

# A DRIVE TO WIN

*The Heart and Soul of Harness Racing*

*A man can be as great as he wants to be.*

*If you believe in yourself and have the courage,  
the determination, the dedication, the competitive drive,  
and if you are willing to sacrifice the little things in life  
and pay the price for the things that are worthwhile,  
it can be done.*

**- VINCE LOMBARDI**

*Triumphs without difficulties are empty.  
Indeed, it is difficulties that make the triumph.  
It is no feat to travel the smooth road.*

**- ANONYMOUS**

*Never, never, never give up.*

**- WINSTON CHURCHILL**

*In the middle of difficulty lies opportunity.*

**- ALBERT EINSTEIN**

*Start by doing what's necessary, then what's possible,  
and suddenly you are doing the impossible.*

**- FRANCIS OF ASSISI**

*Far better to dare mighty things, to win glorious triumphs,  
even though checkered by failure,  
than to rank with those poor spirits who neither enjoy nor suffer much,  
because they live in that grey twilight that knows neither victory nor defeat.*

**- THEODORE ROOSEVELT**

*There are those who look at things  
the way they are, and ask “Why?”  
I dream of things that never were,  
and ask “Why not?”*

**- JOHN F. KENNEDY**

*Far and away the best prize that life offers  
is the chance to work hard  
at work worth doing.*

**- THEODORE ROOSEVELT**

*Great works are performed not by strength,  
but by perseverance.*

**- SAMUEL JOHNSON**

*You may encounter many defeats, but you must not be defeated.  
In fact, it may be necessary to encounter the defeats,  
So you can know who you are, what you can rise from,  
[and] how you can still come out of it.*

**- MAYA ANGELOU**

*Our greatest glory is not in never falling,  
But in rising every time we fall.*

**- CONFUCIUS**

*Keep your face always towards the sunshine —  
and the shadows will fall behind you.*

**- WALT WHITMAN**

# **A DRIVE TO WIN**

*The Heart and Soul of Harness Racing*

*The Harness Racing Museum & Hall of Fame, Goshen, NY*



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# THE HEART AND SOUL OF HARNESS RACING...

This book is dedicated to the drivers and trainers who make every race possible, but through circumstance, choice, design or fate, did not rise to stardom. You will not meet them in the Hall of Fame; however, their stories are important, to them, to their families and to those who follow the sport of harness racing. They are poignant, down-to-earth and, most assuredly, worthy of our respect, affection and, above all, appreciation.

Their message is clear: the one shining element that connects all, even through adversity is their love of and commitment to the great sport of harness racing. So stay awhile. Discover the joys and the heartaches of this exciting, historic sport. Journey with us and learn why these wonderful human beings had such A DRIVE TO WIN!

This book was inspired by the Harness Racing Museum's exhibit "A Drive to Win," and made possible by the thoughtful nominators of our heroes and heroines and the confidence of the following sponsors:

*The New York State Council on the Arts, a State Agency; Doug and Ada Jean Ackerman; Luc Ouellette; Wally Hennessey; Bill Varney; the friends of John Manzi and Tom Thomson; and the members of The Harness Racing Museum.*

"A Drive to Win" has been made available in 2009 as a FREE traveling exhibit by:

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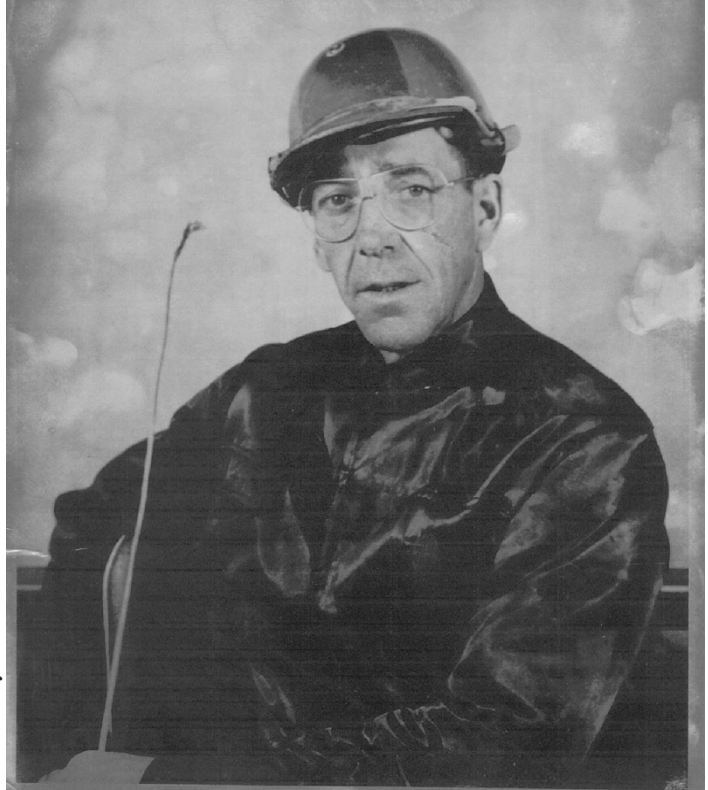
The information contained within this book has been verified to the best of our ability; however, in some cases our research has been unable to provide us with definite confirmation of all facts. We apologize for any inaccuracies the biographies may hold and welcome any additional information the reader is able to offer.

*Images from the museum's Historic Collection, the USTA Photo Department Archives and The Horseman And Fair World.*

## Angus Allen

(April 19, 1916 – June 4, 2004)

*A generous, loyal and caring family man,  
he resisted the bright lights of the city race tracks  
to stay home and raise his family.*



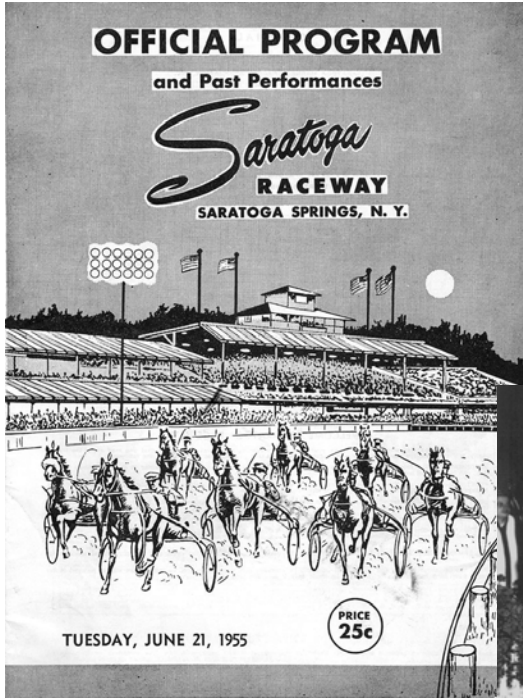
A native of Halifax, Nova Scotia, Angus Allen began his driving career at the age of fourteen on the tracks in his home province. A member of the Royal Canadian Army during World War II, during his early career Allen worked with such noted Canadian horsemen as Bill Cummings, John Conroy and Bill Hood. In 1946 he was the sixth leading driver in the Maritimes and the following year he moved up to the fifth position. That same year he set three consecutive all-aged pacing records at the Walker Track (Lower Sackville, Nova Scotia) in front of a large crowd. In 1948 he was the fourth leading Maritime driver with twenty heat wins.



*Immortal Aubrey Rodney*

There were better racing opportunities “south of the border” and by 1953, with his wife, Loretta, and two daughters, Allen made his move to the United States where he became assistant trainer to Saratoga Raceway’s leading driver, the Immortal Aubrey Rodney. When Rodney (who was seventy-five years old at the time) was injured in an accident, Allen took over the number one driving spot at the track. He soon became a popular catch-driver for owners and trainers there, as well as at Vernon Downs and other upstate New York tracks. A well-rounded horseman, he was often called upon by such notable horsemen as Stanley Dancer, Frank Ervin, Billy Haughton and Bill Wellwood to train and drive for them.





In 1955 he was among Saratoga Raceway's top drivers and by the late 1950s he became a Vernon Downs favorite. He was among that track's leading drivers from 1963 through 1965 and 1969 through 1971. He was also one of the leading North American dash-winning drivers from 1969 through 1971. Allen, who was admitted to the "One Thousand" Club with 1,054 wins in 1971, won 1,063 races lifetime. His career earnings were \$1.336 million.

*Right: Among those in the winner's circle with Angie, Loretta and Tarquinius are (L-R) Bobby Smith, Jr., Don Evans, Mr. & Mrs. Bob Smith, Sr., Frank Ferone, Mickey McClean and Dr. Lyle Harrington*



*Left: "Marilyn, Dad and Susan in the 1950s at Vernon Downs' Main Track with Watchim Go!"*

Allen worked with many memorable horses. Some of the proven performers he developed included Boone and Crockett p,3,1:53 (\$266,957), Slapstruck p,4,1:55.4f (\$119,440), Geri's Beau 5,1:58f (\$87,483), Sterling's Best p,8,1:58.1q (\$52,487), Frisco Fancy p,T2:02 (\$49,197), Susie Sampson p,5,2:01 (\$44,608), Dud Mc p,5,1:59.1 (\$22,984), double-gaited Anchor Boy p,4,2:00.4q (\$9,396); t,3,2:02.4 (\$11,365), and the stakes-winning trotters Donald James 4,2:03.1q (\$89,821) and Sharp Shot 4,2:05 (\$36,690).

One of Allen's fastest and most memorable horses was the free-for-all, 1964 Aged Pacer of the Year, Tarquinius p,6,1:57.2 (\$150,700). Allen drove him to a 2:02.1 win against the Vernon Dancer-driven pacer William Time in the Sky Island Club Pace at Roosevelt in July 1964 and then in September on to the stunning victory and career mark for Tarquinius of 1:57.2 at Vernon Downs.

Allen was a fun loving man with a sharp wit. One time he sent a horse from Vernon Downs to Saratoga for Jim Morrill, Sr., to drive. He called the next day to find out how the race went and was told that the horse had come in third, but "he had a problem hitting his knees." When Angus asked why the driver had not used knee boots, he was told that none had been sent with the horse. Allen retorted, "Well, I didn't send a race bike either, so what did you do — run behind him?"



Allen, who also assisted his long-time friend Fred Bach by driving Thoroughbred prompters used for time trials in Syracuse, Springfield and Lexington, continued driving well into his seventies and remained active as a trainer until the age of eighty-six.

Angus Allen, a true Canadian at heart, was an avid hockey fan who volunteered much of his time to the Midstate Youth Hockey Association in Syracuse, NY. He had five children; his son, Brian, established a Vernon Downs record with seven consecutive race-winning driving titles from 1990-1996. In fact, many of his family members were involved in the Standardbred sport at one time or another, including his daughter Susan, who was a former trainer-driver. Angus Allen was eighty-eight when he died in 2004.

**Nominated by Lauren Allen**



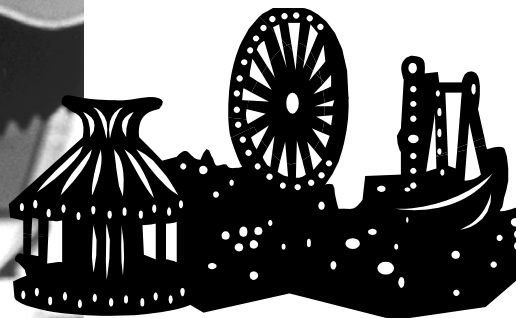
*Loretta and Angie were proud parents of L-R Lauren, Marilyn, Karen, Brian and Susan*



## Richard Baker

(April 22, 1904 – May 17, 1989)

*A fateful turn of events brought Baker to harness racing and, as a consequence, the sport gained a valuable member of its community.*



Richard Baker was born in 1904. As a child, the Hanover Fairgrounds in Pennsylvania was just a stone's throw from his birthplace and childhood home in Hanover, PA. It was there that he first

discovered the world of horses. When he was just shy of his tenth birthday, he took a summer job walking them and washing bandages for trainers Harry Corbin and Thomas Johnson. In fact, the young Baker made such an impression on Harry Corbin that he asked Baker to join him



for the summer, working on the fair circuit. Baker earned one dollar a day that summer, plus board, all the while dreaming of becoming a veterinarian; however his dream was dashed when his father suffered a serious illness and the expense of going to veterinary college became impossible.



Tom Berry

If he could not become a veterinarian, Baker thought the next best thing would be to work with horses. Therefore, after his summer working on the circuit, he continued to involve himself with the sport he fell in love with. He signed on to a number of racing stables, including the Hanover Shoe Stable, predecessor of Hanover Shoe Farms. While he groomed the racehorses, he received his early training from such luminary conditioners as John Findley, Thomas Murphy, John



Thomas Murphy

Benyon and Tom Berry. From this rather modest start Baker went on to become one of the most knowledgeable and competent backstage technicians on the harness racing scene.

Baker earned his trainer's license in 1931 and was hired as an assistant to the leading trainer-driver of the time, Earl Pitman. After Pitman's tragic death in 1934, Baker established his own stable. Baker drove for many years; however, a spill in 1946 resulted in a broken leg. The accident sidelined his driving career, but not his drive.



*Nevele Pride — Dancer up*

In 1948 an up-and-coming horseman and future Hall of Famer, Stanley Dancer, invited Baker to help with the operation and development of his stable, which over the years included Su Mac Lad, Henry T. Adios, Egyptian Candor, Noble Victory, Cardigan Bay, Most Happy Fella, and Nevele Pride. Their relationship lasted over twenty years before Baker, on the request of Ralph Baldwin (head trainer for Castleton from 1960-1969) went to Castleton Farms in Lexington, KY. Baker began by training their racing stable when it traveled to New York. At the time, the group included such racing champions as Speedy Scot, Race Time and Dartmouth.

When Hall of Famer Glen Garnsey succeeded Baldwin, Baker continued with the farm, providing daily training and care for many Standardbred equine stars such as world record holder Fan Hanover p,4, T1:50.4 (\$969,724).

Baker took great pride in seeing his friends and horses win major events. He was especially elated when Stanley Dancer and Henry T. Adios took the 1961 Little Brown Jug. However, as great

as he considered Henry T. Adios' abilities, his all-time favorite was Su Mac Lad, whom he considered the greatest horse he ever trained. Baker recalled, "Su Mac Lad wore out three sets of free-for-alls before he retired and he did it the hard way, because if there were eight horses in the field most of the time he'd been handicapped with the eight post."



*Castleton Farm, Lexington Kentucky — Stallion Barn*





*Su Mac Lad at Goshen Historic Track — Stanley Dancer up*

Baker vividly remembered Su Mac Lad's purchase. Stanley Dancer asked Baker for his opinion on the horse's potential. After Baker had given him a training heat, this skilled conditioner knew that the five-year-old gelding was going to be a great winner. With Baker's encouragement, Dancer paid \$35,000 for the horse. At retirement "Sumie," who was named 1962 Harness Horse of the Year, had a mark of 8,1:58.4 with earnings totaling \$885,095.

For nearly half a century, the quiet, laconic Baker was considered one of the ten best trainers of Standardbreds. His love for the sport endured throughout his lifetime. "I've been well paid, well treated, and I've had the pleasure of working with some of the finest Standardbreds produced in the world. No man can ask for more," he said. Always behind the scenes, but playing such a giant role in the Standardbred sport, his dedication to horses and harness racing will long be remembered.



For all his successes in the sport he loved so well, the greatest moment, according to Baker, happened in 1937. That was the year he met a young lady named Mildred Carter at a banquet in Freehold, NJ. Their four-year courtship led to a marriage that lasted a lifetime. The bridegroom's only regret was that they had not met ten years sooner! Richard Baker passed away on May 17, 1989 at the age of eighty-five.

**Nominated by Dean Hoffman**

## Hugh Allison Bell

(July 27, 1902 – April 9, 1975)

*"It takes a lot of skill to drive a sulky...  
all those wheels a-goin' ...a helluva lot of things happening at once!"*



Hugh Bell is considered by many to be "one of the greatest catch-drivers to ever jump in the bike" with his uncanny ability to get the best performance out of any horse he drove. A native of Delaware, OH, Bell was born in 1902. The son of a horse trainer, he was around horses all his life. Although he loved wrestling and was an Ohio Welterweight Wrestling Champion, he followed in his father's footsteps and chose the world of harness racing as a profession. Bell began by driving at local fairs, winning his first race at the age of fourteen behind Gypsy Girl at the 1916 Delaware County Fair in Powell, OH. At eighteen he drove at the Ohio State Fair against such notable horsemen as Doc Parshall, Harry Craig, Benny Sturgeon, Carroll Ford and Doc Miller. He was doing well, but as his career advanced so did the Depression.

Times were tough and Bell would often have to earn extra money by wrestling on the carnival midways.

Once Bell made the decision to branch out from driving at county fairs in Ohio to racing in New York, New Jersey and Florida, his racing career took a turn for the better. In the 1950s Bell became a much sought after catch-driver. Very strong from his wrestling days, he was known for his willingness to drive any horse, often improving a best mark by many seconds. Included among the horses he drove were Ferman Hanover p,3,T1:59.2 (\$161,800), Solicitor p,3,T1:57.2 (\$102,109), Science p,6,2:03.1h (\$77,613), Knox Hanover p,4,2:00.1 (\$75,483), and Trustful Hanover p,3,2:00 (\$43,331). He was Leading Driver in Detroit and Toledo in 1950, and in 1954 he finished among the top ten drivers with 200 or more starts on the Leading U.D.R.S. Drivers list.

In 1953 Bell became an assistant trainer for John F. Simpson, Sr., whose private stable included many top horses owned by Hanover Shoe Farms.



Bell was a member of the “One Thousand” Club with 1,684 wins. It is likely he may have driven even more winners since record keeping by the United States Trotting Association did not begin until 1939 — well after Bell began driving. He was also among the Leading Money-Winning Drivers for fourteen consecutive years (1951–1964), winning more than \$3 million by 1968. Between 1949 and 1964 he was one of the country’s Leading Dash-Winning Drivers for twelve out of sixteen years. Additionally, he was Leading Driver at New York tracks seven times: Roosevelt in 1953, 1959 and 1960 and Yonkers in 1954, 1960, 1961 and 1963. His results were so reliable that the fans would often give the rallying cry, “Get well with Bell!” as he approached the starting gate.

During his career, Bell won many major stakes events, including the 1951 American National Stake and the Goshen Cup with Gander p,2,2:03 (\$39,742). Also in 1951 he captured the Fox Stake at Indianapolis, The Little Pat (now known as The Review Stakes) and The Ohio Standardbred Futurity with Thunderclap p,3,1:59.4 (\$93,819). In 1952 Bell, with the Saunders Mills Stable’s Elby Hanover 2,2:03.2 (\$113,012), crossed the finish line ahead of the field in the Greyhound Stake in Springfield, IL and the Castleton Farm Stake. That same year he won the E.H. Harriman Challenge Trophy with Worthy Coburn, as well as The Horseman Futurity and his second American National Stake, this time with Thunderclap. That year he also took the Hoosier Futurity with Knox Hanover. Bell won the 1958 William H. Cane Futurity with Raider Frost p,3,1:58.4 (\$160,161), beating Bye Bye Byrd p,5,T1:56.1 (\$554,272), and the Bronx Futurity in 1960 with Rapid Transit p,3,2:03.3h (\$58,637). In 1966 Bell took the John F. Simpson, Sr. Stake at Vernon and a division of the Hanover-Hempt at The Meadows with Schatzie Byrd p,3,2:02.1h (\$39,848).



*1960 — Bell up behind Rapid Transit in the Bronx Futurity at Yonkers*

Bell was Leading Driver at Atlantic City in 1969; however, his eyes and hearing began to fail him. In 1971, at the age of sixty-eight, he sadly retired from racing. Bell had lifetime wins of 1,684 and lifetime earnings of more than \$3.5 million. At the time of his retirement Bell was ranked among the top twenty all-time drivers in wins and in the top thirty in money won.

Bell continued to train horses at his Jubilee Acres Farm in Virginia during his retirement. Some of the horses in his stable included Quick Jo, Scottish Barella, Blending Well, and Mr. Midnight. He also bred the talented Public Affair and Lotta Duane. Hugh Bell was a trainer-driver for more than fifty years and was seventy-two years old when he died.

**Nominated by Leona Bell Holycross**



**Edwin D. Bither**  
(1851 – 1923)

*Today unheralded, during the course of his career  
Ed Bither had the rare distinction of developing  
a world champion trotter and two champion stallions.*

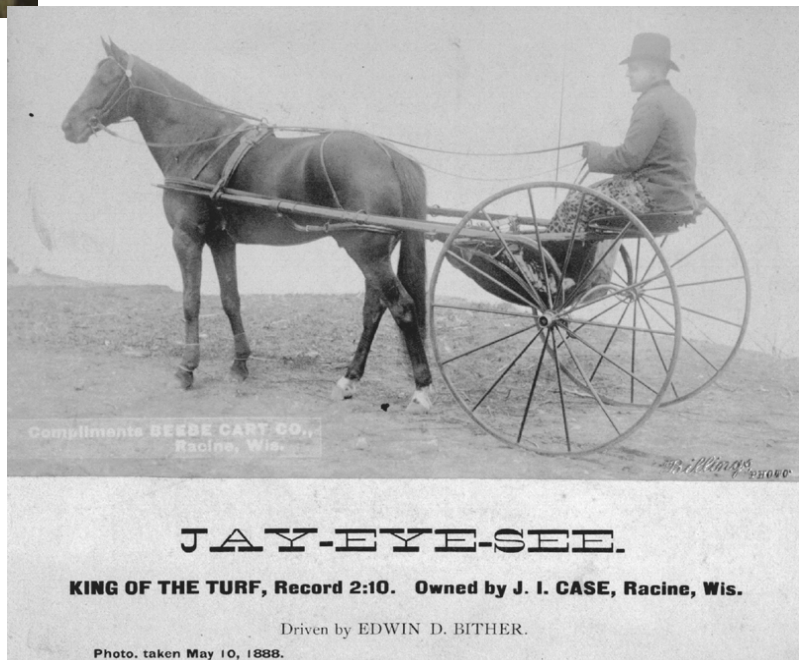


Ed Bither was born in Charleston, ME. He loved horses since he was a small child and from an early age was determined to become a professional reinsman. He learned the art of horsemanship as a young boy working in Bangor, ME for Foster S. Palmer, a leader at the time among New England's horse racing community. It was Palmer who brought out General Knox, the noted trotting stallion owned by Thomas S. Lang of North Vassalboro, ME.

He worked for Palmer for a number of years. In 1871, when Bither was just twenty years old, he moved west to work for Jerome I. Case, of Racine, WI, the developer of the combination machine that threshed and separated grain. Bither remained at Case's Hickory Grove Farm for

nineteen years and became well-established as one of America's foremost trainer-drivers.

Not long after Bither started working for Case, he was presented with two unbroken horses, Jay-Eye-See and Phallus. Jay-Eye-See was a gelding by Dictator. In 1882 Bither raced him in Chicago as a four-year-old, setting a world record for that age of 2:19 in the third heat of a three-heat victory. As a five-year-old, Jay-Eye-See trotted in 2:10¾ at Providence, RI after winning a number of notable races and beating the previous record for five-year-olds of 2:18 by Santa Claus. The greatest of his accomplishments occurred in 1884, when he made history by being the world's first 2:10 trotter in single harness.







Trotting Stallion **PHALLAS**, driven by E.D. Bithers.  
BY DICTATOR, DAM BETSEY TROTWOOD, BY BLACK CHIEF.  
**RECORD 2:15½.**

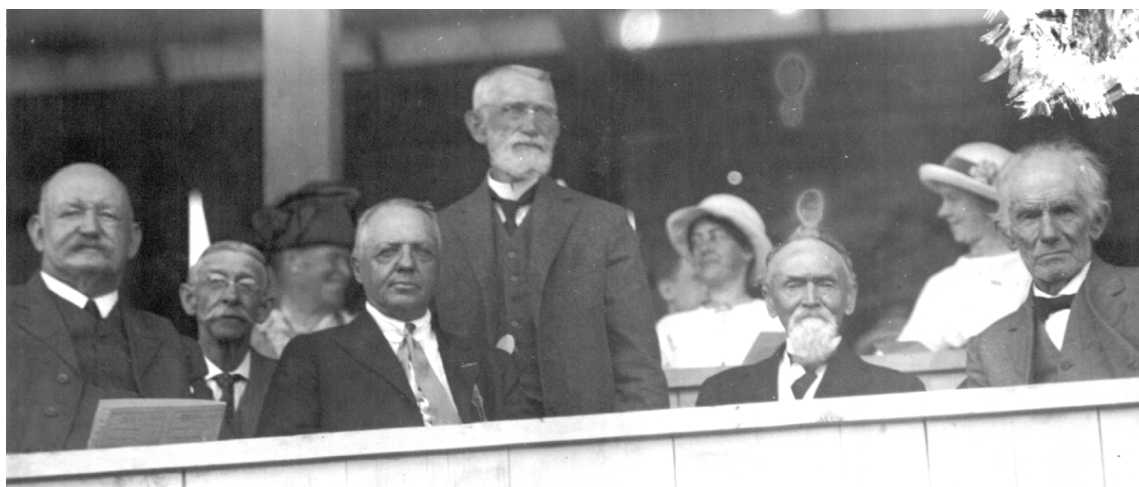
Phallas, also by Dictator, was an inexperienced campaigner; however, in 1883 Bither drove him to a record of 2:13¾. This bested Smuggler's time of 2:15¼, a record that had stood for the previous seven years.

Bither developed many notable trotters and pacers while working with Case, before going to work for William Russell Allen in 1890 at the Allen Farm in Pittsfield, MA. There he took charge of the farm's training department. Among the stars he developed was

Kremlin, an unbroken colt by Lord Russell, who Bither turned into a world champion. In 1892 Kremlin won a series of stakes races, including the Transylvania at Lexington. He also broke Palo Alto's 1891 record of 2:08¾ by going a mile in 2:07¾ at Nashville, TN.

After working at the Allen Farm, Bither went on to become a public trainer at Readville, MA where he remained for many years. Several years after he retired, Bither had a paralytic stroke that incapacitated him until his death on June 21, 1923 at the age of seventy-two. He was buried at the Hillside Cemetery in Auburn, MA. Ed Bither, considered the last of "The Old Guard," was a figure of national fame in the days of the high-wheel sulky.

**Nominated by Clark P. Thompson**



*A Day at the Races — Goshen Historic Track c.1900  
(L-R) S. Wilkins, the man who shod Hambletonian; Thad Durland; Ed Bither, driver of first 2:10 trotter; Guy Miller, who was William Rysdyk's trainer until the outbreak of the Civil War; Jonathan Hawkins, a local notary; and Mr. Seacord, horse-shoer for John Goldsmith, owner of Walnut Grove Farm*

## Harry W. Burright

(July 29, 1916 – May 20, 1997)

*“Anyone can bring in the good ones, but show me a man who can take the bad ones, the rough-gaited ones, the bad tempered ones and produce.*

*No-one does that better than Harry Burright.”*

*- Aubrey Petty, harness driver*



On July 29, 1916, Harry W. Burright was born in Oregon, IL. He began driving when he was thirteen years old. In 1929 he won his first race at the Ogle County Fair in Oregon behind Royal Miss and from that point on the thrill of winning kept him in the sulky. Burright raced at county fairs all over the Midwest: Illinois, Wisconsin, Michigan, Indiana, and Ohio. In addition to maintaining a training stable and breeding farm, Burright established himself as a “crack” catch-driver, capable of transforming problem racehorses into successful performers.

For over half a century the “Dean of Sulky Pilots” raced throughout North America, earning over \$5 million with 2,671 victories and becoming only the seventh driver in USTA history to top 2,000 wins. Because the USTA did not begin keeping records pertaining to drivers until 1939 – ten years after Harry began driving – his actual stats are greater than those officially reported.



*Doc's Jerry holds on for a victory by a nose over favored Hark Won in the \$11,000 Inaugural Pace at Maywood Park. The triumph was an old story for Doc's Jerry's driver, Harry Burright, who drove on the very first race card at Suburban Downs.*





*Harry Burrigh became the seventh driver in modern North American harness racing history to win 2,000 races when he guided Intruder's Marie to victory in the first race at Sportsman's Park, Tuesday, July 2, 1968. In the winner's circle with Harry and his daughter Barbara is Phil Langley, the track's director of racing.*

In 1948 Burrigh was the Leading Dash-Winning Driver in the country with 129 wins. He also won seventeen driving titles at Chicago-area meets based on number of wins. One of the pioneer drivers who helped open Maywood Park in 1946, Burrigh was the Leading Driver at that track in 1949, 1951, 1956, 1957, 1959, 1961, 1966, 1967 and 1969. He captured leading driver's honors at Aurora Downs in 1948, 1950 and 1951; topped the standings at Sportsman's Park in 1950, 1951 and 1961. He also achieved

top honors at Washington Park in 1962 and 1967. Burrigh scored a career high of 183 wins for a single season in 1961, ranking him second nationwide that year. Seven years later he recorded his 2,000<sup>th</sup> career win at Sportsman's Park.

In 1971 Burrigh earned over \$500,000, another personal best, and in 1973 was listed tenth on the "One Thousand" Club list. By 1979 he was forty-eighth on the list of over one hundred celebrated reinsmen in the "Three Million" Club, with \$5.015 million in purses won.

His fastest mile, 1:59.4, was behind Rilma's Widower p,6,1:59.4 (\$58,770) in 1953. However, Burrigh considered the best horse he ever had was the trotter Worthy Scot who won \$87,000 the first year he owned him. Other significant Standardbreds he was connected with include Jerry A. Hanover 4,2:06.1 (\$62,272), Time Dancer p,5,1:59f (\$378,109) and Game Ed p,3,1:55.2 (\$120,786). In recognition of his accomplishments, Burrigh was inducted into the Illinois Harness Racing Hall of Fame in 1979.

Life was not easy or kind to Burrigh. He had to deal with a tragic stable fire and the loss of his entire racing stock; injuries, both human and horse; numerous suspensions; an emergency appendectomy; and a heart attack. However, he was always undaunted and positive in his efforts to win. According to Burrigh, "Driving horses is an incurable disease that I'm stuck with. I love it." Harry Burrigh, "The Dean of Sulky Pilots" died in Macomb, IL on May 20, 1997 at the age of eighty.



*1949 — Harry Burrigh [L], Mendota, IL, the nation's leading harness driver last season with 129 victories, wishes luck to Guy Crippen [R], Elkhorn, WI, at Aurora Downs. The two drivers will be rivals in the \$3,000 Inaugural Trot when Aurora opens its 60-night meeting Monday. (original caption)*

**Nominated by John Manzi**

## THE BURRIGHTS — ALL IN THE FAMILY

Harry comes from one of the leading Midwestern harness racing families and probably the sport's most famous clan. In the early 1950s seven Burright family members were active in harness racing at the same time. The roster included Harry's wife, Margie, his father Ernest, brother Gene, uncle Forrest, aunt "Grandma" Neva Burright, and her daughter Joyce Burright-Hankins.



*Top: Harry with wife Margie who drove in county fair races.*

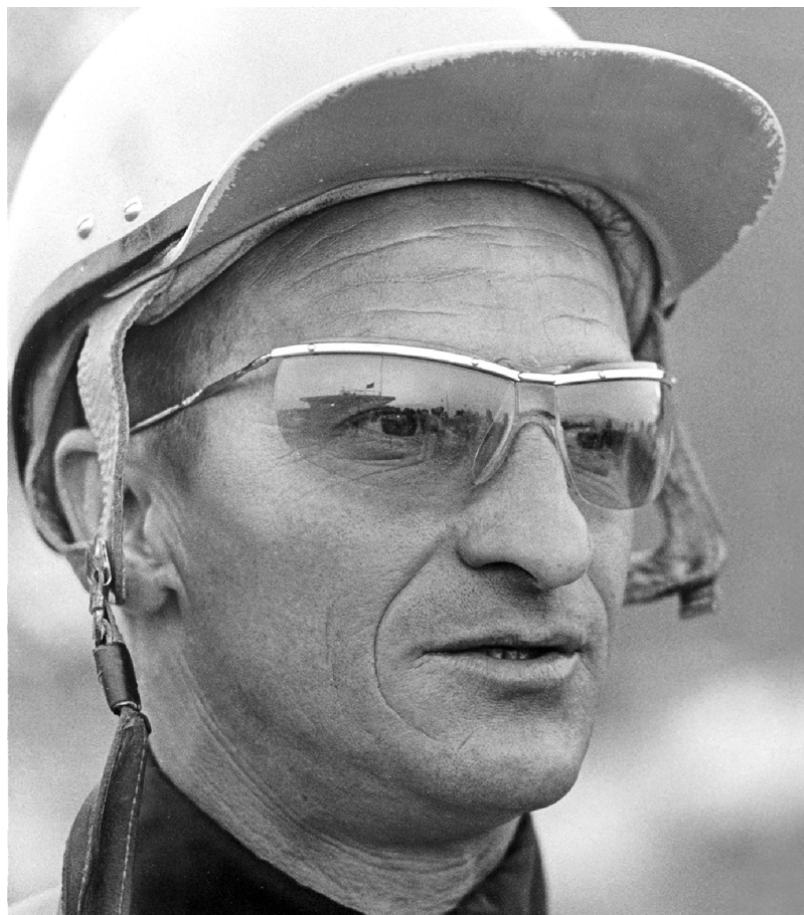
*Above: Harry (L) driving Speed Bill with brother Gene driving Miss Speed at Maywood Park in 1950*



## Vernon Crank

(October 29, 1931 – November 1, 1984)

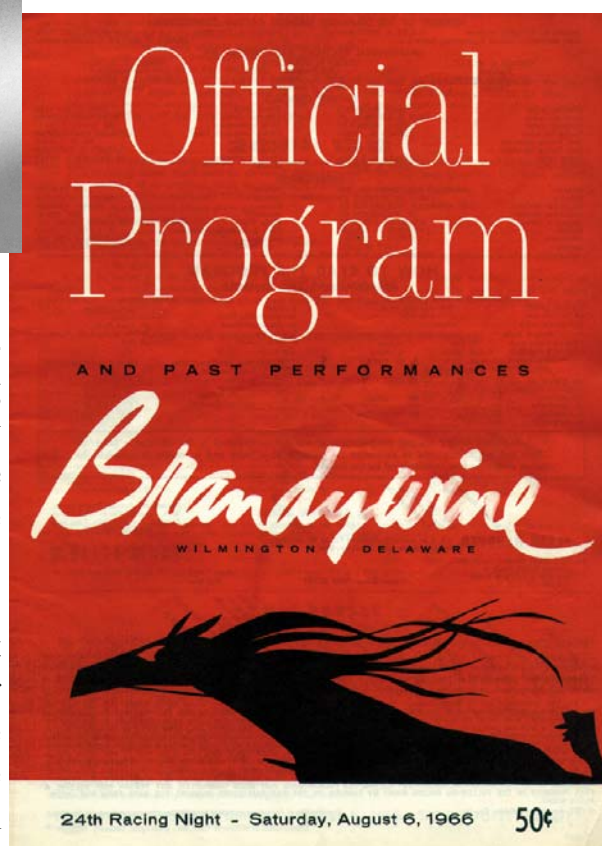
*Trying desperately to overcome the odds, his life fraught with adversity, Vern Crank never wavered from his mission; to give the very best, always.*



Born on October 29, 1931 in Elizabeth City, NC, the 5'11" lanky, soft-spoken Vernon Crank was known to be a "game" driver, able to make the most of his horses' abilities. In 1951, his first year of professional driving, Crank compiled an impressive .463 UDR. In the early days he operated a small racing stable at Brandywine Raceway, Wilmington, DE; however, when he disbanded it and took up catch-driving he found his niche, becoming one of the first successful catch-drivers in the sport.

He was the Leading Driver at Brandywine in 1960 and by 1971 he was among the Leading Dash-Winning (163 victories) and Money-Winning (\$537,473) Drivers in the nation, as well as a new member of the "One Thousand" Club. That same year he was Brandywine's driving champion. He earned the title again in 1983.

Crank spent the majority of his career at Brandywine Raceway. He rarely traveled to other tracks to race, choosing to live and work in the Delmarva area he loved. Because of this, he gave up the opportunity to win prestigious titles and earn larger purses at the major tracks.





*1973 — Isle of Wight, with Crank up, winning  
the \$25,000 Ervin Paul Pace at Roosevelt Raceway*

Always up for a challenge, in 1972 Crank teamed with a Tar Heel son, Isle Of Wight p,6,T1:56.2 (\$493,514), a rugged performer who raced despite having a pin set in his ankle for what was typically a career-ending injury. The game pacer had already won twice against the great Hall of Fame Immortal Albatross p,4,1:54.3f (\$1.201 million) with Hall of Fame driver Herve Filion at the reins.



*1972 — Isle of Wight, with Herve Filion up, besting Albatross, with Dancer up, at  
Ontario's Windsor Raceway*



The third race the two were paired in, the \$40,000 James Clark Memorial at Liberty Bell Park, became a showdown. Amazingly, Isle of Wight, with Crank piloting, sailed under the wire in 1:59.1; Albatross, driven by Hall of Famer Stanley Dancer, was right behind in 1:59.2. It was the fastest harness racing mile of the young season. For his efforts, Isle Of Wight was named the 1972 Aged Pacer of the Year. Later that year, Crank suffered a near-fatal injury in a horrific race accident at that same track, receiving a skull fracture that required the insertion of a metal plate.



*1974 — Vernon Crank drove Noble Tryst to a win  
in a division of the Battle of Saratoga Trot*

After his death-defying accident, Crank continually battled the ill effects of his injury and his racing appearances declined. His comeback truly began in 1974 when he took a division of the Battle of Saratoga behind Noble Tryst. By September 1977 he seemed to rebound fully, driving Town Drunk p,5,1:55.2 (\$459,529), the fast, free-for-all son of Most Happy Fella, to a world record for four-year-old pacing geldings, with a 1:55.3 win at Vernon Downs. The next year Crank took Town Drunk to a track record of 1:55.3f at Liberty Bell Park.

The following year Crank had recovered sufficiently to drive in 103 races; however his earnings had plummeted 82% over the previous year. His slow recovery continued and in 1983, his best year ever, he had 718 purse starts, with 116 wins, 97 seconds and 91 third place finishes. His total money won for the year was \$444,063 and his UDR was .279.

In summary, Crank won 1,799 of his 10,272 career starts and tallied earnings of \$5.643 million. Along the way he compiled a lifetime UDR average of .303.

His last win was with He's Chancey p,4,2:00.1f (\$50,827) at his beloved Brandywine and he did it in vintage Crank style. Suffering from cracked ribs from a recent spill, he took the lead on the final turn and went into one of his all-out stretch drives; rockin' and rollin' in the sulky, pushing and urging his horse on to victory. Crank prevailed in a tight photo by a nose. It was his fifty-seventh race victory that year; it was also his last. Tragically, Vernon Crank died on November 1, 1984, the victim of a hit-and-run accident, while walking with a friend and his dog on a quiet country road.

**Nominated by John Manzi**

## Harold R. Dancer

(May 16, 1912 – August 2, 1981)

*Often overshadowed by the harness racing successes of his younger brothers, it was Harold who paved the way for Vernon and Stanley, by trading two cows for a pair of Standardbred trotters in 1933.*



Harold R. Dancer, Sr., was born on May 16, 1912. He was the first child born to potato farmer James Dancer and his wife, Helen, of Imlaystown, NJ.

In 1934 Harold won his first matinee race with Village June at Plainfield, NJ. From that point on Harold worked hard to establish himself as a premier trainer of trotters. Among the talented stakes' winners he developed were The Prophet 3,1:59.3 (\$140,899), Lightning Larry 4,T1:59.1 (\$129,661), Fairmont Hanover 3,T2:00 (\$52,491), and Speed Expert 4,T1:57 (\$24,164).

Harold also proved to be a gifted driver. In 1959 he piloted his brother Vernon's horse, Tyson Scott 6,2:02.4 (\$112,389), to a world record of 2:10 for a 1 $\frac{1}{16}$ <sup>th</sup> mile race at Roosevelt Raceway. He also drove Hall of Fame Immortal Su Mac Lad 8,1:58.4 (\$885,095) to a track record of 2:00 at Yonkers Raceway in 1961 for his brother Stanley. Because of his skill and dependability, Harold was much in demand by high profile owners and trainers who often asked him to drive their racehorses; this included Delvin Miller and his outstanding Immortal Delmonica Hanover 6,1:59.2 (\$832,925).



*L-R  
Vernon,  
Stanley  
and  
Harold Dancer*





1961 — Harold Dancer and Su Mac Lad, after winning a \$25,000 FFA Trot at Yonkers



*Thankful, dam of Nevele Pride,  
with Harold Dancer and his daughter, Lois Dancer Simpson*

Perhaps Harold's most significant contribution to the sport of harness racing came when he spotted tremendous potential in the young colt Thankful's Major. His dam, Thankful, was owned by Mr. and Mrs. Edward Quin of Blue Bell, PA. Harold had trained for the Quins for many years and when Thankful was brought to him for schooling, he was immediately impressed. Her sire was the great racehorse and "Hambletonian Stake Sire" Hoot Mon and her dam, Magnolia Hanover, was by world champion Dean Hanover. Thankful

had an adequate racing career; however she made her mark as a broodmare. The Quins and Harold decided to breed her to Star's Pride, one of the premier trotting stallions of the twentieth century and sire of eight Hambletonian Stake winners. Their first two offspring were not inspiring; however, the third time was the charm and the pair produced Thankful's Major, better known as Trotting Triple Crown holder Nevele Pride 4,T1:54.4 (\$873,350). Harold was infatuated. He knew this little foal was a winner; however he couldn't afford the \$20,000 purchase price the Quins were asking. He invited brother Stanley to buy him, and, as his younger brother says, "When brother Harold touts a colt, I listen." And, of course, the rest is history. Stanley and Nevele Pride became legends and Harold continued as he always had, the dependable hardworking brother with a small stable of racehorses and loyal owners.

Harold R. Dancer, Sr., who died from heart failure on August 2, 1981 at the age of sixty-nine, was considered the elder statesman of the Dancer harness racing clan. He was an older, more tranquil version of his brothers — the hard-driving, high flying Stanley and the more outgoing Vernon. During his career in harness racing he accumulated 489 wins and almost \$2 million in earnings. Harold's UDR average was a very respectable .330, but, more importantly, he was the guardian of the Dancer Family's destiny while his younger brothers traveled the heady road to the stars.

**Nominated by John F. Simpson, Jr.**



## Norman Dauplaise

(January 29, 1940 – October 28, 2003)

*Driven by the allure of harness racing since he was a small child, Norman Dauplaise, through good times and bad, never lost sight of his childhood dream of becoming a successful driver.*



While other children were out playing, French-Canadian Norman Dauplaise chose to spend his time working around horses as much as possible. When he was only eight he spent his time cleaning stalls in addition to jogging and grooming horses. Born in 1940 in Drummondville, a Montreal suburb, Dauplaise preferred to watch the Standardbreds at the various racetracks in Quebec and dream of his future racing career rather than think of becoming a machinist like his father. For as long as he could remember, he had one primary goal: to be a successful driver in the United States, and he was set on realizing that objective.



Dauplaise ended his formal schooling at sixteen and went to work at the Trois-Rivieres, Quebec racetrack as a groom. With the support of a friend, he bought two race horses for \$45 and \$75 each. Dauplaise trained and drove them and at seventeen he entered his first race with one, Ramuncho, at Sherbrooke, Quebec, and won. He then went to work in Montreal as a groom. There he caught the eye of a well-known veteran horseman Louis Grasso. In 1959 Grasso sent for Dauplaise to join him in the U.S. Dauplaise was just nineteen-



years-old when he arrived in the States, not knowing a word of English. The early days were a struggle as he tried to climb to the top of the tough New York harness racing circuit, but by 1964 he was ready to strike out on his own. It was not until 1972 that Dauplaise, now a U.S. citizen, began receiving the recognition he had sought for so long.



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NORM DAUPLAISE ✕ WALTER MARKS

COMPLIMENTARY  
FORTY-SECOND NIGHT  
TUESDAY, MAY 13, 1975

SECOND  
ANNUAL

# CHALLENGE OF CHAMPIONS



WINNERS PRIZE - 1974 CHRYSLER IMPERIAL



Norman Dauplaise



Carmine Abbatiello



Herve Filion



Shelly Goudreau



Joe March, Jr.



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NORM DAUPLAISE



BEN WEBSTER



CARMINE ABBATELLO



Wm. (Buddy) GILMOUR

VS.



ROSS HAYTER



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Joe O'Brien



Joe March, Jr.



Gilles Gendron



Norman Dauplaise



Herve Filion



Lewis Williams



Shelly Goudreau



Billy Houghton



**TROT DRIVER RECOVERING** — Driving star Norman Dauplaise of Great Neck gets some assistance from Nurse Lorraine Turco of Dobbs Ferry in his hospital bed at St. John's Riverside Hospital in Yonkers.

Dauplaise suffered a back injury in a spill at Yonkers Raceway Friday. He is expected to be on the shelf for several weeks. — Raceway Photo by Mike Cipriani.

Just as Dauplaise was on the cusp of success, there was the danger that it would slip away. On the night of March 10, 1972 he was involved in a racing accident at Yonkers Raceway that almost cost him his life. Dauplaise was driving a pacer, Sandy Miss p,5,2:03.2f (\$38,854), when another horse broke stride sending him, his horse and other drivers to the ground. Dauplaise took the full force of his 1,200 pound horse, in the process suffering a broken scapula in his shoulder, cracked ribs, and bruised muscles around his heart. After fifteen weeks of rehabilitation, and just as he was about to resume driving and training his horses, his wife became seriously ill with a virus and was not expected to live. Amazingly, like her husband, she recovered and after that there was no stopping Dauplaise and his pursuit of success.

Known as “The Master of the Measured Win,” for his winning tactic of rating his horses and coming consistently from off the pace, Dauplaise went on to become a successful driver of horses from his own stable, as well as a winning catch-driver for others. He was a national Leading Money-Winning Driver for fourteen consecutive years (1969-1982). For eleven of those years he was among the top twenty-five and for five of those years he was among the top ten. In 1973 he ranked sixth nationwide among Leading Money-Winning Drivers with \$1,396,554 in purses won.



1976 — *Leaders Dream*, Dauplaise up, at Suburban Downs, just outside Chicago



During the 1973 season at Yonkers Raceway, Dauplaise ranked second among dash winners for the spring meet (Jan-Mar). In the summer meet (May-July) he was ranked fourth among drivers based on his UDR of .284 and third based on his dash wins. In the fall meet he took second place among the dash winners. He was also a winner at Roosevelt Raceway, with fourth position in dash wins in the spring meet. In 1974 he finished seventh nationwide



The coveted "Achievement Award" presented by the N.Y. Chapter of U.S. Harness Writers is proudly held by Norman Dauplaise, its recipient. Dauplaise was again one of America's leading reinsmen in '74, training and driving to winnings of \$1.6 million.

with 233 wins and was third in money earned with \$1,582,370 behind Herve Filion and William Haughton. At Yonkers — his home racetrack — he was fourth Dash-Winning Driver for the spring meet and fifth Dash-Winning driver for the winter meet. At Roosevelt he was fifth in UDR and fourth in the Dash Winners List for the fall meet.

In 1975 Dauplaise was ranked eighth nationwide among drivers who steered the winners of \$1 million or more during a single year, with earnings of \$1,342,575. He took sixth place among Yonkers' dash winners in the spring meet, fifth in the fall meet, and was tied for third in the winter meet. That year he registered his 1,000<sup>th</sup> career win and took fifth place in the dash winners' list at Roosevelt.

In May of that year he took home a new Buick Century automobile when he won the Liberty Bell Drivers' Championship Final. He gave the car to his wife!



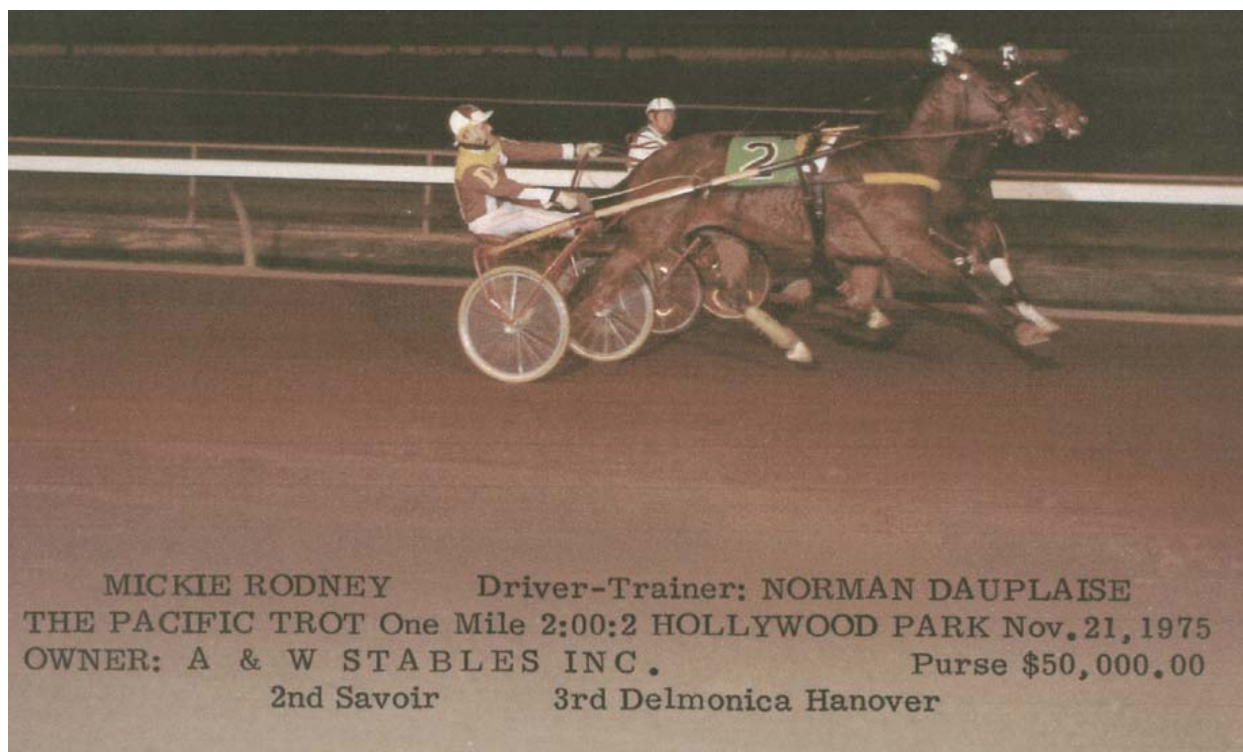
The following year, 1976, he was in eighteenth place for seasonal earnings of \$1,034,911 and in 1977 he was thirteenth among the Leading Money-Winning Drivers.



**STORMIN' NORMAN**—Norman Dauplaise is congratulated in the Roosevelt Raceway winner's circle by Lew Barasch, Public Relations Director, following his 2,000th career dash win Friday night (March 7) at the Westbury oval. The 44-year-old native of Drummondville, Quebec, reined Carla Sebrena to the milestone victory. Dauplaise will display his talents tonight at Roosevelt Raceway.



In 1976 he was the Leading Driver and Leading Dash Winner for the Yonkers winter meet and was fifth based on UDR at Roosevelt's spring meet. The following year, 1977, he took the thirteenth position among the nationwide Leading Money-Winning Drivers. In 1980 he was twenty-fourth on the Leading Money-Winning Drivers list with \$1,373,926 and thirteenth on the All-Time Money-Winning Drivers list with \$14,087,929 in earnings. His total lifetime stats include 2,598 wins and career winnings totaling \$17,874,365. In 1980, at age forty, Dauplaise secured his 2,000<sup>th</sup> career dash win at Roosevelt .



Included among the horses that Dauplaise drove were such notables as Steady Brave p,7,2:00.2f (\$470,209) with whom he registered the 1,000<sup>th</sup> victory of his career at Yonkers Raceway, and Mickie Rodney 8,1:59 (\$785,978) who took the \$50,000 Pacific Trot in 2:00.2 at Hollywood Park, CA in 1975 at the wire beating out Savoir, driven by Hall of Famer Jim Dennis. Dauplaise took the \$35,400 Trotting Series Championship at Maywood, IL, with Free-For-All pacer Leaders Dream p,5,1:56.3f (\$264,330). The pair also took wins in the Liberty Bell \$25,000 Governor David Lawrence Memorial Pace, and the \$50,000 Suburban Downs Pacing Derby. In 1976 Leaders Dream, who was the season's fastest pacer in the United States, broke 2:00 in three races at three different tracks (Liberty Bell, PA; Hawthorne Park, IL; and Roosevelt Raceway, NY). Dauplaise also piloted Nemero, p,4,1:59h (\$201,994), Delmonico 7,1:59.3 (\$446,598), a winner of a \$41,475 Dygert Memorial division at Suburban Downs (Hawthorne), and Sirota Anderson p,5,1:57.1h (\$596,343) with whom he went to the winner's circle in the stunning upset win over Governor Skipper p,3,1:54 (\$1.04 million) in the 1978 Inaugural \$200,000 George M. Levy Memorial Pace.

Other talented Standardbreds driven by Dauplaise earned a total of \$14,087,929 through the 1979 season and ranked him thirteenth among Leading Money-Winning Drivers that year. Dauplaise also drove Lehigh Hanover p,3,1:58.4h (\$330,263) to impressive wins at Roosevelt Raceway and Willie Mays p,6,1:53.2 (\$299,489), whom he guided to the finish line in the 1988 \$76,000 North American Pacing Series Final at Freestate Raceway.

# THE Horseman

AND FAIR WORLD



FEBRUARY 20, 1980  
VOL. 103, NO. 51 — \$1.50

Mickie Rodney  
Captures \$57,500  
Su Mac Lad  
Series Final  
At Meadowlands



*Carol and Norman Dauplaise,  
with their sons Jeffrey and Richard*

By the 1990s Dauplaise's number of race starts began to dwindle. He was slowing down, perhaps to smell the roses.



Right from the time he raced on small tracks in Canada, Dauplaise always had his eye on the prize. He persisted through heart and gut-wrenching times with courage, dedication and optimism. He never lost sight of his goals. This gifted, hard-working trainer-driver finally realized his childhood dream of becoming a successful driver and the many career achievements that go along with it. In 1974 Dauplaise received the coveted Achievement Award presented by the New York Chapter of the United States Harness Writers Association in recognition of his 1973 championship season's 274 victories and \$1.397 million in earnings.

In 2003 "Stormin'" Norman Dauplaise lost his most important battle — the one with cancer. He passed away on October 28, at the age of sixty-three.

**Nominated by Carol Dauplaise**



## Alfred T. “Bucky” Day

(February 13, 1929 – March 28, 1985)

*Catch-driver Bucky Day was known for accepting horses other people shunned.*

*He never refused to drive a horse for a new owner,*

*believing that the sport would benefit from an influx of “new blood.”*

*Bucky Day was one of New England’s more successful drivers  
and definitely one of its most beloved horsemen.*

Alfred T. “Bucky” Day was born in Danville, NH on February 13, 1929. This quiet, unassuming and somewhat shy man became one of New England’s most successful harness drivers. The “Sultan of the Sulkies,” began his harness racing career in 1940, at the age of ten, driving his father’s well-mannered Standardbred Rex Volo over the ice in Derry, NH. At the age of fourteen Day drove in his first pari-mutuel race at Presque, ME. Four years later he scored his first win on the harness racing circuit in Cornish, ME.

For the next three-and-a-half decades, Day campaigned large stables at tracks throughout New England and New Jersey. His record of seven victories on a regular card at Hinsdale, NH stood for many years until it was bettered by Herve Filion during a promotional event in which Filion was assigned the best horse in each of eight races. With this plan he easily beat Day’s hard-earned record.



*Day driving an unknown pacer during an evening program*

Day had 2,515 career wins and over \$4 million in earnings. He piloted such impressive horses as New England Trotter of the Year Top Sail, Wise Widower, Skipper Gene, Miami Beach, Dr. Brooks, Tony The Butler, Arania, Stonegate Saunter, Truman, and Strong Focus, taking them to many track records and “Miracle Miles.” On occasion he also catch-drove Shiaway St. Pat 1:59.4 (\$550,611), winner of the 1981 Hambletonian Stake, the first to be held at The Meadowlands Racetrack in East Rutherford, NJ.



Day won the New England Drivers' Championship six times, was inducted into the New England Harness Hall of Fame in 1982 and was ranked among the nation's top reinsmen for fourteen years. His UDR average was .242, a rate that would have been higher had he chosen not to drive less talented stock.



Day experienced all the thrills and spills associated with harness racing. In 1948 he was involved in a near fatal accident at Old Orchard Beach Raceway, ME where he went over the hub rail and landed in the infield water. A paddock judge had to lift Day's head out of the water so he wouldn't drown. Luckily, he walked away with only a broken shoulder and collarbone. According to Day, these experiences and sacrifices were all just a part of the business. Alfred "Bucky" Day died on March 28, 1985 at the early age of fifty-six, the victim of a sudden stroke.

**Nominated by Brent Schlossberg**

## Bea Farber-Erdman

(November 8, 1940 –)

*“It’s tough out there and you have to get out and go for it.”  
Talented and hardworking, Bea Farber set many precedents  
as a woman in harness racing. It was not until recently that she finally  
acknowledged she had made the right career choice and  
really was as accomplished as those in the sport always said she was.*



Born on a farm in Kindey, MI, Bea Farber grew up riding horses for fun in her spare time. A diminutive (5'4" and 125 pound) legal secretary, she purchased a Standardbred trotter for her niece, and her friends encouraged her to race it. Taking their advice, she won her very first race at a county fair in Bay City, MI, in 1970.

Farber began her harness racing career by racing at various fairs in Michigan. Within three years she was winning professional driving titles. The first came at Northville Downs, Michigan in 1973. She was the first woman to win a driving title at a major harness track, posting a track UDR of .536 for 39 starts, 15 wins, 7 seconds and 6 thirds. Her earnings were \$99,965. At the nation's top pari-mutuel raceways, a winning percentage of .500 is considered excellent.

The next season Farber took second place at Northville, with 26 starts, 5 wins, 2 seconds, and 10 thirds. Proving that her first title was no fluke, she took a second driving crown in 1975 when she won at Bay Meadows in San Mateo, CA with a .512 track UDR percentage. She had 44 starts, 18 wins, 4 seconds and 7 thirds. She also took fifth place among dash winners at Bay Meadows that year. Farber's visits to the winner's circle continued with regularity and along the way she picked up driving crowns in California, New York, Ohio, Kentucky and



Canada. Known as the “Queen” Bea of harness racing, she also set track records at Michigan tracks in Jackson and Livonia, and Chicago's Balmoral Park. In 1973 Farber was eighth on the national UDR list with 184 starts, 50 wins, 30 seconds, 30 thirds and a percentage rating of .417. In 1978 she took the UDR championship with a .432 percentage. She did it again the following year, this time racking up a .450 percentage. In 1980 she was third with 603 starts, 140 wins, 112 seconds and 95 third place finishes and a .388 percentage rating. That same year she was ranked nineteenth on the 2:00 mile list and twenty-second on the Leading Drivers by Total Two-Minute Miles list.



The following year she was thirteenth among Leading UDRS Drivers with 500 or more drives. That season she had 579 starts, 112 wins, 98 seconds and 103 thirds and a .347 percentage rating. In 1981 Farber's lifetime UDR was .400. Her lifetime win percentage at that time of .254 indicates she won more than one of every four drives. One of the leading drivers of 2:00 miles, she was recognized as one of the top drivers in the nation that year. In 1984 she became the first woman to record 1,000 career victories. In 1992 she was again eighth nationwide, this time she had 329 starts, 76 wins, 58 seconds, 36 thirds with a rating of .365.

In 1973 Queen Bea was the first woman ever to win in 2:00 on a half-mile track. She was piloting Easy Irv p,5,1:58.2 (\$223,073) at Jackson Raceway in Michigan when she took the record. In 1987 she captured the UDR driving title at Balmoral Park, and drove Proudfoot Laurie p,5,1:56.1 (\$360,397) to nearly \$100,000 in earnings. Other notable performers for Farber include the home-breds Quick Command p,5,1:55.3 (\$361,720), Quick Expense p,5,1:56.4 (\$75,328), and Quick Easy Man p,6,1:58.1f (\$70,995).



*Bea (far right) and other participants of the 1st International Women's World Driving Championship*



*1978— Bea at the 1st International Women's World Driving Championship in Italy*

In 1978, fighting pneumonia, she won the International Women's World Driving Championship against drivers from eight countries who competed at five major harness tracks in the United States. She had five victories out of sixteen races and 367 total points at the end of the tournament. The runner-up had 246 points. She also won similar races in Europe during that time.

Farber was also an accomplished Standardbred trainer, with \$2.219 million in money won and a national Universal Trainer Rating System average of .276. Some of her talented charges include homebreds Duo Gingersnap p,3,1:56 (\$112,689) and Fleur Du Mal p,6,1:55.4s (\$66,953), as well as Varsity Type p,6,1:54.3s (\$209,961), Way Above Average p,4,1:54.1s (\$161,209), Sheal B Precious p,5,1:57.2h (\$85,148), Sir Chitown p,6,1:54.1 (\$82,567), Red Line 4,2:01s (\$53,782), and Old Fashioned Way p,4,1:58.2s (\$51,785).





*Frank White, Sr. (second from left) and Don Evans (far right) present award to participants of the 1980 Battle Of The Sexes at Vernon Downs, NY, including Jack Bailey (far left), Bea Farber (third from left), and Jacquie Ingrassia (third from right)*

A Vogue magazine cover subject and the star of a short movie produced by the United States Trotting Association, Farber was inducted into state harness racing halls of fame in Illinois, Michigan and Florida.

When you play in the major leagues accidents always happen, and Farber has had her fair share. Her last bad accident was in 1994. The horse knocked her out of her sulky in mid-race. She flew about ten feet, landing on the track. She was trampled by the other horses in the race and one horse's knees actually dug into her back, causing several ribs to break.

Farber's last driving start was in July 1995 and her last trainer start occurred eleven months later, in June 1996. Her driving record of 1,801 victories, \$9.1 million in earnings and her career UDR average of .332 remains unbeaten by any other woman driver – and many men as well.



Farber's natural talent and hard work have earned her the reputation of being one of the shining lights in women's harness racing. She retired in 1995 when she was fifty-five years old. She knew it was time to stop when she didn't feel that sense of excitement from racing anymore. Farber now lives in Naples, FL and leads an active life that includes walking, biking, and ballroom dancing.

**Nominated by Jacquie Ingrassia**

## George S. Forshey

(January 15, 1924 – August 25, 1989)

*A warrior, a teacher, a sympathetic counselor, and a trusted friend;  
his loyalty and his dedication was a compelling force in his drive to win.*



George S. Forshey was born in Fort Edward, NY on January 15, 1924. It was his neighbors' harness horses that proved to have a major influence over Forshey's future. Working with them became an obsession for the young man, occupying the majority of his free time.

After he graduated from high school, Forshey enrolled in the army. He became a veteran of five major battles in WWII including the Normandy invasion — for which he earned five battle stars — the Siegfried Line, and the Battle of the Bulge — where he was awarded a Bronze Star.



After the war, Forshey returned to New York. He received a Bachelor's Degree in Psychology from Syracuse University; however, he opted not to pursue a career in that field. Instead, he opened a public harness racing stable in 1952; his first love was training and driving Standardbreds because "once it gets in your blood, you're hooked." A fair-minded, forward thinker, Forshey was one of the first trainers to employ women as grooms at a time when most harness racing-related jobs were held by men.



Forshey did not have an easy time with the sport in the beginning; it took him several years and more than one hundred starts to pilot his first winner. Due to this poor luck, Forshey suffered a dismal average UDR of .219 and low annual earnings of approximately \$12,000; however, his fortunes began to change in the early 1960s when he started training and driving for the dairy farmer-turned harness racing enthusiast, Dan Gernatt. Theirs was a lasting friendship; an association built on trust. They were both meticulous, casual and candid. Honesty and honor was their credo.

The success of this dynamic duo went hand in hand with the meteoric growth of the New York Sire Stakes program, which Forshey and Gernatt would dominate for the next twenty years. Forshey turned several of Dan Gernatt's homebreds into outstanding Sire Stakes performers, such as Billy Collins, Phil Collins, Bob Collins, Sam Collins, Speedy Collins and Merry Collins. He was also responsible for developing Gernatt's great pacing sire Adioo Bob p,4,1:58.4 (\$333,364) and Roz T. Collins 3,T1:58.2 (\$410,653), a trotter who set two track records and, to Forshey's great pride, placed third overall in the 1982 Hambletonian Stake at the Meadowlands in East Rutherford, NJ. Other Standardbreds trained and/or driven by Forshey include Fly Fly Dahrlin p,2,1:59.3q (\$160,507), the champion pacer and world record holder Steady Knave p,4,1:54.3 (\$145,970) and Sonnet Song p,3,1:58.3 (\$124,860).



*Forshey driving  
Fly Fly Dahrlin to a  
win at Saratoga*

Ill health caused by diabetes complications forced Forshey to retire in 1982. His UDR was .405 that final year. He had compiled 921 wins and career earnings of \$1.588 million. Forshey passed away on August 25, 1989 at the age of sixty-five. In 1997 he was posthumously elected a member of the Saratoga Harness Hall of Fame.



**Nominated by Bernard Colvin**



**Hilda Heydt**  
**(July 1, 1926 – )**

*Breaking through barriers in harness racing came with the territory for this tough-minded, outspoken, gutsy woman. Despite the constant struggle, she made great accomplishments and in doing so proved again and again that being a woman encompassed more than the stereotypical image of the day.*



Born in Germany in 1926 Hilda Heydt moved with her father to the United States by way of Johannesburg, South Africa in 1938. They settled in Manhattan, but the young girl despised city life and longed for the country. She began to suffer physical abuse at her father's hands, and eventually a welfare agency placed the teenager with a family who owned a poultry farm in Kingston, NY. She worked hard on the farm but to this day does not share the same fondness for chickens as she does for horses.



After high school Heydt briefly attended Pennsylvania State University. She was particularly interested in veterinary medicine but soon discovered it was not for her. One thing was certain though; she wanted to work with horses. In 1944 she moved to Lexington, KY where horses were plentiful. Although help was scarce during and right after World War II, women were not considered capable of working in a racing stable. When Heydt was hired as a groom for Standardbred trainer Art Blackwell, she faced prejudice and hardship. She would say that unless you were a rich owner wearing expensive perfume, most trainers did not even want to speak to you. Nevertheless, through humor and determination, Hilda was able to hold her own. Her knowledgeable horsemanship bolstered by her innate pride and confidence in being a woman allowed her to successfully cope in a man's sport.

During her career, Heydt worked for various racing stables. She received her trainer's license in 1949. At that time the only women to hold a license were Hilda, Lucille Fleming of Iowa and Kentucky and Immortal "Grandma" Neva Burright of Illinois. That was the year Hilda was training the aged gelding Barefoot G. for an upcoming race at Roosevelt Raceway. Max Hochberg, a lawyer who was watching the workouts, timed him in 2:08. Flabbergasted that she was training a horse who was to race three days later, he questioned her judgment and competence. Heydt stood her ground. She knew what she was doing. Soon Hochberg learned that indeed she did know, as Barefoot G. went on to win three races in six days, the fastest in 2:07.2.

Hochberg was so impressed with Barefoot G.'s performance that he asked Heydt to train some of his horses, including the talented performers Early Dawn p,2:05.3h (\$17,246), and Torrid p,2:00.3 (\$141,912). Despite the skepticism of others, Heydt spotted something special in Torrid, her "fat little horse." She encouraged Hochburg to buy him for \$1,300 and in 1953 readied him for the prestigious Geers Stakes at Goshen's Good Time Park. Torrid, driven by Heydt's catch-driver Eugene Minniear, took the first heat against some of the country's top colts, and then went two ticks faster in wrapping up the final, winning in straight heats. The "fat little horse" went on to take the Reading Futurity in Pennsylvania, setting a world record for three-year-old pacers of 6:12.2 for a triple-heat win on a half-mile track. A subsequent victory in 2:06.1 at Brandywine Raceway in Delaware equaled that track's record. In 1955 Torrid set a new track record at Yonkers Raceway when he beat Adios Boy in 2:00.3. The following week Torrid and Adios Boy hit the wire together in 2:00.4, a world record at the time for a dead-heat on a half-mile track.

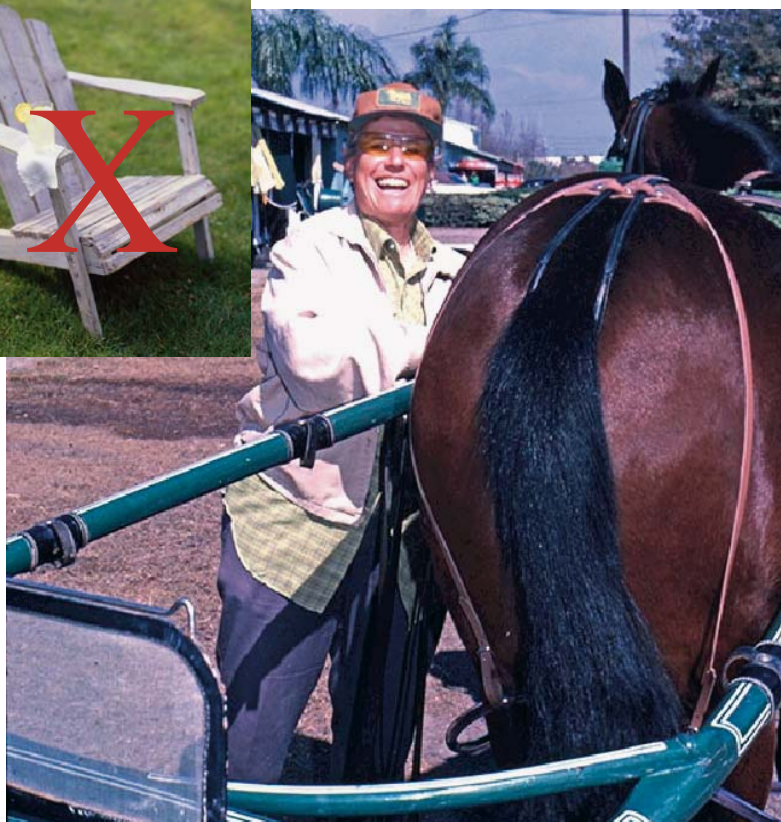


1963 — Hilda Heydt with Torrid Miss at the Montgomery County Fair

When she was second trainer to Charlie King, Hilda conditioned (and often drove) Lady's First 2:00.1 (\$132,095), Irvin Paul p,4,1:58.3f (\$548,518), and Mr. Budlong p,8,1:58.1 (\$416,208), who won \$84,000 the year Heydt trained him. Then there was her own home-bred Mr. Lucifer p,2,2:00.1 (\$178,798) and the game race mare Joannas Time p,3,1:59.1f (\$155,387) with whom she won the Bronx Filly Pace in 1974 at Yonkers in 2:01, a stakes record at that time. Trained by Hilda and driven by Ed Lohmeyer, Joannas Time won over the great Hall of Fame race mare Handle With Care 3,T1:54.2 (\$809,689).



Heydt, who became an American citizen in 1953, is now over eighty years old. Still willing to provide advice and assistance to conditioners just starting in the business, she now devotes her time to her farm and horses near Dayton, OH. She takes great pride in being the co-breeder of the 1983 Jugette heat winner Lucky Lady p,3,1:55 (\$591,857). The mare gained even greater fame as the dam of the Hall of Fame millionaire pacer and champion sire Camluck p,5,T1:48.4 (\$1.003 million), sire of 1405 starters, 495 in 1:55, with total earnings of \$131.150 million, including six millionaires: Burning Point p,6,1:49.2 (\$2.810 million); Invitro p,4,1:50s (\$1.983 million); Casimir Camotion p,6,1:48.3f (\$1.528 million), D.M. Dilinger p,5,1:49.3s (\$1.227 million), Michelle's Power p,3,1:50.1s (\$1.110 million) and Intrepid Seelster p,4,1:50.1 (\$1.038 million).



Hilda Heydt does not plan on retiring. She wants to be remembered “as a tough old broad,” and there is little doubt that she will always be remembered that way. She will also be remembered for her sheer will and determination that spanned a career rich in accomplishments and one that gained her well-deserved respect from her fellow sportsmen — a respect given to few women of her day.

**Nominated by Dean Hoffman**



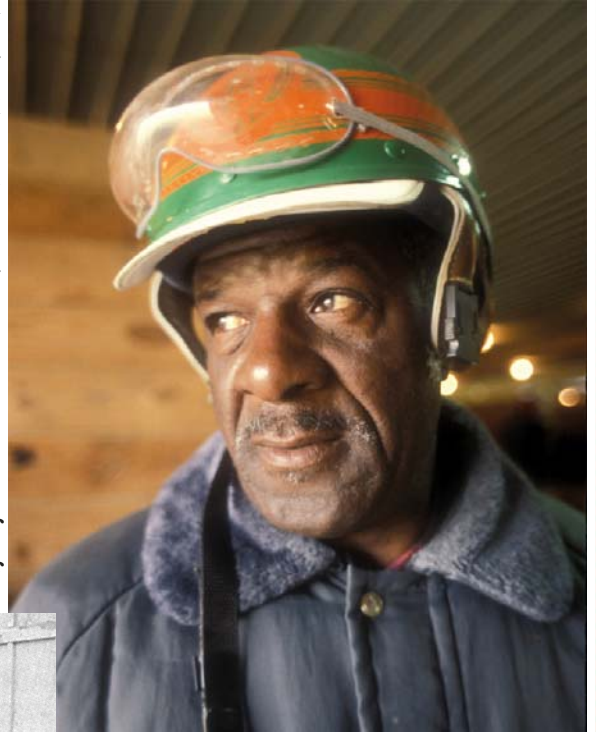
## Maxie Ervin Lee

(October 5, 1930 – July 30, 2001)

*This no-nonsense, modest, highly respected Standardbred trainer, will long be remembered for his fortitude in overcoming intolerance.*

Born in Hoffman, NC, in 1930 and raised in nearby Pinehurst, Maxie Lee grew up in the heart of winter harness racing country which gave him an inherent love for the sport. His career began during the 1950s, when he was in his twenties, with the legendary trainer Frank Safford, whose stable was one of the giants of that time. Starting as a groom, Lee later went on to become Safford's second trainer.

Always known as a good horseman, Lee went on to work for such respected trainers as Johnny Edmunds and Charlie Fitzpatrick. He conditioned the accomplished pacer Black Gamecock p,5,1:56.4f (\$153,462), whose mark in 1974 made him one of



the fastest pacers ever on a five-eighths-mile track. At the time, Lee was one of the few African-Americans involved in harness racing. "It was tough for a black man to break into the sport," Lee has said, but the fact that there were not many of them training and/or driving did not stop him. It became a challenge, urging him to succeed.

In the 1960s Lee opened his own public stable, training and driving horses racing at Brandywine and Liberty Bell Park. Although Lee never conditioned more than a handful of horses in any one season, in 1974 and 1975 two of his charges went on to be named back-to-back Delaware Valley Harness Horse of the Year champions. They were Black Gamecock and Valley Ken p,5,2:02f (\$131,258).



One of the most popular and talented Standardbred trainers on the New Jersey circuit, Lee spent much of his career contentedly operating beyond the glare of publicity. He was a hardworking, soft-spoken veteran horseman.



*Backstreet Guy with Campbell driving at Garden State Park*

WORLD WIDE RACING PHOTOS



When Backstreet Guy 6, T1:54.4 (\$754,573) became Lee's responsibility, the publicity-shy conditioner was happily, if not wholeheartedly, thrown into the spotlight. Backstreet Guy, a son of Lindy's Crown, was a brilliant performer and one of the top two-year-olds, at the time, with a record of 1:58. The colt was purchased at the Octoberfest yearling sale at Freehold for \$19,000 by owner Bruce Kearns and sent to Lee for conditioning. When his two-year-old season at Garden State Park concluded, he had won almost \$525,000 in purses, finishing first in twelve out of fourteen races, stamping himself one of the best of the freshman trotters of 1989. Among the races won by Backstreet Guy were several New Jersey Sire Stakes, and the 1989 \$639,250 Peter

Haughton at the Meadowlands. An unfortunate injury in the Harold Dancer Memorial broke his eleven-race winning streak, sidelining him for the rest of the season. The colt was a contender in the 1990 Hambletonian Stake, giving Lee the honor of being the first African-American trainer to start a horse in the world's most prestigious trotting stake.



*Above: Maxie Lee warming up Nuke Skywalker before the 1991 Little Brown Jug*

Other memorable colts conditioned by Lee include Nuke Skywalker p,3,1:53.3 (\$259,035), who finished second in both his elimination and the final of the 1991 Little Brown Jug; stakes-winning trotter Downtown Man 3,1:55.4 (\$275,460); the gelding trotter Lodestar Lobell 5,1:56 (\$587,277); and fast pacer Joe's Scooter p,7,1:51.4 (\$225,352). Both



Lodestar Lobell and Joe's Scooter were top-class horses raced at the Meadowlands and Freehold by Lee. He also trained Cease Fire p,5,1:55 (\$118,093), Young General p,7,1:55.4 (\$113,762), and Whirlwind Lobell p,6,2:01.1f (\$49,626).

After a lengthy illness, Maxie Lee died on July 30, 2001 at the age of seventy. For over forty years Lee gave his heart to the sport and along the way became an admired and trusted member of the harness racing community. In an interview, Lee summed up his life's work by saying, "there's nothing more exciting than a harness race. It's the only game in town." This highly respected horseman was one of the sport's shining lights. He spent much of his career working behind the scenes, but was deeply dedicated to one goal: bringing the best he possibly could to his chosen profession.

**Nominated by Gregory Lee**



## Joe Lighthill

(April 22, 1928 – July 25, 2006)

*He was revered by the masters.*

*“The best catch-driver in the sport” said Delvin Miller.*

*“The best conditioner of young trotters in harness racing,” thought Frank Ervin.*

*Joe O’Brien called him “one of the great trainers and drivers of harness racing, especially young horses.”*

Joe Lighthill, who was born in Deshler, OH, came from a well-known harness racing family. His father, Clinton Lighthill, was breeder of the Immortal Gene Abbe p,T2:00.3 (\$51,239). Joe followed in his father’s footsteps and became a professional harness racing driver. When he was twelve years old, he went to work as a groom for Immortal H. M. “Doc” Parshall, a gifted trainer prominent in the 1930s and 1940s. Working for Parshall allowed Lighthill the opportunity to take Parshall’s renowned pacer, King’s Counsel p,6,1:58 (\$44,930), out for occasional training miles in preparation for races against his nemesis, Adios.



*Joe Lighthill with Peter L. Scott*

Lighthill’s career began in 1944. He was only sixteen years old, making him one of the youngest professional drivers in Ohio. That year he drove his first race with Evans Abbe at Kenton, OH. He finished second in the third heat, after taking over the drive from his father who had finished 3-4. The first race Lighthill won was that same year with Peter L. Scott p,2:06.3h (\$24,212) at Ottawa, OH.

After serving in the Army from 1946-1948, Lighthill returned home and opened his own stable. He also spent a short time working for Immortal reinsman Tom Berry at The Red Mile in Lexington. His first real break into harness racing's big league came in 1953 when he went to train for the Leonard Buck-owned Allwood Stables. During that time, Lighthill drove American Way p,2,2:01.4 (\$61,967) winning the opening heat of the Fox Stake at Indianapolis in 2:02 over Captain Adios. Working at Allwood Stables brought much attention to Lighthill and his driving successes continued to escalate following his departure from the stable in 1954. By 1955, at age twenty-seven, he ranked seventh among leading drivers based on his UDR and eighth based on number of winning dashes. In 1956, he finished fourth for dash wins behind Hall of Famers Billy Haughton, Stanley Dancer and Buddy Gilmour, respectively, and tenth for his UDR. During this period, Lighthill, who was no stranger to injury, broke his back in a frightening accident at Northville Downs. While he was recuperating from his injuries, prominent lumberman Ed Schafer hired Lighthill as his private trainer. This prompted Lighthill's move to California.

Over the years Lighthill became an admired catch-driver, noticed by the top horsemen in the sport. He drove the Miller-trained and Hugh Grant-owned pacer Meadow Skipper p,3,1:55.1 (\$428,057) to his first 2:00 mile, when he won in 1:59.4 at Hollywood Park, California in 1962. In 1963 Lighthill won the Maywood Trotting Derby with Miller's Countess Adios p,3,1:57.3 (\$303,932), t,6,T2:01.2 (\$13,226).



*Kerry Way (#7), driven by Joe Lighthill, flanked by Mary Donner (#14), driven by Frank Ervin, in the 1965 Breeders Filly Stake Trot at Hazel Park.*

Other top horses that Lighthill drove included the Frank Ervin-trained Kerry Way 3,1:58.4 (\$221,559), with whom he won the 1965 Breeders Filly Stake Two-Year-Old Trot at Hazel Park, MI. The race mare went on to win the 1966 Hambletonian with Ervin driving. Other top racehorses Lighthill drove included Tender Loving Care p,4,T1:52.4 (\$327,822), Hickory Pride 5,T1:59.2 (\$166,666), Peter Lobell 5,1:56 (\$271,655), Try Scotch p,5,1:54.3 (\$956,770) and B C Count p,4,1:56.2 (\$536,583). In 1966 Lighthill became a member of the "One Thousand" Club with 1,034 wins. He was the fourteenth Leading Driver of Two-Minute Horses in 1967. In 1969 he was the twelfth Leading Driver of Two-Minute Horses, took the Pocono Downs Driving Championship and was fifth leading driver at Hollywood Park. The following year he was listed tenth (with Hall of Famers Gene Riegler and George Sholty) on the Leading Drivers of Two-Minute Horses list.



1972 found Lighthill in Florida at Pompano Park, training and driving Howard Beissinger's second division of racehorses. Unfortunately in 1975, after his return to California, Lighthill suffered another serious accident. This time it was at Hollywood Park and the repair required the implantation of an artificial shoulder. He faced a year of recuperation, with the possibility of never driving again. Impatience won out and he was back driving six months later, coming in second in his first race back on the track. From then on he did not look back. The following year, Lighthill received the "Top Achievement" award from Hollywood Park, as well as ranking second among the track's dash-winning drivers.

Lighthill scored major wins with Peter Lobell and H.A.'s Pet 3,1:57.1 (\$413,447). Peter Lobell captured three races timed in 1:57.2 or better while H.A.'s Pet won the \$100,000 L.K. Shapiro in 1:57.1 at Hollywood Park in 1975. That year, driving mainly for Lou Huber at West Coast tracks, he was among the top drivers at Golden Bear, Bay Meadows and Hollywood Park. Lighthill's most lucrative year came in 1977, when he amassed \$516,296 in earnings and took 117 wins – only four off from his personal best of 121 set in 1956.

Lighthill drove 2,272 winners in his career with lifetime earnings of \$6.98 million. His last win was at Los Alamitos in 1994 with his home-bred Lightly Spiced p,5,1:55.3f (\$64,062). His last drive was in 1995 behind Ima Cutie Pie 3,Q2:06 at Cal Expo, and his last training start with a win was with the trotter River City Sur 6,1:57 (\$240,194) at Cal-Expo in 1996. In 2005 The California Harness Horsemen's Association awarded him its Lifetime Achievement Award.

Lighthill was a man of few words, but if he knew you well and liked you, his wonderful wit would emerge. He was also a great storyteller, especially on the subject of the old times in harness racing.

Joe Lighthill earned the respect of the leading drivers and trainers in the sport and is fondly remembered as a dedicated and accomplished horseman. He was seventy-eight years old when he died on July 25, 2006.



*Lighthill up behind Lumber Dream at Hollywood Park*

**Nominated by Marie Hill**

# Phyllis Smith Page

(October 15, 1923 – December 17, 2003 )

*A pioneer, she went where no woman had gone before.*

Phyllis Smith Page was so young when she started training horses, her feet did not even reach the jog cart stirrups. It had to be modified with a bar across the front of the seat to brace her feet. She was just eight at the time. She had always loved horses and was fortunate to have a father, Carroll Smith, who owned a stable and raced for many years. The exposure to horses and her father's involvement in the sport gave Page the opportunity to pursue racing; however it was her natural talent that proved that this petite woman could successfully compete with her male colleagues.



Born on October 15, 1923 in Gardiner, ME, Page was the second oldest of six siblings. In 1938, when she was just fourteen years old, she started in her first race at the Union Fair in Union, ME. It was before the mobile starting gate era and her father had been disqualified for scoring ahead of the pole horse and needed a replacement driver. With faith in his young daughter he turned his Standardbred Peter Simmons 2:09¼ over to her. She won the heat and came third in the next! Page continued to drive Peter Simmons, as well as two other horses that she owned, Plainfield and Cashier. In fact, on June 30, 1945 at the Topsham Fair, ME, Page had a three-



heat win with Cashier. She also drove Hopeful Maiden p,2:20.4h to a three-heat win and Plainfield to three second-place finishes at Bangor Raceway, Bangor, ME, on August 10, 1945. At the time, winning all three heats was a feat in itself; however, for a woman to do so on multiple occasion was considered quite an achievement.

*c.1945 — Phyllis Smith Page driving Cashier at Topsham Fair*



Phyllis trained all her own horses and by the time she was twenty-one she was already a veteran, having 250 races to her credit, mostly at racetracks in her home state. This was at a time when she was only one of fifteen female drivers in the country. One of the first female drivers to hold a pari-mutuel license in the United States, at fourteen she was definitely among the youngest drivers, male or female, to race in pari-mutuel meets.



*c.1946 — Phyllis winning with Cashier at Topsham Fair*

Throughout her career, Page had always been held in high regard as a trainer and driver. She competed with many of the all-time great driving stars, such as Hall of Famer Earle Avery as well as Henry Clukey, Howard Parker, George Phalen, and Dan Steele. She drove in races started by Immortals Ed Keller and Ted Gibbons, who was the president of the State Racing Commission of Maine and later creator of Roosevelt's United Nations Trot. Race officials she worked with on a regular basis included Walter Gibbons who was the Maine State Steward at the time and later general manager of Roosevelt Raceway and Foxboro Raceway, MA. He recommended her red, white and blue driving colors.

In 1949 Phyllis Smith married Chester B. Page, also a trainer-driver, and this allowed her to stay involved with horses all her life. She had no qualms about racing against men during her career; however, in a newspaper interview she remarked that "it would be more of a thrill to beat a woman than beat a man." She also expressed her hope that more women would become involved in the sport. Phyllis Smith Page lost her battle with cancer on December 17, 2003, at the age of eighty.

**Nominated by Donna and Ramona Smith**



By Staff Photographer  
**MISS SMITH IN THE MONEY**—Phyllis Smith, driving her own Cashier, finishes out front in the first dash at Topsham Fair Grounds Saturday afternoon. Ensign Hal, Herb Bond driving, is on the outside and finishing second while McKenney brings Volo Grattan through on the rail for third-money. Cashier paid \$5.00 \$3.00 and \$2.20 for the 2:07 effort.



*THE SMITH PAGE FAMILY — 1960*

*L-R: Phyllis' brother, Russell Smith; her husband, Chester Page; Phyllis with baby Pam; and her brother, Byron B. Smith*



## Howard Parker

(December 16, 1903 – May 18, 1983)

*So competitive it was said “he would park his own mother.”*

*A veteran harness racer and horse trader, Howard Parker had the uncanny ability to look into the eye of a horse, know its thoughts, its worth and spot its potential.*



Horses always played an important role in Howard Parker's life. As a youth he used horses to drive doctors from patient-to-patient and at sixteen he drove a stagecoach, carrying mail, freight and the occasional passenger throughout Vermont. He tried his hand at several different professions, but in the end Parker found that horses were in his blood and so this native of Windsor, VT chose a career in harness racing.

Parker's entry to the sport in 1933 came with a heartbreaking experience. He arrived in Maine with his new purchase, the trotting race mare Luxury Dillon, and entered her in their first race;

however, before it could take place she was accidentally struck by another horse and both she and Parker fell to the ground. In running away the mare was so frightened she ran into a large truck and tragically broke her shoulder. By the time Parker reached her a policeman had already put her out of her misery and Howard was left to dispose of her body. A kindly farmer allowed him to bury her on his farm.

Parker remembers how hot the day was and how all alone he was as he dug her grave. "I cried and I cried, and I dug and I dug. It



took me four hours and when it was all done I went back home. I didn't have a horse, I didn't have any money. I had nothing. I thought I would never want to race a horse again. But it's in your blood and you go ahead and get them again, and that's what I did."



Parker was among the top drivers at Massachusetts' Bay State Raceway in the early 1950s, before moving to Saratoga Springs in 1955. He drove many of the finest Standardbreds in the sport and in the process he set two world records. The first was in 1959 at Saratoga Raceway with Victory Lind p,3,2:01h (\$46,308), whom he trained and drove to the fastest time on a half-mile track for three-year-old geldings. Seven years later, in 1966, Parker established his next world record — again at Saratoga — this time with W.W. Smith p,5,1:58.1q (\$207,650), piloting the four-year-old gelding to a 1:58.4 finish on a half-mile track.



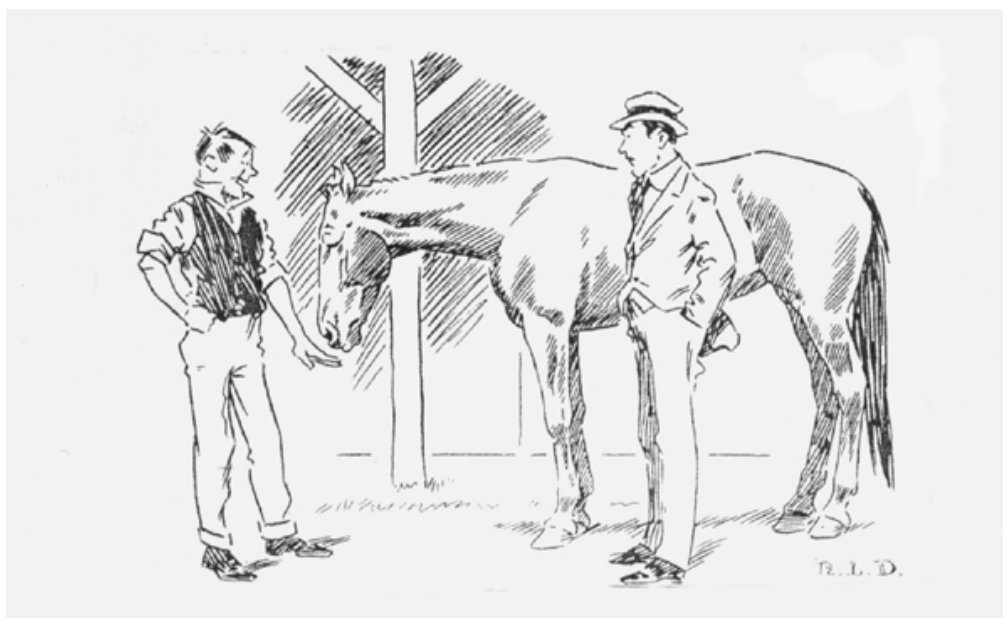
In addition to the world records Parker set, he won fifteen driving titles at Saratoga Raceway. He led the national UDR list in 1963 for 200-299 starts with a rating of .440 and in 1964 for 100-199 starts with a rating of .528. He became a member of the "One Thousand" Club in 1971 and posted a record 107 training wins at Saratoga the following year. In 1972 he also set the track standard for most wins by a trainer-owner on a single program with six victories. During the course of his career Parker compiled 1,301 wins and earned \$1.548 million in purses. His UDR was .313 his last year of driving.

Just about the only things that slowed Parker were injuries, which he sustained several times in his career. In 1956 he shattered his knee in a driving accident, and then in 1975 he broke his wrist. Each time he was sidelined and his driving average took a beating; however, he never gave up racing.





While Parker was a skilled competitor on the racetrack, he was even better known as a trainer and owner who enjoyed the art of horse trading. He sold horses to many of the top trainers in the country and was recognized for his honesty and high principles in all his business dealings. An astute judge of a horse's potential, it was not uncommon for him to buy a horse for \$1,500 and resell him for substantially more.



One such example was Frisco Creed p,4,1:58 (\$87,483). He purchased him as a yearling in 1953 for \$900 and sold him for \$10,000 to a party who resold him for \$50,000. Frisco Creed turned out to be a two-minute stakes star and world champion. Another horse Parker sold was Quarry Road p,6,2:03.2h (\$102,861). In 1966 Parker purchased the 2-year-old for \$700, although he appeared lame. The canny trader earned \$2,500 in purses with him and then sold him for \$12,000, promising the new owners he would return their money if the horse went lame within three months. Quarry Road went on to earn his new owners more than \$100,000. They never exercised the return option! Other Standardbred racehorses Parker bought and sold over the years included Lou's Hope 3,2:00.3 (\$93,168), who set a national season's record for three-year-old geldings of 2:00.3 in 1972 and the double-gaited Hal Speedster p,7,2:01h (\$70,449); t,5,2:03.1h (\$30,271). Parker believed horse traders were born not made and his mantra was simple, "Remember, you've got to sell good ones, not bad ones."

Howard Parker was a director of the Northeastern Harness Horsemen's Association and a charter member of the Saratoga Harness Old Timers' Club. He retired from active participation in the sport in 1976, when he was seventy-three years old. Two years later he was named Saratoga Horseman of the Year and in 1981, a year before he died, he became the first living person to be inducted into the Saratoga Harness Hall of Fame.

**Nominated by Virginia O'Brien**

## George B. Phalen

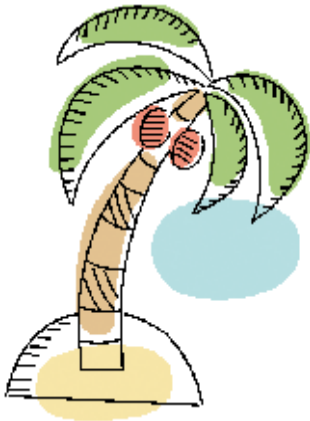
(July 16, 1922 – June 25, 1991)

*A man of rigid principle, firm in decision.*

*“George Phalen is a top horseman in every respect.”*

*- Joe O’Brien*

George Phalen, born in 1922 in Plaistow, NH, was introduced to the world of Standardbred harness racing through his father, who owned and operated a small racing stable in New Market, NH. Already jogging harness horses by the age of six, at twelve he drove and won his first race at Exeter, ME. Through the years, father, son and a flock of other driving and training Phalens enjoyed success on the local harness racing circuit. Often the Phalen clan would sweep races and entire programs at the New England fairs.



At the age of twenty-one and just 5’5” and 135 pounds, Phalen joined the Navy

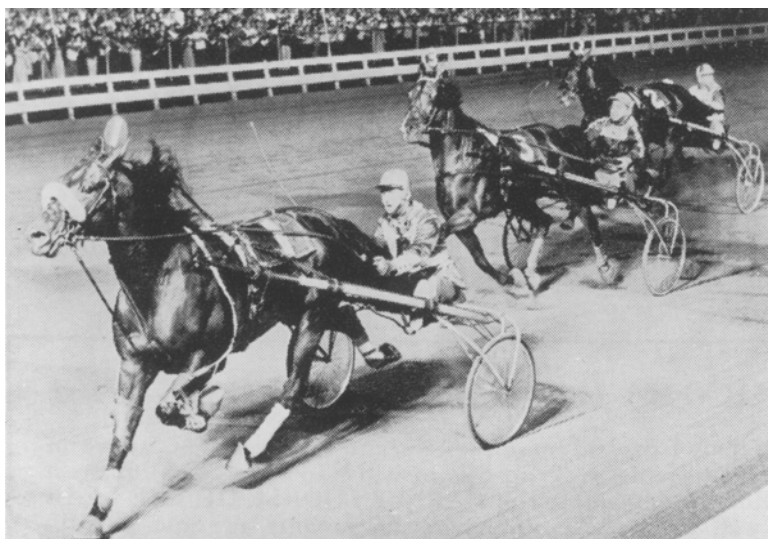
Seabees. He was stationed throughout the South Pacific during World War II. According to Phalen, this period of his life had a tremendously positive impact upon him. Military service made him a physically and mentally stronger, more confident person.

When his father died in 1947, Phalen took over the daily operations of his racing stable. Six seasons later he relocated the family to Westbury, NY where he maintained a small stable stocked with moderately talented horses.

It was then that Phalen began to establish himself as a confident, capable “catch-driver” throughout the East Coast, guiding such horses to the winner’s circle as the world record-breaking race mare Adios Claire p,4,1:59.4h (\$81,118), and the double-gaited world record holder, Steamin’ Demon t,4,1:59.1 (\$198,589); p,4,T1:58.4 (\$43,912). He also became Hall of Famer Joe O’Brien’s “go-to” catch-driver. In fact, O’Brien turned over many of his talented Standardbreds to George to drive. Included in this bevy were world champion pacer Steady Star p,4,T1:52 (\$131,847); 1970 Horse of the Year Fresh Yankee 4,T1:57.1 (\$1.294 million); and Horton Hanover p,7,1:56.3 (\$473,122), winner of the 1970 Governor’s Cup, the 1970 National Pacing Derby and the 1970 Nassau Pace. In 1965 Phalen and Balenzano p,3,2:00 (\$182,643) were first at the wire in the Bronx Futurity. They also took a division of the Betsy Ross at Brandywine, snagging a season mark of 2:01.3 along the way. Garcon d’Or p,7,1:57.4 (\$61,358) and Adios Marches p,4,1:58.2 (\$248,165) were also successful performers for Phalen.



World records came Phalen's way with Steamin' Demon trotting 2:10 for 1<sup>1</sup>/<sub>16</sub> miles in 1959 and 2:02.3 in a dead-heat at Yonkers Raceway in 1960 with Silver Song; it was the fastest trotting dead-heat ever. He was also with O'Brien Hanover p,6,1:59.2 (\$302,255) in 1961 when he took a world record for 1<sup>1</sup>/<sub>4</sub> miles over a half-mile track at Roosevelt, pacing in 2:31.1.



*Steamin' Demon, Phalen up*

Sadly, Phalen will always be remembered for "the one that got away." Probably his most significant Standardbred, the one he purchased as a yearling for \$7,000 and with whom the horse took his first four career starts and wins, was Adios Butler p,4,T1:54.3 (\$509,875). This horse went on to become a modern wonder, a world record holder and the first pacing Triple Crown winner. Unfortunately, despite his early success with "The Butler," Phalen was forced to sell him before he reached his peak because of a business partnership disagreement. It



*George Phalen with Adios Butler*

appeared to be a career setback; however, a check of Phalen's driving record as well as an assessment of the talented performers in his charge, provide indisputable evidence of his ability to be a gifted harness driver not limited to just one race horse.

Between his first race in 1941 and his last year of recorded performance in 1988, George Phalen amassed 1,991 starts and won purses totaling \$9.485 million. His UDR in 1987, the year before he retired, was .361. He passed away on June 25, 1991 at the age of sixty-eight.

**Nominated by John Manzi**

## James A. "Jimmy" Rankin

(October 18, 1949 – April 8, 1983)

*One look at the blue-blooded stock under his care suggests he was on the brink of superstardom.*



James A. "Jimmy" Rankin, a native of St. Catharines, Ontario, came from a family of avid sportsmen. Three of the Rankin boys, Jimmy included, played professional or semi-professional football in Canada, including his brother and fellow harness horseman, Robbie Rankin.

While in school Jimmy got his start in the sport by working on local farms during the summer. He received a Bachelor of Arts degree, majoring in history and political science, from St. Joseph's College in Indiana where he had a full football scholarship. He played for four seasons but the lure of harness racing was too great. He would soon discover that his field of dreams was an oval path of glory and of disaster.

Jimmy, who was born in 1949, began his involvement in harness racing after graduation from college in 1973. He raced at Buffalo and Batavia and, in a fairly short period of time, his career took off. During his first seven years in the sport he gained experience with the horses in his stable, each year bringing more and more wins. The horses he raced included Doc's Fella p,4,1:54.1 (\$1,267,059), Elected p,4,1:56.1 (\$308,109), Race Time Killian p,5,2:00.1h (\$255,429), Bit O Cheer p,3,1:57f (\$249,633), Doc's Happy p,3,1:58.4h (\$165,677) and Armbro Willard p,4,1:56.1f (\$162,422). Jimmy also developed Bo Scots Blue Chip p,3,1:53.3 (\$352,156), who was sold prior to winning the 1982 Monticello Classic.



*Doc's Fella, Jim Rankin driving to a win*



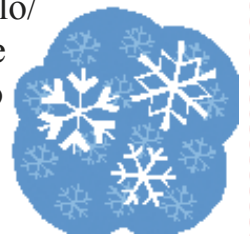


*Happy Lady with Jim Rankin at Monticello Raceway*

It was Happy Lady p,3,1:55.3 (\$528,825), trained and driven by Jimmy, who gave him the most satisfaction. She took both the U.S. and Canadian 1978 Three-Year-Old Filly Pacer of the Year and the Canadian Horse of the Year honors. Her wins that year included the \$266,165 Monticello Classic in 1:59 and a Grand Circuit win in a record-breaking finish of 1:58.4h in The Lady Maud at Roosevelt. Jimmy's success with Happy Lady continued. She was unbeatable in the 1978 New York Sire Stakes program, earning more money in a single season (\$426,836) than any filly or mare of either gait before, finishing third in earnings for three-year-old pacers just behind Abercrombie and Flight Director. She won in under two minutes on tracks of all sizes, taking her lifetime mark of 1:55.3 at The Syracuse Mile and winning eleven other races in 2:00 or faster, with 19-1-2 in 24 starts. That year Jimmy won \$641,218 in purses and posted a UDR of .374.



Jimmy spent many seasons on the Western New York/Buffalo/Batavia race circuit and winters at Pompano Park, where he became the leading percentage driver. He also continued to campaign at Yonkers and Roosevelt.



Life had never been better; Jimmy went from success to success...until disaster struck the Rankin world. Happy Lady died in a barn fire in 1981 at Castleton Farms, just days before her first foal was due. Jimmy was devastated; his partner in so many winner's circles was lost. He took the news with disbelief. Then, two years later fate handed out another blow. On his way to Pompano Park to load up his stable of thirty-five horses for the trip north to Yonkers Raceway's summer meet, Jimmy was killed in a car accident. Jimmy had compiled 662 winning drives, accumulated money-winnings of \$3.357 million and was just thirty-three years old.

**Nominated by the Rankin Family**

### Robert D. "Robbie" Rankin

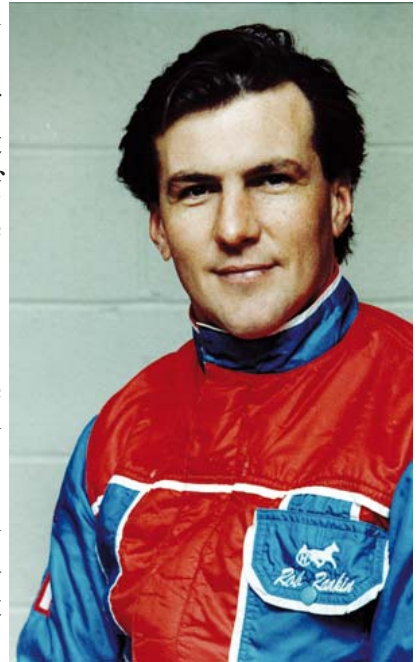
(June 11, 1958 – February 14, 1990)

*"I'm satisfied with the way things are going.*

*It's just a case of seeing how the cards fall now."*

Robbie Rankin, like his brother Jimmy, grew up with a passion for harness racing. At the time of Jimmy's accident, Robbie was his assistant trainer, heading up the New York operations. After Jimmy died, Robbie began to make a name for himself at Buffalo Raceway, right where Jimmy had started. Several of Jimmy's owners stayed on with Robbie at the reins and he continued to build up the talented stable of racehorses his brother had left.

In 1989 Robbie drove the winners of more than \$500,000. One in particular was showing tremendous potential. It was Ahoy Captain p,4,1:53.4 (\$430,031), a son of Sonsam p,3,1:53.2 (\$820,104). This talented racehorse had won nearly \$200,000 in the 1989 season and Robbie reportedly planned to race him as a four-year-old in the \$240,000 George Morton Levy Memorial at Yonkers Raceway in May 1990.



Unlike his brother, who spent the cold months of the year at Pompano Park in Florida, Robbie chose Rosecroft Raceway in Fort Washington, MD, as his winter base. He would travel between that track and The Meadowlands and Yonkers when races dictated.



*Robbie Rankin driving Ahoy Captain*

It was on such a routine commute that Robbie and his assistant trainer, Ricky Laframboise, were killed in an early morning car accident enroute to Rosecroft Raceway. The fatal collision occurred on Valentine's Day 1990, just seven years after his brother's death. Robbie was only thirty-one.

Like his brother Jimmy, Robbie appeared to be on the verge of greatness. In the course of his all-too-brief career he won 320 races and earned purses totaling \$2.086 million.

**Nominated by the Rankin Family**



## Ervin C. Samples

(November 6, 1909 – May 5, 1975)

*It's never too late to learn a new trade or a new business,  
a vocation or a hobby. Maintaining an open mind and a free spirit,  
encouraging interest and limiting none are qualities that will always endure.*

Ervin Samples was born in Willshire, OH on November 6, 1909. He had been a farmer and truck driver most of his life until, at the age of forty-one, Samples' occupation took a 180 degree turn. Upon introduction to the sport of harness racing he was enamored, quickly establishing himself as an "elderly prodigy." He thoroughly enjoyed the relaxed atmosphere of fair racing and, with his superb hands and enthusiastic demeanor, he had "the right stuff" to become a gifted catch-driver, recognized for his ability to "save and pick up" a horse.



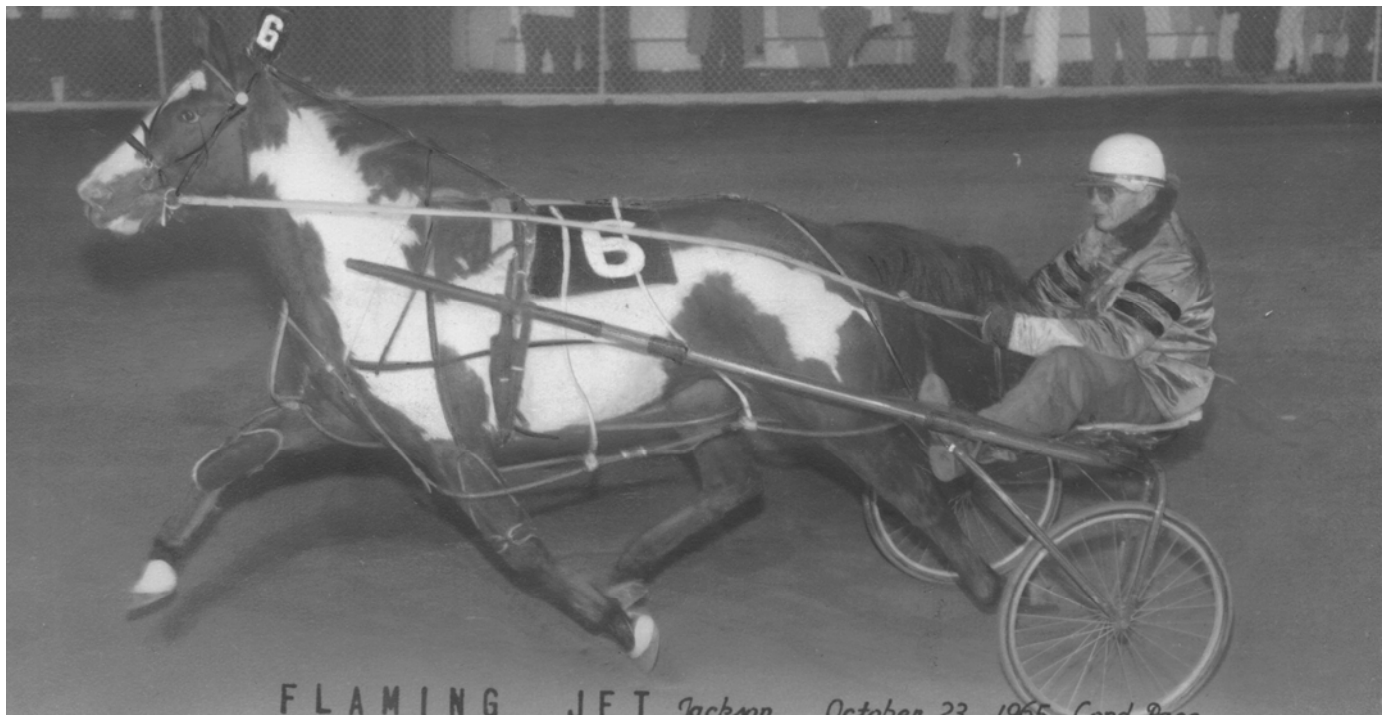
Known around the racetracks as "Speedy Samples," he developed into an active harness horse owner, breeder, trainer and driver, mostly in the Midwest. His small breeding farm, Speedy Acres in Rockford, OH, produced several talented racehorses, including Parkway Chuck p,5,2:00.1f (\$81,516) and Parkway Cara p,7,2:00.2f (\$69,673). One of his primary clients was Dr. D.L. Steiner, owner of the Steiner Stock Farm of Ohio. He successfully campaigned two of Steiner's talented trotting mares, Lil Rodney 7,2:01.2f (\$126,795) who was the Ohio Aged Trotter of the Year for three straight seasons, and Hassie Blaze 6,2:00.4f (\$110,515), the "Trotting Queen of the Ohio Fairs." Samples also trained and drove the Western Ohio colt champion First Federal p,3,2:04.3f (\$14,162) and Greatheart Pick p,5,2:07.4f (\$4,482), his farm stallion.



Samples was named Top Driver at Lebanon Raceway in 1956 and 1957, Washington Park in 1963, and Scioto Downs in 1964. He was also among the leading drivers at the Egyptian Trotting Association meets of 1964 and 1969. In 1962 he was awarded a divisional Doumeng Trophy in honor of his exceptional UDR (.433). In 1970 after a winning drive at Ohio's Mercer County Fair, Samples became a member of the "One Thousand" Club. He was also an active member of the Mercer County Harness Horsemen's Association, serving in various capacities.

Ervin Samples passed away suddenly from a heart condition on May 5, 1975. He was sixty-five years old. Had he had an earlier start in his second career, it is safe to assume he would have been an all-time great.

**Nominated by Anita Cisco**



**FLAMING JET** Jackson    October 23, 1965 Cond Pace  
 Ervin Samples Driver    David Kock Trainer    Glen Florence Owner  
 26.40    6.60    4.20    :33    1:05-4    1:37-1    2:09-3  
 Tawny Way 2nd    One Mile 2:09-3 Track Slow    Millie R. 3rd





## Forrest Short

(June 24, 1894 – July 25, 1975)

*Known for his remarkable physical endurance and competitive spirit, Forrest Short's long association with the sport captured the spirit of youth in us all.*

Forrest Short, whose father was one of the principal horse dealers in Ohio, was born in 1894 in Ross County, OH. His experience around horses as a youth caught the eye of a major in the United States Cavalry during World War I, who asked Short to serve as his mounted orderly.



Between 1944 and 1946 Short, as a member of the Pickaway County Fair Board in Circleville, OH, and a member of the fair's speed committee for many years, helped to finance and design the first horse barns and race track at the new fairgrounds. The first race meet was held in September 1946.

Short served as the Pickaway County Auditor for twelve years until his retirement in 1947. He had planned to become a livestock farmer; however, his brother Harry, an up and coming harness racing trainer-driver, asked for help preparing several horses for racing and Short's second career plans quickly changed! He became a frequent starter on the Ohio County Fair circuit and at the state tracks Scioto Downs, Lebanon Raceway, Northfield Park and Hilliards Raceway, Columbus' former track. In fact, Short won the first race ever held at Scioto Downs' opening night in 1959, with the trotter Raider Volo 9,2:07.3f (\$9,414). He was the leading percentage driver at that track in 1960 with 22 wins, 13 seconds and 12 thirds in 88 starts. Outside Ohio he competed at The Meadows in Pennsylvania, Buffalo Raceway in New York and The Red Mile in Kentucky.



*1965 — Short and Royal J. Win at The Red Mile*

In 1958 and 1959 Short had the privilege of training the well-known double-gaited world champion Steamy Demon 1:59.1 (\$198,589) and p,4,T1:58.4 (\$43,912). Other horses he trained and/or drove included Berrymite p,4,2:00 (\$97,923); Jerrita Win p,T2:00.4 (\$7,707); Cissy T. Adios p,7,1:59.3f (\$57,425); Royal J. Win p,4,2:01.1 (\$52,631), winner of the first Scarlet and Gray Cup at Scioto Downs in 1964; Libby Knight 5,2:02f (\$91,331), Ross County Fair track champion; and Jerry MacPherson p,5,1:59.4f (\$50,155), Pickaway County Fair co-record holder. Known as “Pickaway County’s Gentleman of Harness Racing,” Short also developed 1960 Pickaway County Fair champion Jerry Way p,3,2:02.3f (\$31,846), the Ohio pacing sire he drove in the 1960 Little Brown Jug. The following year Short was again a Little Brown Jug contender, driving Irish Blackstone p,3,T2:02.2 (\$32,031), winner of the 1961 Champaign County Fair Futurity at Urbana, OH.



From Scioto Downs’ opening in 1959 to the early 1970s Short ranked among the track’s leading drivers eleven times. One of his best seasons was 1960 when he had a UDR of .358 with 204 starts, 46 wins, 35 seconds and 23 thirds. This placed him eleventh in the nation for drivers with 200-299 starts. That same year he was also the leading dash-winning driver at Scioto Downs.

*Scioto Downs owner Charlie Hill presenting Forrest Short with a stopwatch for being the leading driver at Scioto Downs in 1960*





Short loved the sport so much that he would plan the family annual vacations in Pompano Beach, FL, so he could go to the city's track every morning to help trainers jog their horses! In 1970, when he was seventy-six, Short was honored by the United States Trotting Association at the Ohio State Fair as Driver of the Year in recognition of his contributions to harness racing. His longevity as an active member in the sport was so universally known that when he was in his eighties he was featured as the subject of a New York Times newspaper article.



**HONORED**—Forrest Short, center, Island Rd., Route 3, the genial gentleman of racing, was honored at Scioto Downs Monday night on his 80th birthday. Pictured at the presentation ceremony are, from the left,

Bob Steele, Scioto's executive vice-president; Bud Jenne, starting judge; Ann Short; Mr. Short; his wife, Mary; Sara Short; and John Fissell.

# Circleville Herald

Saturday July 26, 1975

12 Pages

15c Per Copy

Circleville, Ohio

92nd Year — 175

## Veteran Harness Racer Forrest Short Killed

Forrest Short, called "Pickaway County's Gentleman of Harness Racing," died 11:30 p.m. Friday at Mercy Hospital, Columbus, after suffering injuries in a sixth-lap collision at Scioto Downs.



Northfield Park, and the county fair circuit.

In 1960, he finished 11th in the nation with a Universal Driver Rating Average of 304. He had 369 starts with 45 wins, 35 seconds, and 23 thirds.

Also during that year, he was the top driver at Scioto Downs with 22 victories, 13 seconds, and 12 thirds in 44 starts.

He won the first race ever held at Scioto Downs, driving the pacer Halder Volo to the opening night win Oct. 9, 1960.

Among his favorite horses have been Jerry Way, a heat winner in the 1960 Grandview Futurity at Northfield

poor Berryville, who later took a 2-40 race record; trained the double-gaited world champion Shogun, known for two years including 1968 when he was voted "Ohio Horse of the Year," pacer mare Jerrita Win who time-trialed at Lexington in 2:00.4; and Clay T. Allen, who won 14 of 16 starts.

In 1974, he was honored during the Ohio State Fair, Trophies, racing silks, and other mementos he accumulated were displayed at the Ohio Harness Racing Museum.

At last year's Pickaway County Fair, Short drove his horse Jerry McForthen to a track record of 2:01 in a heat run. The record had stood since 1961.

June 24, 1924, in Ross County.

He was a member of the U.S. Trotting Association, Ohio Harneymen's Association, the American Legion, IWO EDA, and Pickaway Farm Bureau. He was a veteran of World War I.

Surviving are his wife, Mary A.; three daughters, Ann and Sara, both at Route 7; Mary Claire Wilson, Navarre, O.; two grandchildren; and three brothers, Otis Short, New Holland; Harry Short, Akron, S.C.; and Rufus Short, Columbus.

Father Frank Migher will officiate at the funeral service 9 p.m. Monday at the Deebough and Wise Funeral Chapel. Burial will be in St. Joseph

On July 25, 1975 Short was involved in a collision while driving J.W. Song in the Mares Invitational Handicap, a feature race at Scioto Downs. He died of injuries sustained in the accident. This was the Short family's second fatal racing accident. In 1954 Short's nephew, Carl Short, was killed in a racing accident at Hilliards Raceway, OH. At eighty-one years of age Forrest Short was one of the oldest trainer-drivers both in his home state of Ohio and nationally.

Nominated by the Short Family



## Harold Snodgrass

(November 24, 1911– c. January 1, 1998)

*"I made my living training and racing harness horses, and what a life it's been.*

*I won a few races and lost a lot more.*

*I had a few good horses and a lot more bad ones.*

*But I have made friends, and if I had to live my life over,*

*I would certainly spend it with horses again."*

Harold Snodgrass, a native of Muncie, IN, was born on November 24, 1911. As a child he attended harness meets at local fairs where he saw Standardbred greats such as Single G. and Margaret Dillon compete. Snodgrass was so infatuated with driving horses he would often rise before daybreak just to drive the milkman's horse. At the age of sixteen he was allowed to leave school to pursue a career in harness racing. At the time he thought all he needed to know were two words, "giddy-up" and "whoa."



Breaking into the horse business proved difficult for the twenty-year-old Snodgrass. Not only was the country in the depths of the Great Depression (1930-1939), when jobs were at a premium, the attitude of the time was that one had to be over fifty to know enough to drive a Standardbred racehorse. Ironically, when Snodgrass reached his mid-fifties popular opinion had changed and he was considered **too old** to race!



Eventually Snodgrass was hired by George Keys, a local trainer. During his time with Keys, Harold witnessed the legendary "grey ghost," Greyhound T1:55¼, receive his first lessons in harness from the Immortal trainer Sep Palin. In the late 1930s Snodgrass went to work for the Immortal Leo McNamara at Two Gaits Farm in Carmel, IN. While working for McNamara, Snodgrass broke to harness the great future sire Adios p,T1:57½ (\$33,329).



After serving in World War II, Snodgrass opened his own public stable. He established himself as one of the leading trainer-drivers in the Midwest, campaigning the talented free-for-all trotter Billy Carleton 2:06h (\$34,065) as well as the fast pacing mare Highland Ellen p,1:58.4 (\$93,295). When he was in his forties, Harold had the distinction of driving in the 1956 Hambletonian Stake at Good Time Park, Goshen, NY. He drove the game trotter Moray 4,2:01.4 (\$35,357), placing fourth in the first heat after breaking at the wire. In 1959 he won the honor of being Top Driver at Maywood Park in Illinois. Other notable horses developed by Snodgrass at that time include Earl L. Lusty p,7,2:03.2h (\$56,300), Fay Spencer T2:03 (\$40,815), Clever McKinney p,4,2:03.4 (\$29,488), Rip's Girl p,5,T2:04.2 (\$27,874), My Chief p,4,2:04.4h (\$21,632), Eel River p,3,2:04.2h (\$14,055), and Minor Frisco p,3,2:05.2 (\$5,425).



*Snodgrass with Miss McGoo*



*Snodgrass with Winding Brook*



Failing eyesight forced Snodgrass to close his stable in the late 1970s. He then went to work for Hall of Famer Del Insko as a second trainer. While there he was responsible for the early education of the 1980 Woodrow Wilson victor Land Grant p,3,1:56.1 (\$1.165 million). Snodgrass' final pari-mutuel drive took place in 1984 when he was seventy-three years old. He drove his last trainee in 1992 at the age of eighty-one.



*Harold Snodgrass raced the gelding Billy Carleton in Chicago in the late 1940s, defeating the likes of Proximity*

In recognition of his accomplishments and contributions to the sport, Snodgrass was inducted into the Illinois Harness Racing Hall of Fame in 1984 and the Indiana Hall of Fame in 1996.



Snodgrass always had a dream of visiting the Harness Racing Museum & Hall of Fame in Goshen, NY. He arrived by bus one spring morning in 1997. He said it was the last time he would leave his home in Hodgkins, IL. He spent a wonderful day, reminiscing about the people and horses he had encountered in his journey through life and he left a happy man. Harold Snodgrass passed away the following year; he was eighty-six years old.

**Nominated by Virginia Dawson**

**Colby Turner**  
**(1880 – 1975)**

*With tenacity and skill and in spite of being severely physically challenged, Colby Turner evolved into a “rough, tough” driver who was always in the race to win.*

Wilmington, OH native Colby Turner, who was born in 1880, began working with horses at an early age. Tragedy struck when he was only nine years old. Turner lost both arms (to the elbow) in a terrible accident involving a horse-drawn mower. He loved horses and this dreadful accident did not deter him from working with them.



In order to drive, Turner would use his teeth to wrap the reins around what remained of his arms and then he hooked his whip between those lines. He also managed to time his races while driving his horse by attaching a rubber band to a stopwatch that he would carry on his left arm. To start the watch, he would pull the band with his teeth, and when he crossed the finish line, he would stop it with his chin.

In the mid-1940s Turner was hired as a trainer-driver for Hall of Fame Immortal McKinley Kirk. Together they developed Pleasant Surprise p,3,T1:58.3, the double-gaited Hodgen p,1:58.3 (\$53,442); t,T2:02.1 (\$9,966), Honest Truth p,4,2:05h (\$12,447) and many others. Turner was also credited with helping the high-strung pacer Amortizor p,7,1:59.1 (\$145,445) overcome his fears and anxieties to set a 2:06.2 world record for a 1<sup>1</sup>/<sub>16</sub> mile with Eddie Cobb up at Roosevelt Raceway in 1956.

Not surprisingly, Turner had his share of accidents on the track. One in particular happened at the Greene County Fair in Xenia, OH during which he broke his leg. While at the hospital Turner was said to have told his doctor, “I don’t have time to be here and take care of my horses, too.” So he checked himself out and, with his leg in a cast, walked over a mile back to the fairgrounds to be with his charges.



Turner's strength and determination made him a celebrity. In 1932 he was featured in a Ripley's "Believe It or Not" column that was published around the world in forty-two countries and seventeen languages. He was also the subject of a short documentary that was shown between feature movies in theaters throughout the country.

## Ripley's — Believe It or Not!®



### DID YOU KNOW? --- By R. J. Scott



Turner was a very independent man. Because he did not want to be a burden to others he devised ways to accomplish some of the most complicated of tasks. Most importantly, he did not want anyone to feel sorry for him. Colby Turner passed away on June 28, 1975 at the grand age of ninety-four.



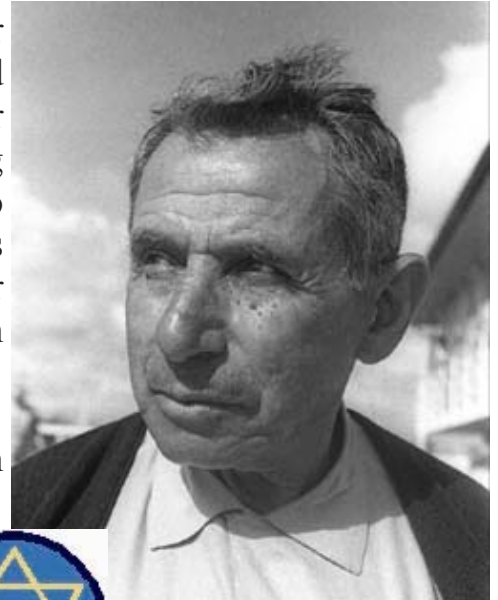
Nominated by Kurt Coil

**Siegfried Sacher “Satch” Werner**  
(1898 – 1983)

*Racing fans adored this resilient Austrian-born horseman. They idolized him for his aggressive style, raw skill and compassion on and off the track.*

Siegfried Sacher “Satch” Werner was born on December 29, 1898. He was a champion amateur driver and prosperous perfume manufacturer in his native Austria. Far more interested in racing his trotting horses than making exotic fragrances, he would often leave his office, rush to the city track, drive his horse in a race and rush back to his desk before he was missed. He was a leading amateur driver in Vienna, and in 1937 was named the Austrian Trotting Association’s Man of the Year.

Werner happily combined work and play in this fashion until Vienna’s changing political climate descended upon the race track. Following his win of the 1938 März-Handikap from the thirteenth post position with his trotting mare Donna S, the local Gauleiter –



*A Swastika hangs over Satch’s head after winning the 1938 März-Handikap with trotter Donna S.*

the party leader of a regional branch of the Nazi Party — dispatched personally by German Chancellor Adolf Hitler to preside over the day’s races, enthusiastically hugged Werner on his accomplishment. “Excellent driving” he roared. “You MUST come to Berlin!” “No!” another voice on the reviewing stand yelled. “He must go to

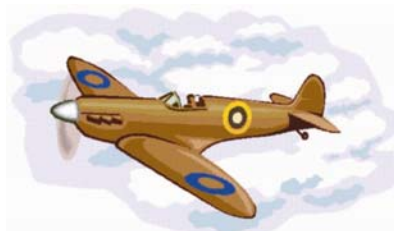


Palestine!” The huge crowd fell silent; a Nazi had hugged a Jew. Orders were given to destroy all photographs taken of the event; it had never taken place. For Werner and his wife Martha it was apparent, they had to leave their beloved Vienna right away. A five-year odyssey covering three continents began.





It was around this time that Werner changed his first name from Siegfried to Sacher, after the famous Viennese cake. The venerable and sweetly delectable Sacher Torte is an apt description of our hero. The couple first fled to France using forged passports. Mistaking Werner for a German, the French threw him into a concentration camp.



He was later released and joined the French Army. In 1939 he assisted the British Expeditionary Forces, digging fortifications and tank traps. The tragic loss of his only child, a daughter, occurred during an Allied air raid. She was just six-months-old. As the war waged on, and with the Germans advancing, Werner sent his wife to Casablanca in North Africa while he remained with the British during their retreat to Dunkirk. He then tried to join his wife; however he was captured by French Nazi collaborators and jailed. He managed to escape and when he finally reached his wife they traveled to Cuba. Once there they were able to obtain visas to the United States.



World War II continued as Sacher and his wife arrived in New York. The two refugees could not speak English, they were penniless and without job prospects. Leaning on his experience as a gentlemen amateur driver in Vienna, Werner eventually found a groom's position at a riding academy in Brooklyn, where he was responsible for the welfare of twelve horses. He was so tired at the end of the day he would often fall asleep riding the subway home.

"The conductor used to kick me off the train because he thought I was a vagrant trying to sleep in the subway," Werner recalled. He knew he needed to learn a trade and thus became a diamond cutter in Manhattan.



"Satch," as the Americans called him, loved horses and once he had saved enough money he purchased a pacer, Tru Single G. p, T2:02¼ (\$24,752), for \$200. Despite feeling he had overpaid for a horse that turned out to have problems, the pair went on to win their first of four starts at Old Roosevelt Raceway on August 14, 1945 – just a few months after World War II ended with the celebration of VE Day (Victory in Europe Day). This allowed him to finally resume his old life in not only a new land, but also in a free world. Werner was forty-six years old at the time and into his third career! That year he started in 10 races with 6 wins, 1 second and 3 thirds. He had a UDR of .722 that season, earned \$2,579 in purse money and set a world pacing record with Tru Single G. for the 1½ mile on a half-mile track.

Werner was leading driver at Saratoga in the 1955 summer meet; however, statistically, his best year was 1961 when he competed in 357 races, receiving 61 wins, 33 seconds and 41 third place finishes with total earnings of \$147,663. Since his first race in 1945 to his last start in 1972, Werner won over 500 races and earned \$1.1 million in purse money.



As soon as he began racing, the fans adored Werner. It was love at first sight! “The people used to write my name on their bed linen and hold it up in the grandstand! The Harness Racing Commission made them stop



*Almost as soon as he began racing in the US Sacher started receiving fan mail and citations for his love of animals great and small*

because the sheets were flapping and scaring the horses,” remembered Werner. There was even a Sacher Werner Fan Club. The fans were devoted to him from the start and Werner was deserving of their appreciation with his gentle manners, good sportsmanship and kindness to animals. He had scores of cats, dogs, goats and chickens that thrived to twice their normal lifespan in the sanctuary of his stable and he received numerous citations from SPCAs all over the world for his humane efforts.

An enthusiastic promoter of international competition between harness racing countries worldwide, he also received awards recognizing his ambassadorial contributions on behalf of the sport from the United States Trotting Association, Harness Tracks of America, the national and state chapters of the United States Harness Writers’ Association, the Harness Publicists’ Association, the Standardbred Owners’ Association and his fellow harness drivers.

The real triumph of “Satch” Werner’s career was how he connected with the fans. While he endured many hardships in his life, including poor health from years of deprivation during the war, they did not overshadow his love of the sport nor his appreciation for the fans. The seventy-four-year-old superman was feted in 1973 by Yonkers Raceway who hosted “Sacher Werner Night” in honor of “the most popular driver to ever compete in New York.” Even after his retirement in 1972, he remained in the hearts and memories of his fans. Werner, considered the “people’s choice” of harness racing, passed away in Florida in 1983.

**Nominated by Cliff Pattick**



## John E. “Tic” Wilcutts

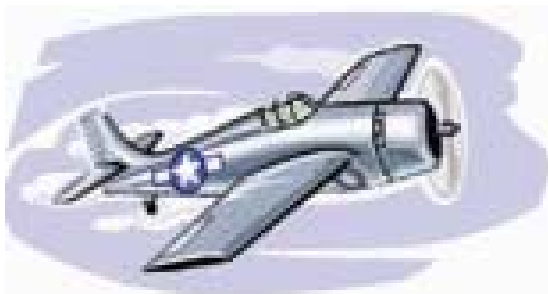
(November 23, 1919 – November 17, 1984)

*This small-framed, frail man broke nearly every bone in his body in his fifteen or so career injuries. But he was one of the toughest, most successful catch-drivers in the sport — each time he mended from his injuries he relentlessly returned to the sport he loved.*

The ups and downs of harness racing come with the game, and “Tic” Wilcutts saw more than his fair share. During his career as a driver he sustained six major injuries, including a broken back and two instances of a broken pelvis. Wilcutts’ fortitude helped him survive his many accidents and he went on to become one of harness racing’s leading catch-drivers. His career spanned nearly four decades. He was the Leading Driver at Baltimore in 1956, 1957, 1960 and 1961; Laurel (Freestate) in 1958 and 1959; and Suffolk Downs, MA in 1960. He was also among the top drivers at Brandywine in 1964; Liberty Bell in 1963, 1964 (summer & fall) and 1972; Liberty Bell (William Penn) in 1972 (summer) and 1974 (fall); and Rockingham Park, NH in 1960. He piloted two-minute miles on fourteen occasions and scored wins in 1,755 races, picking up lifetime earnings of \$4,752,433 along the way.



Born in Magnolia, DE in 1919, John E. “Tic” Wilcutts was raised just six miles away in the small village of Wyoming, where he lived throughout his life. He was 5’7” and weighed only 120 pounds, just a “little tic” – hence his nickname. In high school he did not play many sports due to his slight stature. While he was still in school, Samuel Riddle, the owner of the famous Thoroughbred Man O’War, tried three times to get Wilcutts to go with the runners. He was always drawn to race horses; however, his interest leaned towards matinee trotting and pacing events, which he loved to watch. Matinees are non-betting races where no entry fee is required and the



purse is non-monetary, often a cooler or small trophy. At this point Wilcutts had little thought of driving harness horses himself. Following the completion of primary and secondary educations, where he maintained an eleven-year perfect attendance record, he was undecided about his career.



At the height of World War II he joined the army and he served for two years in an anti-aircraft battalion stationed in the South Pacific. After demobilization, Wilcutts readied himself for a job in the postal service. In 1949 he purchased the pacer Coale Bay p,2:08.2h (\$11,250) for \$700. Although Wilcutts entered the horse in races immediately, the pair did not start together until 1951. That year they had 27 starts, 4 wins, 4 seconds and 5 thirds, earning \$2,255 in purses along the way. Owner Wilcutts was in the sulky each time and thus began what was to be one of the sport's finest harness racing careers.



*Wilcutts and an unknown pacer at Goshen's Historic Track*

The following year, 1952, Wilcutts became an owner-trainer-driver at Rosecroft Raceway, making 55 drives and bringing home 8 winners, 13 seconds, 8 thirds and \$5,050 in purse money. It was a modest beginning and certainly did not provide a glimpse into what the future would hold for him. Several lean seasons caused by injury followed, but he persevered. He added True Peggy, a pacing mare, to his stable and she always remained a favorite. In 1960 his earnings exceeded \$100,000 for the first time and by the next year he had 139 winners, 134 seconds, 98 thirds in 693 trips, a UDR percentage of .355 and a total of \$246,113 in earnings. Nationwide he ranked third among Leading Dash-Winning Drivers, eighth among Leading UDRS Drivers with 300 or more starts and thirteenth among Leading Money-Winning Drivers. His achievements were a far cry from the \$260 he earned in 1950 with Coale Bay!







Wilcutts' last pari-mutuel race was in 1975. He loved the sport so much that upon his retirement he became a highly respected associate judge at Dover Downs and Ocean Downs. He moved up to associate judge at Rosecroft and Freestate Raceway in the early 1980s. In 1983 he reached the prestigious level of presiding judge in Delaware and Maryland and was inducted into the Hall of Fame of the Delaware Valley Chapter of the United States Harness Writers' Association.

John E. "Tic" Wilcutts was diagnosed with emphysema the following year and, after a brief illness, passed away on November 17, 1984, less than a week shy of his sixty-fifth birthday.

**Nominated by John Peters**



## Lewis D. Williams

(March 1, 1947 – October 25, 1989)

*A star that shined so brightly, only to extinguish without warning,  
without fanfare, far, far too soon.*

Lew Williams, a Cadiz, OH native, was born on March 1, 1947. Developing an interest in Standardbred racehorses through his grandfather, Clyde Williams, he followed the sport after school and during summer

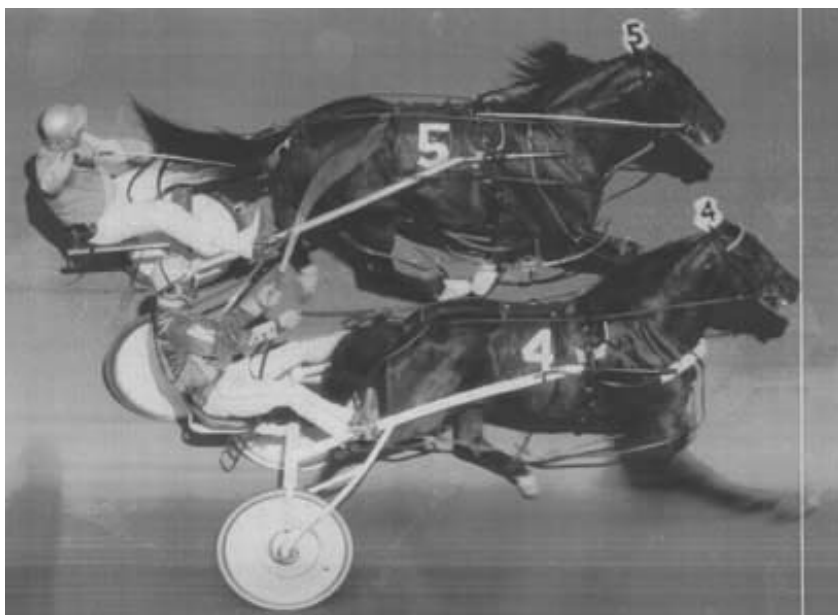


recesses. As encouragement, Clyde gave fourteen-year-old Williams his first racehorse, the trotting mare Dugo Silver Girl 6,2:06.1f (\$10,486). At just sixteen, Lew won his first two races guiding Dugo Silver Girl on the Ohio county fair circuit. It was the beginning of a brief, but very successful, harness racing career.



That year, 1963, Williams left school to work with the horses he loved. To broaden his knowledge of the sport, like all serious, up-and-coming trainer-drivers, he worked for various racing stables. He soon became the most successful African-American in the primarily Caucasian world of harness racing. In spite of his many accomplishments in the sport, Williams always felt his skin color hampered him from attracting new owners as easily as his white counterparts. In order to maintain a livelihood he was often forced to

engage in business with risky owners. According to Williams, he was not able to garner the “same trust and respect afforded white trainer-drivers with equivalent or even lesser talents.”



### PHOTO FINISH

*Lew Williams driving #4 Jilley in  
the \$20,000 FFA  
at Golden Bear Raceway,  
August 1, 1976*

*#5 Peter Lobell  
driven by Doug Ackerman*

Regardless of his reservations, Williams was one of the most popular trainer-drivers in the business. He dominated the racing circuit at Northfield Park, OH during the early to mid-seventies, taking leading driver honors nine times and leading dash-winning honors four times. He set a record for most wins in 1972 with fifty-eight firsts and topped it the following year with sixty-seven. He also ranked among the leading drivers in 1972 at Northfield Park and between 1969 and 1971 at The Meadows. In 1972 he won a career-best of 265 races and ranked fourth among all North American drivers. Often driving six or seven horses on an evening's card, he went on to break records at tracks all over the country, including New Jersey's The Meadowlands, Illinois' Maywood Park, Florida's Pompano Park, New York's Yonkers Raceway, California's Hollywood Park and Ontario's Windsor Raceway. In 1973 Lew recorded his 1,000th career

victory. Only twenty-six at the time, he was one of the youngest harness drivers to reach that milestone. In 1985 he surpassed yet another milestone by achieving his 2,000<sup>th</sup> win.





Innovative and creative, Williams modernized the sport of harness racing by introducing a new way to race. Traditional strategy made races begin as a mad dash for the lead and then continue in single file formation until the last quarter. His strategy focused on making moves early, which forced other drivers to make bad decisions. Now most – if not all – drivers plan their races that way. “Super Lew” or “Sweet Lew” as he was lovingly known, had another innate advantage. Most drivers are right-handed, but Williams was a south paw. When he whipped with his left hand, it surprised the racehorse who was expecting encouragement from the right flank. More often than not this would shock the horse into a better performance.

Williams trained many top stars including his favorite, the great Whata Baron p,6,T1:53.3 (\$502,320), winner of the 1975 Battle of Saratoga, the 1978 Driscoll and the 1978 Wm. Haughton Pace among others. They were together when Lew recorded \$1.247 million in winnings in 1978. At the time it was the nineteenth best record in the nation. The pair were held in such high regard by Northfield Park and its fans that they were among the first group of inductees to Northfield Park’s Wall of Fame in 1990.



*Lew Williams driving Whata Baron at The Meadowlands*

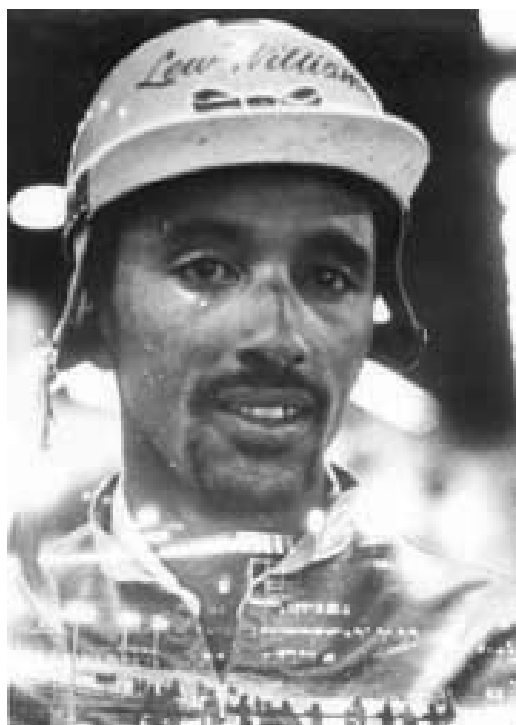
Other great horses piloted by Williams include Whata Baron’s brother Baron Gerard p,7,1:58 (\$377,985), the brothers Jilley p,4,1:55.3 (\$200,048) and Jargon p,3,1:56.3 (\$106,955) who won the 1978 Oliver Wendell Holmes Pace at The Meadowlands; Midas Almahurst p,7,1:54.1 (\$556,829), the 1979 American National winner at Sportsman’s Park; and the world champion filly Real Hilarious p,4,1:58.3f (\$191,110). When Real Hilarious was a two-year-old, Williams drove her to a world record of 2:00.2 for pacing on a half-mile track at Northfield Park. Then there was the world champion filly Mary Mel p,4,1:56 (\$159,929). In 1976 she won a match race against Au Clair p,3,1:56q (\$237,850), Silk Stockings’ stable mate, in the first race of its kind at Northfield.

Another spectacular event occurred in 1979 when the Williams-trained and co-owned New Lew p,4,1:54 (\$404,782) shocked the future Hall of Famer Abercrombie 4,p,1:53 (\$984,391) and Hall of Fame driver Glen Garnsey, in an upset win in the Walter Michael Memorial Pace at Northfield Park. That evening New Lew was driven by Lew's brother, Charley Williams.



*1979 — New Lew and Charley Williams in their upset win against Hall of Famers Abercrombie and Glen Garnsey, in the Walter Michael Memorial Pace at Northfield Park*

Williams made an undeniable impact in the first years of The Meadowlands in New Jersey. Of the first fifteen miles in 1:55 or better in Meadowlands history, five belonged to Williams and Whata Baron, who broke the 1:55 barrier regularly. In addition, he won the 1978 Tarport Hap with Courageous Lady p,3,T1:54.4 (\$418,256) and he developed Spare Hand p,5,1:53.4 (\$199,746) and together this duo stunned the harness racing world with a 1:53.4 mile at the track. Super Lew was also the first driver to win the Presidential Free-For-All Pace final back to back, and the only driver to win it with both a male and a female horse: in 1979 with the race mare April's Skipper p,5,1:57f (\$300,241) and in 1980 with the race horse Pat's Gypsy p,5,1:54 (\$754,337).



Williams had his angels, but he had his demons too. He fought bravely against his substance dependency for many years. On several occasions his driving credentials were suspended and he voluntarily entered rehabilitation facilities a number of times. Sweet Lew was finally on the rebound, awaiting his license renewal, when he died in 1989 from injuries sustained in a tractor accident while helping a neighbor. At the time of his death he had recorded 2,023 winning drives, 337 2:00 miles, nineteen 1:55 miles and amassed over \$8.834 million in winning purses. He was forty-two years old.

Lewis D. Williams was elected into the national Harness Racing Hall of Immortals in 2008. He is the first African-American to be so recognized.

**Nominated by the Family of Lew Williams**



### **Mildred A. Williams**

(July 25, 1916 – May 21, 2008)

*She was a distaff member of the harness racing community  
and it didn't win her any favors.*

*With grace and tenacity however, Mildred Williams helped to open racetrack doors  
for her women colleagues, by proving she was every bit as good as the guys.*



While there were some female drivers in the United States during the 1950s, Mildred Williams was one of the first in Canada. This 5'3", 115 pound, soft-spoken woman was a pioneer at a time when few women were granted pari-mutuel licenses; unlike their male counterparts. Her spirit and determination eventually prevailed over the discrimination of the time, helping to pave the way for women drivers of the future.




Born in 1916 in Ameliasburg, a small town in Ontario, Canada, Williams' harness racing career began when she started raising Standardbreds on a small farm near Toronto's Thorncliffe Raceway.

What was initially a hobby quickly turned into a career when a friend encouraged Williams to enter a mare in a special ladies' race held at Thorncliffe. Her driving debut came in a 1951 powder puff race when she raced and won with Maud Grattan in 2:10.2, only a fifth of a second shy of the mare's lifetime best. "I was so excited after the race, I didn't know what to do with myself," she recalled. "I went into the grandstand with my colors on, not realizing you are supposed to take them off. I drew a lot of attention!" It would not be the last time Williams attracted attention. She went on to courageously fight for a woman's right to compete on equal footing in a sport that — up until that time — had essentially been a man's world.



Amongst a crowd of men, Williams was often the only female driver on the track. She remembers her fellow male drivers saying she “had a lot of spunk.” It was that spunk that exemplified her spirit and fortitude as she set out to prove the rules of the sport were unfair to women by prohibiting them from driving in pari-mutuel races. In 1960 she appealed to the United States Trotting Association for a license to drive in U.S. pari-mutuel races. She was denied and sent a copy of the rule that read, “No provisional license shall be granted to women drivers for extended pari-mutuel driving.” In 1964 she applied to the USTA a second time; she was denied yet again.



*Williams, Mildred A.*  
 First Name Last Name First Name Middle Initial

**APPLICATION FOR RENEWAL OF DRIVERS LICENSE**  
**CANADIAN TROTTING ASSOCIATION**  
 120 Broadview Ave., Toronto 3, Ontario

Male ☐ Female ☒ Date of Birth Month and Day *July 25* Year *1916* Place of Birth *Pictou, N.S.*

When you licensed to drive, this past year? *Yes* Did you drive in races last year? *Yes* Did you drive in any of extended pari-mutuel?

If you did not drive during the past year, when did you last hold a license? *Yes*

Did you have a general license? *Yes* Provisional? *No*

Do you require a license for extended pari-mutuel meetings? *Yes* License for non extended meetings only? *No*

Did you have a United States Trotting Association license last year? *No*

Do you have any physical defects? *No* If answer is yes, describe it.

Do you have mental defects? *No* Do you have mental handicap? *No*

Have you ever been convicted of crime? *No* If answer is yes, give details including time, place, and penalty.

**FOR OFFICE USE ONLY**  
 (Do not write in this block)

General ☒ Provisional ☐ Probationary ☐

License No. *734G* Date *MAY 26 1966*

Approved *[Signature]*

*Mildred Williams*  
 Approved's Signature (Do not forge)

Address *40 Spring St. Cambridge N.J.*

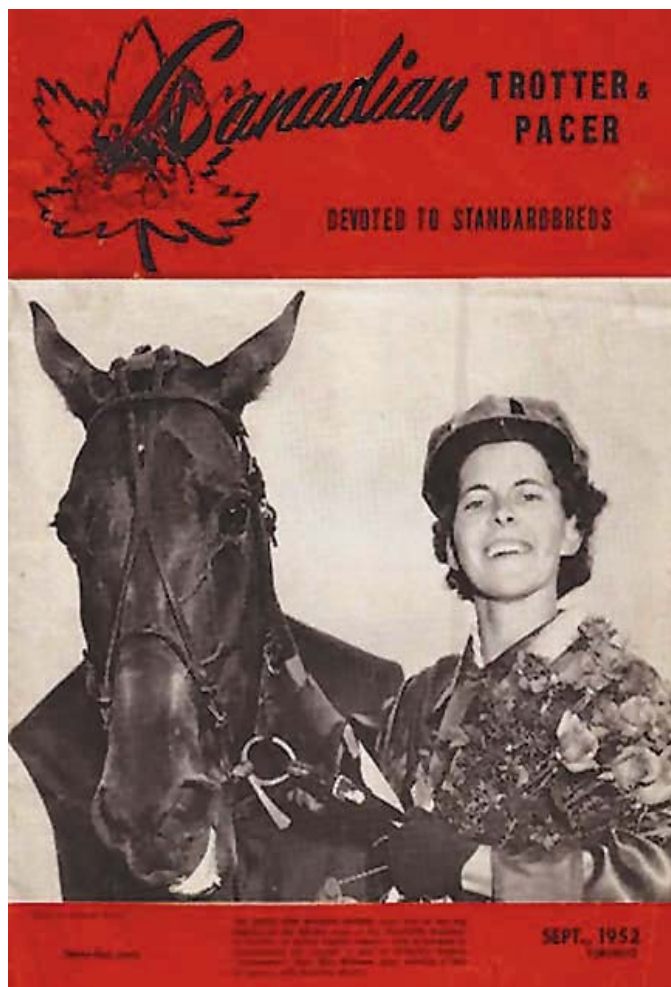
City and Province *May 16*

Date

Williams' struggle for equality continued in Canada as well. In 1965 the Canadian Trotting Association ruled against licensing any more women to drive at pari-mutuel tracks, although those already licensed could maintain the right to renew. She was already licensed, but this ruling caused Williams' hackles to rise, leading her to become one of the foremost voices of dissent. “If a woman can pass the same test as a man and prove she is capable of handling a horse in a race, then she should be given a license,” she railed.



The showdown came in 1968, when Williams was invited to drive in the Mondiale des Conducteurs Feminins at Blue Bonnets in Montreal, Canada. She made her stand. Williams would only participate if the USTA issued her with the license she had, for so long, requested. That year, eight years after first applying, the USTA finally issued her a license.



A serious car accident in 1973 precipitated Williams' retirement from competitive racing; however, she continued to work with horses until 1984. Throughout her career, Williams had tallied 2,677 races driven in both Canada and the United States: 406 wins, 368 seconds and 391 third place finishes. Total purse earnings amounted to \$279,947 and the last year she drove she had an UDR of .310. Williams had a successful career involved in a sport she had fought long and hard to be part of. The Mildred Williams Driving Series for fully licensed women drivers is named in her honor. It was inaugurated in 2006 and raced at eleven tracks in Canada. In 2007 the series grew to thirty-seven tracks spread across Canada and the United States; it continues to gain strength. The last races she attended were the 2007 series finals held in Montreal. Mildred Williams passed away on May 21, 2008 in Ottawa, Ontario at the age of ninety-one.

**Nominated by Ann Curran**

# GLOSSARY

**Catch-Driver:** A driver whose primary responsibility is to focus on racing. S/he drives at the request of the trainer and/or owner and is chosen on the particular strengths and abilities brought to each race.

**Colt:** A young male horse age three or younger.

**Dam:** The female parent of a horse.

**Double-Gaited:** A double-gaited horse is able to competitively race within both the trotting and pacing gaits. Since most horses favor one or the other gait, this ability is relatively rare.

**Filly:** A young female horse age three or younger.

**Foal:** A newborn horse.

**Mare:** A mature female horse, four years or older.

**“One Thousand” Club:** A list compiled by the United States Trotting Association (USTA) of the drivers who have achieved 1000 wins or more.

**Pacer:** A Standardbred who races with a lateral gait (right legs move in same direction). Pacers do not stride as high as trotters and have more of a forward reach. Due to the efficiency of their gait, they are generally three or four seconds faster than trotters over a one-mile distance.

**Purse Money:** Money won for placing within the first five horses to cross the finish line during a race. Purse distribution is determined by the USTA. Prize money is dispersed according to a horse’s position at the race finish. A typical purse is split five ways: 50% to the winner; 25% for second; 12% for third; 8% for fourth; and 5% for a fifth place finish. Generally, trainers and drivers each earn 5% of the purse won by their horse. The term **“total money earned”** refers to the total amount of purse money earned within a horse or driver’s career.

**Record, Standardbred:** A horse’s record gives information regarding its racing career. Included information is the horse’s gait, best time, the age at which that time was clocked, and the total amount of money earned. Example: p,4,T2:02.1m (\$500,000). This horse is a pacer; if no letter is present, that signifies the horse is a trotter. This horse was four when he took the time of 2:02.1, during a time trial (T), on a mile track (m). Other letters designating track size are h ( $\frac{1}{2}$  mile), f ( $\frac{5}{8}$  mile), s ( $\frac{7}{8}$  mile) or q ( $\frac{3}{4}$  mile). If no letter is present, the track is usually one mile in length. Despite the varying track lengths, most races are a distance of one mile. Finally, this horse has compiled a total of \$500,000 in lifetime earnings.



**Sire:** The male parent of a horse.

**Standardbred:** The breed of horse used for harness racing. The name arose from the goal to develop a horse that could trot or pace in a “standard” time. In 1897 this standard was 2:30 or better. In 1944 that time was lowered to 2:20 or better for two-year-olds and 2:15 or better for all other ages. Today Standardbreds regularly trot or pace miles under two minutes. They are generally high endurance horses and usually possess a gentle temperament.

**Sulky:** A light weight, horse-drawn racing vehicle with one seat and two bicycle wheels. A sulky is often referred to as a “bike.”

**“Three Million” Club:** A list compiled by the USTA of the drivers who have won total earnings of three million dollars or more.

**Trotter:** A Standardbred who races with a diagonal gait (right front and left rear legs move in the same direction). This is a more natural gait for the harness horse.

**Universal Driver Rating System (UDRS):** The Universal Driver Rating (UDR) is a three-digit figure that looks like a batting average. It is an average computed in accordance with the Universal Driver Rating System, a statistical procedure that assumes a victory is 80% more meritorious than a second-place (place) finish and three times as good as coming in third (show). It charges the driver 9 points for every start and awards him 9 for each victory, 5 for each second and 3 for each third. Anything above .300 is considered good for a season’s actions, although many leading drivers do much better.

EXAMPLE: WITH 3 WINS, 3 SECONDS AND 3 THIRDS IN 9 ATTEMPTS

$$\text{UDR} = \frac{(\text{WINS} \times 9) + (\text{PLACE} \times 5) + (\text{SHOW} \times 3)}{(\text{STARTS} \times 9)}$$

$$\text{UDR} = \frac{(3 \times 9 = 27) + (3 \times 5 = 15) + (3 \times 3 = 9)}{(9 \times 9) = 81}$$

$$\text{UDR} = \frac{51}{81} = .630 \text{ DRIVER'S UDR}$$

**United States Trotting Association (USTA):** The national governing organization which oversees the sport of harness racing. Established in 1939, the USTA now manages the licensing of drivers, trainers, owners and officials; Standardbred registration; creation and enforcement of rules; records maintenance; and promotion of the sport.

**United States Harness Writers’ Association (USHWA):** An association of writers and journalists established to help promote the sport of harness racing in newspapers, magazines, radio, television and on the internet.

# THE INSTITUTION



**The Harness Racing Museum & Hall of Fame is dedicated to comprehensive, active and authoritative support and promotion of the Standardbred industry through documentation and preservation of the history and traditions of this American-born sport. It will also continue to augment existing collections and provide extensive research, educational programming and exciting exhibitry to expand harness racing's interest and appeal, both nationally and internationally, to assure an informed audience and a successful future.**

From its humble beginnings along America's country lanes and big city streets, the trotting sport (later to be named harness racing) has become a passion for millions of fans around the world. The root structure of this American-born sport was established in and around Goshen, NY, in the Hudson Valley, sixty miles north of New York City. The first organized races were held at what is now known as Goshen Historic Track in 1838. Nestled in the heart of this historic town lies the handsome, Tudor-style Good Time Stable, built in 1913 by J. Howard Ford. Ahead of its time, the stable was built with hay and grain chutes in each stall to allow for efficient and easy feeding. In 1949 this innovative structure caught the eyes of a group of Standardbred industry leaders whose passion for harness racing had driven them to establish a museum in honor of the sport.

The new institution was named The Trotting Horse Museum, Inc., Hall of Fame of the Trotter. Stalls were kept as exhibition rooms, the hay chutes were converted into miniature stages for showcasing statues and drivers' colors, and the loft was used for storage. Over the years, several renovations allowed for more effective use of the building. Additions included the Currier & Ives Gallery, The William R. Haughton Memorial Hall, The Historic Clubhouse, The Peter D. Haughton Memorial Library and Hall of Immortals. A climate-controlled storage facility for the museum's collection and an elevator was also added.

In 1996 a \$6 million major capital campaign was launched to renovate and expand the museum and augment the museum's Endowment Fund. The institution's name became The Harness Racing Museum & Hall of Fame. A 501(c) 3 charity chartered by the New York State Board of Regents as an educational institution, the museum currently offers a variety of programs, services and free traveling exhibits to its members and friends.

The museum receives major funding through the generosity of The United States Trotting Association and its members, The Agriculture and New York State Horse Breeding Development Fund, Hanover Shoe Farms, The Hanover Shoe Farms Foundation, The Gladys & Roland Harriman Foundation, Mary W. Harriman Foundation, The Elizabeth E. Ervin Trust, The New York Community Trust, The Lawrence B. Sheppard Foundation, The CTW Foundation, The State of New York, The United States Harness Writers' Association chapters, The Hambletonian Society, The Delvin Miller Amateur Driving Association, New York State Council on the Arts, a state agency, Greater Hudson Heritage Network, harness racetracks, amateur drivers' fees, associations, corporations, foundations and individuals dedicated to preserving harness racing's past and encouraging its future.

The Harness Racing Museum & Hall of Fame  
Goshen, NY 10924  
845.294.6330

[www.harnessmuseum.com](http://www.harnessmuseum.com)

2009



*What lies behind us  
And what lies before us  
Are tiny matters  
Compared to what lies within us.*

**- RALPH WALDO EMERSON**

*It is never too late to be what you might have been.*

**- GEORGE ELIOT**

*We all have the ability.  
The difference is how we use it.*

**- STEVIE WONDER**

*All our dreams can come true—  
If we have the courage to pursue them.*

**- WALT DISNEY**

*The value of life lies not in the length of days,  
But in the use we make of them...*

**- MICHEL DE MONTAIGNE**

*Ability is not what you're capable of doing.  
Motivation determines what you do.  
Attitude determines how well you do it.*

**- LOU HOLTZ**

*The noblest search is the search for excellence.*

**- LYNDON B. JOHNSON**

*Within each of us is a hidden store of determination.  
Determination to keep us in the race  
when all seems lost.*

**- ROGER DAWSON**

*There is no failure,  
except in no longer trying.*

**- ELBERT HUBBARD**

*It is surmounting difficulties that makes heroes.*

**- LOUIS KOSSUTH**

*No one can make you feel inferior  
without your consent.*

**- ELEANOR ROOSEVELT**

*If you never strive for the best, you will never make it.*

**- GERALD R. FORD**



*A man can be as great as he wants to be.  
If you believe in yourself and have the courage,  
the determination, the dedication, the competitive drive,  
and if you are willing to sacrifice the little things in life  
and pay the price for the things that are worthwhile,  
it can be done.*

**- VINCE LOMBARDI**

*Never, never, never give up.*   **- WINSTON CHURCHILL**

*Triumphs without difficulties are empty.  
Indeed, it is difficulties that make the triumph.  
It is no feat to travel the smooth road.*

**- ANONYMOUS**

*In the middle of difficulty lies opportunity.*   **- ALBERT EINSTEIN**

*Far better to dare mighty things, to win glorious triumphs,  
even though checkered by failure,  
than to rank with those poor spirits who neither enjoy nor suffer much,  
because they live in that grey twilight that knows neither victory nor defeat.*

**- THEODORE ROOSEVELT**

*Start by doing what's necessary, then what's possible,  
and suddenly you are doing the impossible.*

**- FRANCIS OF ASSISI**

# **A DRIVE TO WIN**

*The Heart and Soul of Harness Racing*