now. It's time to make some noise again talking about a bright future.

Papers are scheduled to be passed to finalize the sale of Rockingham Park at the end of February. Once this takes place the rebuilding program will quickly follow. We are confident the new facilities and track will be unique, absolutely the finest in New England. So isn't it about time to plan on owning a fast, New Hampshire-bred colt or filly to race at Rockingham in what will once again be a very lucrative New Hampshire Sire Stakes Program?

**We Have The Proven Stallions!
We Have A Good Stake Program!
We Will Have a GREAT Track!**

Enhance your future by planning to
BUY, BREED and Race in New Hampshire

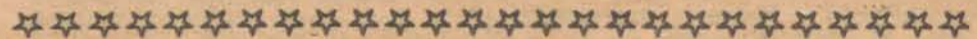
Book Your Mare Now For 1983

(You'll Be Glad You Did)

S.B.O.D.A. Of New Hampshire

27 Gina Drive

Rochester, N.H. 03867



Beware! Winter Trainers

Wind Chill Can be Dangerous

All too often we hear on the news that a lost child or hunter has been found either dead, or needing hospitalization, due to hypothermia. Hypothermia is subnormal body temperature, caused when the person is chilled to the point where the body cannot produce enough heat to counteract the surrounding temperatures.

Sometimes it seem as though the weather conditions at the time the person was lost were not cold enough to cause this terrible chilling. However, the actual air temperature can be misleading, as wind

can drastically intensify the cooling effect of even quite mild air temperatures.

The chart below shows the combined cooling effect of temperature and wind on the body. The chart does not take into consideration body size, clothing, health, etc.

As you can see, an air temperature of 20°F needs winds of only 15 miles per hour to produce a wind chill of five degrees below zero. Keep the wind chill effect in mind when taking a walk on a cold day or when turning out livestock or pets.

		ACTUAL AIR TEMPERATURE (°F)									
		35	30	25	20	15	10	5	0	-5	
WINDSPEED IN M.P.H.	CALM										
	5	32	27	22	16	11	6	0	-5	-10	
	10	22	16	10	3	-3	-9	-15	-22	-27	
	15	16	9	2	-5	-11	-18	-25	-31	-38	
	20	12	4	-3	-10	-17	-24	-31	-39	-46	
	25	8	1	-7	-15	-22	-29	-36	-44	-51	
	30	6	-2	-10	-18	-25	-33	-41	-49	-56	
35	4	-4	-12	-20	-27	-35	-43	-52	-58		
40	3	-5	-13	-21	-29	-37	-45	-53	-60		

**Breed To. . . .
MONOCLE**

A Son Of RACE TIME ...

from the producing mare Knight Vision, with winners of over one half million dollars from only seven foals.

FEE: \$500



- 1st Dam**
KNIGHT VISION by KNIGHT DREAM. Dam of -
LATE SHOW p,2,T1:58½, 1:58f (Race Time).
RACING KNIGHT p,2,1:59f, 3,1:58½ (Race Time).
POLISHED ARMOR p,2,2:01f, 3,1:59 (Race Time).
MONOCLE p,2,T2:01½, 3, T1:59½ (Race Time).
Visionary p,3,2:07½f, 2:01½f (Race Time).
Timely Vision p,2,2:07½h, 3,2:01½, 2:01f (Right Time).
T. V. Knight p,2:05½f (Race Time).
- 2nd Dam**
TELEVISION p,2,2:11½, 3,2:10½h by HIS MAJESTY. Stakes Winner of \$10,008. Sister to the Stakes Winners KEY RING p,2,2:09½, 3,2:01 and HIGH COMMAND p,2,2:09¼, 3,2:07h. Dam of -
Rilma's Dream p,2,2:09½h, 2:03½f (Knight Dream). Stakes placed at 2.
Snow Bird p,2,2:13h, 3,2:07h, 2:03½ (Norris Hanover). Winner of \$23,178.
Snowberry p,2,2:06½, 2:04½h (Cardinal Prince). Winner of \$53,795.
Video Knight p,2,2:09½h, 3,2:05½h, 2:05 (Knight Dream). Winner of \$19,033.
Tel Scott p,2,2:11½h, 3,2:08½h, 2:05½h (Philip Scott). Winner of \$18,929.
Knight Reception p,3,2:08½f (Knight Dream).
- 3rd Dam**
RILMA GRATTAN p,2,02½ by GRATTAN AT LAW. Dam of -
KEY RING p,2, 2:09½, 3,2:01 (His Majesty). Stakes winner at 2. Winner of \$16,235.
HIGH COMMAND p, 2,2:09¼, 3,2:07h (His Majesty). Stakes winner at 2. Winner of \$15,757.
TELEVISION p,2,2:11½, 3,2:01½h (His Majesty). Stakes winner at 2. Winner of \$10,008.

**Foals Eligible To New Hampshire
and
New England Sulky Championships.**

**For Bookings Call: Roy Leach, Jr., Owner
603-926-5203 or 603-668-0555**

WANTED!

Harness Horse Trainer For Small Stable

Must Be Capable of Running Stable And Breaking Colts.
 (8-12 Horses) Stakes Racing and Percentage Of Purses.
 Have Own Farm Track

Send Resume To: **DiBiase Farm**
 108 Winn Rd., Falmouth, Me. 04105

paid

FOR SALE

Well-Bred Three-Year-Olds
 Two Trotters — Two Pacers
 All Eligible To Vermont Stakes
 One Trotting Filly Also Eligible
 To N.H. and N.E. Stakes

Also
 Three Broodmares — One Barren
 Two In Foal To Klipper Minbar p.l:58.1h \$376,000
 Contact: Phoebe Chamberlin
 Sunset Lake Rd., W. Brattleboro, Vt. 05301 Tel. 802-254-2700

paid

FOR SALE

Two-Year-Old Filly

D.J.'s SONG (Songman-Dale Janet)

Training exceptionally well, should be a money maker —
 eligible to New Hampshire and New England Stakes. Price: \$1,000

— ALSO —
 The Gelding NEIL DIAMOND N.
 Good \$2,500. Claimer, Asking \$1,400.
 and
 Nice Two Horse Trailer — \$1,000.
 Call: Richard Olson 617-885-9202

paid

WANTED: Horses to Train

References on Request
 Reasonable Rates
 Racing "Maine-Foxboro" Circuit

Call: Dave Miller
 207-926-4037 (Days) 207-782-5696 (Evenings)

paid

**NOTICE: All Advertising Copy Must
 Be Received by the 25th of
 Each Month. Call for Reserving
 Space: 207-282-9295 The Editor**

SUBSCRIPTION NOTICE

It will be the future policy of the Northeast Harness News to accept subscriptions on a once yearly basis only, in order to keep bookkeeping at a minimum and prices down. Those wishing to subscribe after the first of the year will be charged the established rate and will be mailed previous issues on request, as long as copies are available.

CORRECTION NOTICE!

The Pacing Stallion

FRONTIER KNIGHT p.4, 2:00.4
 (Queen's Knight-Farvella Norris)

Will Be Introduced At The
McGEE FARM
 In 1983
 For A Fee of \$500.

A former Mass. Sire Stake performer who is a full brother to:
 Future Knight p.3, 2:03.3
 Falmouth Knight p.2, 2:05.2

Contact: Dr. Francis McGee
 339 Boston Post Rd.
 Marlboro, Mass. 01752
 Tel. 617-485-1570

paid

20th ANNIVERSARY 20th

FERNALD STOCK FARM
 1963 — 1983

Many, many thanks to our over 500 Patrons who have made this Anniversary possible. In honor of this occasion and to reward our many excellent customers we are giving:

10% OFF ALL STUD FEES IN 1983

STANDING IN 1983

Stephen O 1:58
 Most Happy Fella - Edith Marion
 by Thorpe Hanover
 Fee \$1000 - Less 10%

Bettor's Choice T. 2:00²
 Diller Hanover - Entice
 by Bill Gallon
 Fee \$500 - Less 10%

All Foals Eligible to ME and N.E. Stakes.
 Stud Fees Due With Live Foal.



Bert Fernald
 Manager
 Phone: 782-4927
 May we serve you again in 1983?

Richard Gurney
 Assistant
 Phone: 998-4769

FERNALD STOCK FARM
 WEST POLAND, MAINE 04291

Visitors Welcome

Foals Eligible to Mass. Stakes & N.E.S.C.

It Won't Be Long Now Until

"MAINE'S SHOWPLACE OF HARNESS RACING"

Law

Extends A ...



We Anticipate a "Best Ever" Meet in '83!



"Our congratulations to the young, talented Walter Case Jr. who attained his 1000 drive title at Scarborough Downs in '82 and went on to challenge for the national title."

SCARBOROUGH DOWNS

Joseph Ricci, President

James DeMint, General Manager