



**SPECIAL EDITION** | July 30, 2017

# Legendary

John Campbell  
closes out driving career  
on Legends Day



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Dave Landry

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**SPECIAL EDITION** | July 30, 2017

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Harness Racing Update is owned by HRU Publications of Millwood, NY and will publish Fridays and Sundays November through April. HRU will add Saturday editions in late-May through October, publishing 3 days per week, and of course will add editions throughout the year as major news breaks.

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# The Perfect Bow on a Hall of Fame career

*John Campbell will drive for the final time in today's Legends Day Trot at Clinton Raceway and he couldn't be happier to come full circle to his rural Ontario roots.*

by Dave Briggs

**J**ohn Campbell said he couldn't pick a better ending to his Hall of Fame driving career than to do it at Legends Day at Clinton Raceway.

Despite making his mark over the last 40 years at New Jersey's Meadowlands Racetrack in the shadow of Manhattan, the fact Campbell's last drive will come just 60 kilometres north of where he grew up and nearly 100 years after his family began racing horses in rural Ontario, is like tying a perfect maroon bow on his remarkable career.

"It just feels good to me to end up in Ontario, not far from where I started and in front of a number of people who were there when I started driving back in the spring of 1972," Campbell said. "It feels like full circle for me and kind of apropos."

The \$15,000 Legends Day Trot will mark the final drive for Campbell in a career that makes him the most successful driver in the sport's history by most measures. He has won 234 major stakes and most multiple times. By Standardbred Canada accounting, Campbell has won 11,058 races and some \$303 million in purses, which is tops in the sport in earnings by a wide margin.

On July 1, the 62-year-old became president and CEO of the Hambletonian Society that owns and operates a number of major stakes races including the Hambletonian and the Breeders Crown series.

The new job required he retire from work in the sulky that began on Argyle Street in the farming community of Nairn, some 10 kilometres south of the town of Ailsa Craig. On the homestead settled by Campbell's great great grandfather shortly after arriving from Scotland in 1832, Campbell was shaped like Jell-o in a mould; his passion for life and horses carefully stoked with loving, yet firm, hands.

The lessons that came earliest were deeply etched in a little boy's brain by his dad, Jack, and grandfather, Dunc. John developed a strong work ethic by watching his grandfather do more hard labour after age 60 than he would discover most people do in a lifetime. He learned lessons about horses in the jog cart, firmly seated on his father, or grandfather's lap before he was old enough to learn the alphabet. But, most importantly, he learned lessons about life

and family that still guide his every move.

It was Dunc that started the Campbell clan in the horse game. In 1923, just 30 kilometres southeast of Clinton on Highway 8, Dunc, raced his first horse at the Mitchell Fair and won. Teddy Mac, a five-year-old pacer Dunc purchased for \$55, made a break in the second heat that afternoon and was disqualified, but Dunc sold him the next day for \$400 and soon acquired Teddy Mac's sister, Hazel Mac, who produced the family's great foundation mare, Babe Grattan.

"She didn't get to the races, but she raised a pile of colts. (Dunc) never bought another horse until after he retired from racing," Dunc's son, Jack, once said.

Jack made an equally impressive debut with horses 21 years later just 20 minutes further down Highway 8. That day in 1944, as war consumed much of the world, 13-year-old Jack hitched a ride 60 kilometers from the Campbell family farm near Ailsa Craig to Stratford to prep Babe Grattans Boy to race. Jack returned home triumphantly that night with a pocket full of cash for his father.





CANADIAN SPORTSMAN FILE PHOTO

Jack Campbell giving his two boys Jim and John an early lesson in the bike.



CANADIAN SPORTSMAN FILE PHOTO

John Campbell, age 6, with the home-made colours his mom made for him.

John said he knows the stories well. "It was just part of our fabric, to talk about the horses and the ones we had," he said. "My dad and my grandfather were basically farmers, who fooled with horses. When I came along, I wanted nothing to do with the farming and all I wanted to do is be around the horses from the time I could walk. That was the difference in them and myself."

In those early years on that farm, young John Campbell would often play out his greatest racing fantasies from the seat of a broken sulky he tied to a pump with binder twine. When John was six, his mom, Florence, made him a set of his own colours to wear while riding on Jack's lap when

Babe Grattan, then 31, led the post parade at Western Fair Raceway in London.

John's introduction to the racetrack came before he was old enough to start school. Jack and Dunc would often take him to Old Woodbine in Toronto and would tie string across the front of John's tack room bunk bed to make sure he didn't roll off.

"They had a great deal of patience to take somebody that young, but I just loved to go," John said.

Western Fair Raceway in London figured prominently, as well, in John's development. John was at the track a lot, helping Jack and Dunc get horses ready to race.

When security balked at letting the young boy into the backstretch, Jack hatched a successful plan to make John one of the sport's youngest owners — first by placing a family-bred horse named Argyel Tommy, then one named Flashlight F, in John's name — thus giving John licensed access to the backstretch.

"We were dying to get in the paddock," John said. "That's where the action was... My dad was a great believer in when you're young you learn and get to do everything. He didn't have much patience for stuff when he knew what we could do with the horses and that we weren't going to be in the way."





BRIAN ACTON

John and Jack with Jack's grandson, Tyler McLinchey, at Legends Day in 2011. A year later, Jack died at age 81.



DAVE LANDRY

John is the leading driver in Pepsi North America Cup history with six victories.

The name Argyel became the Campbell family trademark for horses they had raised. It was taken from the street they lived on, purposely spelled ending with "el" rather than "le" because in 1948, when Dunc registered the name, someone else had already taken the name Argyle in the national farm register for cattle, which at the time also covered horses.

It was Argyel Annie and Argyel Chester that provided John's most stirring memories of Western Fair.

John said the day his beloved Argyel Annie was claimed was, "up until that point, one of the saddest days of my life... I don't think I was a teenager yet

and I had to take her back and give her to somebody else. It killed me, absolutely killed me.

"Dad didn't know I had taken her back. Dad was racing in the next race in a catch-drive and he hollered over the fence, 'Leave her and I'll take her back,' but by that time I had already bathed her and walked her back and had to hand her over to somebody else. He felt so bad. Thinking back, being a father now, I can't imagine how bad he felt."

A few years later, Argyel Chester provided John with some of his fondest memories of racing in London.

Argyel Chester was foaled on the Campbell family's farm near Ailsa Craig, ON

on April 8, 1966 — the night of Campbell's 11th birthday. The foal was a Newport Duke colt out of Argyel Margaret, a mare owned by John's grandmother, Bernice.

That night, the family went out to dinner to celebrate John's birthday. "We went to London and came back and he was there," John said. "He was a sharp-looking colt. He was a pretty chestnut horse and I just fell in love with him. My grandmother gave me half of him for a birthday present. It was really great."

Argyel Chester went on to win \$91,323 and set a mark of 2:00.2 racing mostly in the top classes at Western Fair Raceway in London.





U.S. TROTTING ASSOCIATION

**John Campbell with Mack Lobell. Thirty years later, Campbell still calls Mack the best horse he has ever driven.**

More importantly, Argyel Chester gave John Campbell some status at North Middlesex District High School in Parkhill, ON; status that went beyond the fact that Argyel Chester's racing exploits were regularly chronicled in the *London Free Press*.

"I had money in high school," John said of the most important thing about Argyel Chester.

Enough money to buy a brand new Oldsmobile Cutlass.

In 1972, at the age of 17, John earned his racetrack driver's license at Western Fair. On June 2, 1972, in just his third career drive, he posted the first of over 10,000 career wins driving his uncle Ray's gelding Noble Will to victory.

John said he owes a tremendous debt to the family's star Derbys Gent for taking him to the big leagues at an early age.

"The one that I raced against the top horses at a young age was Derbys Gent... Derbys Gent was the first time I went to Roosevelt. I was 20 or 21 years old, I think," John said. "We were racing at Monticello and he had won his way out of Monticello

and they invited us down for just a special free-for-all. Then he raced against Rambling Willie and Handle With Care in the Provincial Cup at Windsor. He gave me a chance to see racing at the highest level."

It was while racing a stable at Windsor Raceway that John was lured to New Jersey by Joe DeFrank, the Meadowland's respected race secretary. DeFrank ran the race office at Windsor Raceway when Campbell competed at the border track in the mid-1970s. Also tempting Campbell to head east to the big city was the good word from two horsemen friends he raced with in Windsor. Ray Remmen and Greg Wright were at the Meadowlands when it first opened in September of 1976 and they had found immediate success.

"The race secretary at Windsor Raceway told me I'd starve to death down here," Campbell once said.

It was one of the worst predictions in harness racing history.

The Meadowlands is the track where John Campbell made his name and rocketed to the top of the sport, becoming the

youngest man inducted into the Harness Racing Hall of Fame at age 35 in 1990.

"(The Meadowlands) has meant everything to my career. It's where I started to get noticed in 1979," John said.

He also was blessed to experience the New Jersey track in its heyday.

"I saw the best part of the Meadowlands when we were averaging over 15,000 or 16,000 a night there, racing five or six days a week; just the nights of historic harness racing. To be a part of that has just been really special," John said. "You always want to perform in front of as many people as possible. The one thing I remember, when we had the front paddock the first year, actually it was '78, I remember the noise from the crowd was just incredible. And it was just regular noise, not cheering, but just that buzz and the noise when you came up those steps, that's something that I never forgot. I just couldn't believe that noise from the crowd because there were so many people around that front paddock."

John said what he would remember most from the Meadowlands isn't any individual race or success he had.

"The first thought that will come back to me will be how great it was for that period of time. The handle, the horses, the races, how it was run, how the races were presented. That's what I will think about off the top of my head," John said.

"Any success with the racing, you have to go back to Joe De Frank because Joe was in charge of everything on the racing side, from the paddock to the barn area, to putting the races together, to post parades — it all came under Joe's domain and he has to get so much credit for that success and just the show that we put on for those years when everything was going great."

It was in New Jersey that John and his wife, Paula, raised their three daughters — Lisa, Michelle and Brittany. John said Paula has been instrumental in his success. Her knowledge of the industry — and the sometimes-crazy schedule that comes with it for top catch-drivers — worked particularly well in a relationship in which John and Paula were also in sync about how to raise their daughters.

"All of that was a big factor in why it's worked so well for us," John said. "I was able to thrive in my home life and I think that





Dave Landry

Show **class**,  
have **pride**  
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**character**.  
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winning takes  
care of itself.

— Paul “Bear” Bryant

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*Congratulations John,  
and thank you!*



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carried over and was instrumental in a lot of the success I had for so long in my career.”

John said Paula has been great for his mental well-being and excels at helping him decompress after a bad night on the track.

“If you’ve had a bad night or a good night, she understands both so well... Basically, if it’s a good night, we’ll discuss it. And if it’s been a bad night, she just knows to leave it alone and we’ll be talking about something totally different, whether it’s hockey, baseball, the kids or golf... We don’t dwell on it. We talk about something else and it gets you out of that down period when you’re just thinking, ‘What the hell?’”

On a bad night, Paula said she is quick to turn the topic to their grandchildren.

“That always put a smile on his face,” she said. “Personally, it helps his mind and helps to turn the page... I always found that being there, being supportive and being his biggest fan helps him mentally. It doesn’t really help his career, but, mentally, if he’s sound, then he can drive better,” Paula said.

Team Campbell. Family as the ultimate priority.

It all started in the most improbable way.

John and Paula were both in relationships with other people when they met in 1976. They only agreed to go out with each other because neither of them wanted to get married.

“He said, ‘You don’t want to get married, do you?’ and I said, ‘No, do you?’ and he said, ‘No,’” Paula said, laughing.

That first date, 41 years ago this past May, Paula and John kissed for an eternity in his car.

“We kissed for four hours,” Paula said. “Literally, that’s it. I don’t remember doing that again, but the first night of our first date we kissed for four hours. He had a brand new Cutlass with a gear shift in the middle. From him leaning over and kissing for so long, he actually had a bruise on his leg.”

Five months later, the couple that didn’t want to get married did just that. He was 21. She was 19.

“We were babies,” Paula said. “I think we were so young when we got married, that we kind of grew up with each other. We weren’t set in our ways... We knew nothing, absolutely nothing. We thought

we were smart, but we really weren’t. We fell in love and we just got lucky that it worked.”

John said there’s no secret to a successful marriage.

“You don’t get a manual. There’s a lot that goes into it,” he said. “But we both think the same.”

For their 20th anniversary, Paula and John renewed their vows on a cliff overlooking a beach in Hawaii. In February, the couple renewed their vows a second time — this time in an Elvis chapel in Vegas, when they were in town for the U.S. Dan Patch Awards.

As a man that places family above all else, John said he’s looking forward to his entire family being at Clinton today — his mother, his wife, their three daughters and their families, his sister Jo-Ann McLinchey and her family and their brother, Jim, a successful horse trainer in his own right.

“My whole family is coming up from New Jersey to go to Clinton. It’s going to be a great family gathering for us, as well,” John said, adding that his late father loved Legends Day and would have beamed

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**250<sup>e</sup> ANNIVERSAIRE  
COURSES DE CHEVAUX  
CANADA**

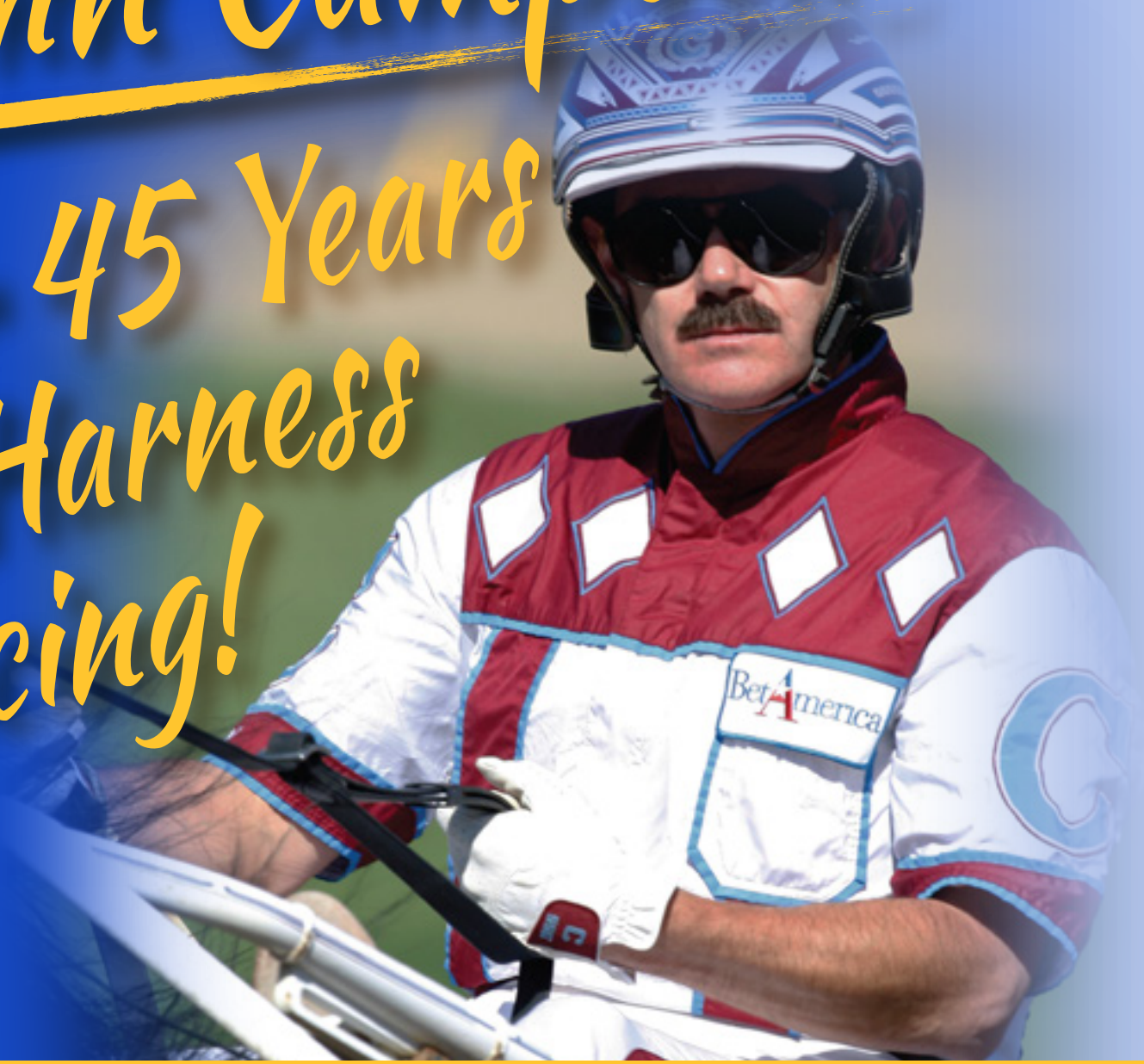


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AT THE DOWNS AT MOHEGAN SUN POCONO



to know it would be the site of John's last drive.

"He'd say, 'Well, that's just great,'" John said.

Jack died in 2012 at the age of 81. Dunc died in 1992 at the age of 92 after a career that earned him induction into the Canadian Racing Hall of Fame in 1983, four years before John was inducted.

It wasn't until the inaugural Legends Day in 2001 that John drove for the first time at Clinton Raceway. He said he was instantly hooked and has been back every two years since.

"It's been a privilege to be a part of every Legends Day since they started it and it's the fans," John said. "(Clinton general manager) Ian (Fleming) does a tremendous job of putting it on. He's evolved with Legends Day, but it all comes back to the reaction that all of us get from the fans, it's really special... You get a variety of people and a variety of reasons for why they are there, but it's all positive."

John said he likely would have retired before now if he hadn't been able to still compete at the highest level of the sport.

"I'm proud of the fact that even in 2016 I got opportunities in the big races all year long," he said. "That's one thing I'm really proud of and that's why I really kept going like I did. I was still getting opportunities in big races. There's lots of guys out there that are very, very good drivers and they're looking to get in those and I was still in them."

As for the end of his driving career, John said he's not looking back with any melancholy.

I'm very content in my decision," he said, adding — as one might expect from a man that topped them all — that he would love to go out a winner — as he did with wins in his final two drives at the Meadowlands on June 30 and his final drive in the United States on July 2 in the Hall of Fame Trot at Goshen Historic Track in New York.

Can he make it four straight wins to close out his career? It's wise not to bet against him.

"I've raced against all of these guys before and if they give me anything, it'll be the first time and I'm not expecting it," John said, "(but) I'm going up to (Clinton to) win." ■

## JOHN CAMPBELL CAREER STATS

Year	Starts	1sts	Rank	2nds	3rds	UDR	Money Won	Rank
2017	365	54		63	49	0.289	802,318	
2016	974	113		137	105	0.23	3,522,642	
2015	944	149		100	131	0.263	5,016,936	19
2014	847	115		114	88	0.245	4,989,250	18
2013	970	108		137	111	0.228	4,537,708	22
2012	809	73		100	94	0.198	3,863,243	
2011	702	80		85	82	0.22	2,573,997	
2010	1173	142		147	152	0.234	7,396,518	13
2009	1266	154		157	172	0.236	7,348,050	13
2008	1283	165		160	137	0.233	9,063,592	9
2007	1122	166		167	125	0.268	10,127,507	6
2006	1427	183		185	173	0.241	8,796,714	7
2005	1282	137		132	135	0.199	4,741,297	16
2004	962	152		117	107	0.263	7,291,512	6
2003	877	119		117	97	0.247	6,035,930	6
2002	1709	323		229	225	0.307	11,967,597	1
2001	1803	339	23	234	215	0.3	14,182,238	1
2000	1635	292		212	192	0.29	11,160,482	1
1999	1524	273		225	172	0.299	10,318,997	2
1998	1626	342	24	249	212	0.339	10,776,709	1
1997	1590	259		227	202	0.285	8,923,339	2
1996	1573	301	24	242	180	0.315	8,201,091	2
1995	1784	332	21	258	216	0.307	9,469,797	1
1994	1848	379	13	276	207	0.325	9,834,139	1
1993	1811	370	11	270	190	0.322	9,932,682	1
1992	2003	361	16	275	240	0.296	8,202,108	1
1991	2133	441	8	328	281	0.336	9,340,737	2
1990	2392	543	4	385	301	0.358	11,620,878	1
1989	2071	425	7	279	266	0.323	9,736,527	1
1988	2088	480	4	325	257	0.357	11,148,565	1
1987	2235	515	3	337	254	0.352	10,136,495	1
1986	2005	406	4	335	267	0.34	9,515,055	1
1985	2496	475	2	381	309	0.316	9,628,116	2
1984	1921	358	6	292	242	0.313	7,201,798	2
1983	1887	382	5	297	241	0.332	6,104,082	1
1982	1407	229		193	186	0.283	4,326,495	2
1981	1352	217	25	178	154	0.272	3,194,315	3
1980	1881	321	4	286	221	0.294	3,732,306	1
1979	1756	313	5	278	232	0.31	3,308,984	1
1978	709	82		93	93	0.232	748,096	
1977	1159	188		173	148	0.288	507,634	
1976	547	80	12	61	68	0.25	243,335	5
1975	353	58	10	49	43	0.282	170,787	5
1974	288	37	8	34	48	0.25	73,160	7
1973	125	19	11	13	21	0.266	18,311	13
1972	42	7	17	5	4	0.265	4,947	
<b>Career</b>	<b>61887</b>	<b>10668</b>	<b>9</b>	<b>8797</b>	<b>7538</b>	<b>0.299</b>	<b>\$299,899,141</b>	<b>1</b>

*\*\* USTA statistics. Standardbred Canada has Campbell's statistics as 11,058 wins and earnings of \$303,683,395.*

# MAJOR CAREER STAKES VICTORIES

Stake	Year	Horse
Adios	1984	Andrel
Adios	1987	Run The Table
Adios	1992	Direct Flight
Adios	1993	Miles Mccool
Adios	1994	Cam's Card Shark
Adios	1995	David's Pass
Adios	2002	Million Dollar Cam
Adios	2003	Armbro Animate
Art Rooney Pace	1990	Jake And Elwood
Art Rooney Pace	1993	Life Sign
Art Rooney Pace	1994	Cam's Card Shark
Art Rooney Pace	1999	Bolero Master
Betsy Ross	2008	Southwind Tempo
Betsy Ross	2015	Radar Contact
Breeders Crown (2cp)	1985	Robust Hanover
Breeders Crown (2cp)	1990	Artsplace
Breeders Crown (2cp)	2001	Western Shooter
Breeders Crown (2ct)	1985	Express Ride
Breeders Crown (2ct)	1986	Mack Lobell
Breeders Crown (2ct)	1993	Wesgate Crown
Breeders Crown (2ct)	2002	Broadway Hall
Breeders Crown (2fp)	1984	Amneris
Breeders Crown (2fp)	1988	Central Park West
Breeders Crown (2fp)	1990	Miss Easy
Breeders Crown (2fp)	1991	Hazleton Kay
Breeders Crown (2fp)	1992	Immortality
Breeders Crown (2fp)	1995	Paige Nicole Q
Breeders Crown (2ft)	1988	Peace Corps
Breeders Crown (2ft)	1991	Armbro Keepsake
Breeders Crown (2ft)	2004	Flirtin Miss
Breeders Crown (2ft)	2007	Snow White
Breeders Crown (2ft)	2008	Honorable Daughter
Breeders Crown (3cp)	1993	Life Sign
Breeders Crown (3cp)	2001	Real Desire
Breeders Crown (3cp)	2002	Art Major
Breeders Crown (3ct)	1985	Prakas
Breeders Crown (3ct)	1987	Mack Lobell
Breeders Crown (3ct)	1993	Pine Chip
Breeders Crown (3ct)	1998	Muscles Yankee
Breeders Crown (3fp)	1989	Cheery Hello
Breeders Crown (3fp)	1991	Miss Easy
Breeders Crown (3fp)	1992	So Fresh
Breeders Crown (3fp)	1993	Immortality
Breeders Crown (3ft)	1989	Peace Corps
Breeders Crown (3ft)	2001	Syrinx Hanover
Breeders Crown (3ft)	2015	Wild Honey
Breeders Crown (hp)	1992	Artsplace
Breeders Crown (hp)	2002	Real Desire
Breeders Crown (hp)	2003	Art Major
Breeders Crown (hp)	2011	Bettor Sweet
Breeders Crown (hp)	2014	Thinking Out Loud
Breeders Crown (ht)	1985	Sandy Bowl
Breeders Crown (ht)	1988	Mack Lobell

Stake	Year	Horse
Breeders Crown (ht)	1989	Delray Lobell
Breeders Crown (ht)	1994	Pine Chip
Breeders Crown (ht)	1997	Wesgate Crown
Breeders Crown (ht)	2008	Corleone Kosmos
Breeders Crown (mp)	1987	Follow My Star
Breeders Crown (mp)	1996	She's A Great Lady
Breeders Crown (mp)	1997	Extreme Velocity
Breeders Crown (mp)	1998	Jays Table
Breeders Crown (mp)	2014	Shelliscape
Canadian Pacing Derby	1996	Ball And Chain
Canadian Pacing Derby	1998	Noble Ability
Canadian Pacing Derby	2002	Real Desire
Canadian Pacing Derby	2003	Art Major
Canadian Trotting Classic	1983	Joie De Vie
Canadian Trotting Classic	2010	Lucky Chucky
Cane Pace	1985	Chairmanoftheboard
Cane Pace	1989	Dancing Master
Cane Pace	1990	Jake And Elwood
Cane Pace	2002	Art Major
Cane Pace	2004	Western Terror
Colonial	2010	Lucky Chucky
Delvin Miller Memorial	2001	Syrinx Hanover
Delvin Miller Memorial	2004	Peaceful Way
Delvin Miller Memorial	2007	Pampered Princess
Delvin Miller Memorial	2008	Snow White
Elegantimage	2006	Pampered Princess
Elitlopp	1988	Mack Lobell
Fan Hanover	1993	Immortality
Fan Hanover	1995	She's A Great Lady
Golden Girls	2010	Tug River Princess
Goldsmith Maid	2007	Snow White
Goldsmith Maid	2008	Up Front Annika
Goodtimes	2007	Quite Easy
Governor's Cup	1989	In The Pocket
Governor's Cup	1990	Artsplace
Governor's Cup	1992	Life Sign
Governor's Cup	1993	Magical Mike
Governor's Cup	2001	Western Shooter
Governor's Cup	2002	Allamerican Native
Hambletonian	1987	Mack Lobell
Hambletonian	1988	Armbro Goal
Hambletonian	1990	Harmonious
Hambletonian	1995	Tagliabue
Hambletonian	1998	Muscles Yankee
Hambletonian	2006	Glidemaster
Hambletonian Maturity	2015	JL Cruze
Hambletonian Oaks	1999	Oolong
Hambletonian Oaks	2001	Syrinx Hanover
Jugette	2016	L A Delight
Jugette	1998	Armbro Romance
Jugette	1992	So Fresh
Jugette	1989	Cheery Hello
Jugette	1985	Amneris



Stake	Year	Horse
Kentucky Futurity	1989	Peace Corps
Kentucky Futurity	1992	Armbro Keepsake
Kentucky Futurity	1993	Pine Chip
Kentucky Futurity	1994	Bullville Victory
Kentucky Futurity	2001	Chasing Tail
Kentucky Futurity	2006	Glidemaster
Kentucky Futurity	2014	Nuncio
Kentucky Filly Futurity	2015	Wild Honey
Little Brown Jug	1982	Merger
Little Brown Jug	1993	Life Sign
Little Brown Jug	1995	Nick's Fantasy
Maple Leaf Trot	1983	Bridger
Maple Leaf Trot	1987	Franconia
Meadowlands Pace	1982	Hilarion
Meadowlands Pace	1989	Dexter Nukes
Meadowlands Pace	1994	Cam's Card Shark
Meadowlands Pace	1995	David's Pass
Meadowlands Pace	1999	The Panderosa
Meadowlands Pace	2001	Real Desire
Meadowlands Pace	2002	Mach Three
Merrie Annabelle	1984	Davidia Hanover
Merrie Annabelle	1985	Britelite Lobell
Merrie Annabelle	1997	Feel The Motion
Merrie Annabelle	2000	Spellbound Hanover
Merrie Annabelle	2006	Gerri's Joy
Merrie Annabelle	2008	Honorable Daughter
Merrie Annabelle	2010	Thatsnotmyname
Messenger	1986	Amity Chef
Messenger	1987	Redskin
Messenger	1990	Jake And Elwood
Messenger	1994	Cam's Card Shark
Messenger	1995	David's Pass
Messenger	1998	Fit For Life
Messenger	2000	Ain't No Stopn Him
Messenger	2004	Metropolitan
Metro	1990	Artsplace
Metro	1996	Gothic Dream
Metro	1999	The Firepan
Metro	2000	Pro Bono Best
Milton	1996	She's A Great Lady
Milton	1998	Extreme Velocity
Mistletoe Shalee	1981	JEF's Eternity
Mistletoe Shalee	1988	Conquered Quest
Mistletoe Shalee	1991	Miss Easy
Mistletoe Shalee	1995	She's A Great Lady
Mistletoe Shalee	2000	Art's Virtue
Nat Ray / John Cashman Memorial	1988	Mack Lobell
Nat Ray / John Cashman Memorial	1991	Florida Jewel
Nat Ray / John Cashman Memorial	1994	Pine Chip
Nat Ray / John Cashman Memorial	2007	Corleone Kosmos
Nat Ray / John Cashman Memorial	2010	Slave Dream
North America Cup	1991	Precious Bunny
North America Cup	1994	Cam's Card Shark
North America Cup	1995	David's Pass
North America Cup	1996	Arizona Jack

Stake	Year	Horse
North America Cup	1997	Gothic Dream
North America Cup	1999	The Panderosa
Peaceful Way / Oakville	2000	Fun And Strokes
Peaceful Way / Oakville	2006	Pampered Princess
Peaceful Way / Oakville	2007	Snow White
Peter Haughton	1989	Backstreet Guy
Peter Haughton	1993	Wesgate Crown
Peter Haughton	1994	Donerail
Peter Haughton	1995	Dancer's Victory
Progress Pace	1997	Dream Away
Progress Pace	1998	Browning Blue Chip
Progress Pace	2002	Art Major
Progress Pace	2013	Sunshine Beach
Roses Are Red	1998	Extreme Velocity
Roses Are Red	1999	Galleria
Roses Are Red	2003	Bunny Lake
Stanley Dancer / Beacon Course	1983	Joie De Vie
Stanley Dancer / Beacon Course	1985	Mark Six
Stanley Dancer / Beacon Course	1987	Mack Lobell
Stanley Dancer / Beacon Course	1988	Armbro Goal
Stanley Dancer / Beacon Course	1989	Egyptian Gentleman
Stanley Dancer / Beacon Course	1993	Pine Chip
Stanley Dancer / Beacon Course	1998	Muscles Yankee
Stanley Dancer / Beacon Course	2003	Power To Charm

CONGRATULATIONS

## Sensational 45 YEAR CAREER

Wishing you the best of luck

as you move forward as

President & CEO of

The Hambletonian Society

**TARA HILLS**  
*Stud*

Stake	Year	Horse
Sweetheart	1984	Armbro Dazzler
Sweetheart	1985	Follow My Star
Sweetheart	1986	Nadia Lobell
Sweetheart	1987	So Cozy
Sweetheart	1990	Miss Easy
Sweetheart	1992	Immortality
Sweetheart	1993	Freedoms Friend
Sweetheart	1998	Mattaroni
Sweetheart	2003	So Artsi
Tattersalls Pace	1981	Armbro Wolf
Tattersalls Pace	1986	Tyler's Mark
Tattersalls Pace	1987	Cue Light
Tattersalls Pace	1995	Nick's Fantasy
Tattersalls Pace	1995	Stand Forever
Tattersalls Pace	1999	Grinfromeartoear
Tattersalls Pace	2002	Art Major
Three Diamonds	1990	Miss Easy
Three Diamonds	1992	Immortality
Three Diamonds	1993	Freedoms Friend
Three Diamonds	1994	Glendale Kim
Three Diamonds	1999	Art's Virtue
Three Diamonds	2007	A And G'sconfusion
U.S. Pacing Championship	1991	Jake And Elwood
U.S. Pacing Championship	1992	Artsplace
U.S. Pacing Championship	2002	Real Desire

Stake	Year	Horse
U.S. Pacing Championship	2003	Art Major
U.S. Pacing Championship	2013	Thinking Out Loud
Valley Forge	2008	Tug River Princess
Valley Victory	1991	Royal Strength
Valley Victory	1994	Donerail
Valley Victory	2000	Chasing Tail
Valley Victory	2003	Beardmore
Valley Victory	2004	Diesel Don
Valley Victory	2009	Lucky Chucky
William Haughton	1981	Royce
William Haughton	1985	Tuff Choice
William Haughton	1992	Artsplace
William Wellwood	2008	Tom Cango
William Wellwood	2016	Seven And Seven
Woodrow Wilson	1988	Kassa Branca
Woodrow Wilson	1993	Magical Mike
Woodrow Wilson	1994	Dontgetinmyway
Woodrow Wilson	1997	Real Artist
Woodrow Wilson	2001	Allamerican Ingot
World Trotting Derby	1989	Peace Corps
World Trotting Derby	1993	Pine Chip
Yonkers Trot	1987	Mack Lobell
Yonkers Trot	1998	Muscles Yankee
Yonkers Trot	2014	Nuncio

*\* Compiled by the U.S. Trotting Association, with special help from Ken Weingartner.*

# CONGRATULATIONS

## JOHN CAMPBELL

The leading money-winning driver in our sport's history, and a man admired and respected by all.

*Best wishes for continued success!*

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# Origin Story

## LEGENDS DAY AND THE TOWN OF CLINTON: HAND-IN-GLOVE

by Kelly Spencer

Clinton, ON is a small, practical town about 20 kilometers inland from the shores of Lake Huron. It's the palm of a hardworking hand with fingers that lead to sexier beach destinations and cute villages that dot the shores of Lake Huron. Summer sun-seekers pass through or pop-into Clinton, but the town is, for the most part, for itself. There is a loud pride that is expressed oh-so quietly by the residents of this agricultural community.

Clinton has your Canadian rural staples: One funeral home, one Chinese food restaurant, one newspaper, a few lawyers, the Royal Canadian Legion Hall and a Beer Store. At the local grocer, staff still carry your bags to the car. And there's one Tim Horton's which the locals joke makes them 'big-time'.

But for all its apparent plainness, Clinton is discreetly cloaked in colour. Best-known is Clinton's history as Canada's home of radar. The downtown display of a huge radar antenna celebrates this historical nugget. But that's the only bit of boasting you'll bump into. There's no indication to passing tourists that Walt Disney's grandfather lived six kilometers west of Clinton nor that an award-winning cartoonist, innovative cardiac surgeon, and the first Canadian-born Commander of the Canadian Army all called this place home. Did you know the first Canadian winner of the Nobel Prize In Literature lives in Clinton? Alice Munro, one of the most prolific writers of our time, was read by millions in publications like *The New Yorker*.

For Clinton's 3,200 residents, there are a few schools, and one hospital. And another important institution: Clinton Raceway. Since 1970, the not-for-profit track has operated a meet averaging 20 race days each summer. So, you can imagine that during the past 47 years, virtually every family in the town has had a teenager who worked a job there: cutting grass, flipping burgers, slinging beer, washing saddle pads. Many of them move away and move on. Most return fondly for visits, some for permanence.

And herein lies the magic of Legends Day. Quiet pride, connectivity, colour, and a community that looks after itself and each other. Sound familiar? It's no cosmic coincidence that some of harness racing history's most formidable figures have been showcased at this tiny venue since 2001 for the purposes of celebration and community-building. Legends Day and the Town Of Clinton: hand-in-glove.



DAVE LANDRY

2001



JACKIE NOBLE

2007



MATT WAPLES

2009



IRON HORSE PHOTO

2011

*Congratulations John!*

You have been a  
shining star  
for harness racing,  
thank you.



Wishing you  
the very best  
as you move forward  
in your new career.

From the  
OHHA Directors and Staff



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Orchestrating all of this is Ian Fleming, a quiet pillar of the community in both harness racing and Clinton. He too worked at the track as a kid, then became the race secretary, then general manager. Legends Day is his brainchild. He's very much a two-birds-one-stone businessman, seeing opportunity where others cannot, and motivating people to build big things together.

The first Legends Day in 2001 benefitted the Clinton Public School. Three years prior, all the playground equipment at the school had been deemed unsafe and removed. Despite a variety of fundraising efforts, the school had only been able to raise \$2,900 of the \$25,000 they needed for new equipment. The power of Legends Day in Clinton was fully realized when Fleming announced the inaugural Legends Day had raised \$25,000.

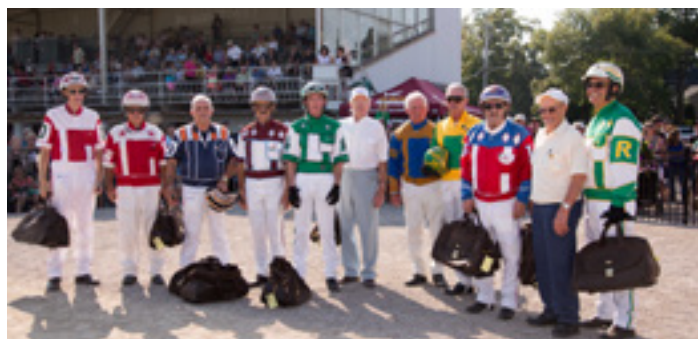
The next seven editions of Legends Day raised \$20,000 to \$30,000 for a combined total of \$150,000 for the Clinton Public Hospital Foundation.

"For such a small community, it's a big deal," explains Una Roy, vice chair of the Clinton Public Hospital Foundation. "When we raise \$20,000 in an afternoon, that's huge." This year's edition, featuring the final race for John Campbell, will help fund improvements to the operating room at the 20-bed hospital and contribute to the four-year fundraising goal of \$2.25 million.

"There's a lot of pride in this community," says Roy. "We don't take this place for granted. Community means a lot to Ian (Fleming). This event, and the participation of the racing people, it means a lot to all of us. It really does." ■

## MONEY RAISED BY LEGENDS DAY

2001	\$25,000 Clinton Public School (playground equipment)
2003	\$20,000 Clinton Public Hospital Foundation
2005	\$20,000 Clinton Public Hospital Foundation
2007	\$20,000 Clinton Public Hospital Foundation
2009	\$20,000 Clinton Public Hospital Foundation
2011	\$20,000 Clinton Public Hospital Foundation
2013	\$20,000 Clinton Public Hospital Foundation
2015	\$30,000 Clinton Public Hospital Foundation
<b>TOTALS:</b>	\$150,000 for Hospital and \$25,000 for Clinton Public School (playground equipment).



DAVE LANDRY

2013

"The difference between the impossible and the possible lies in a man's determination." – Tommy Lasorda

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FOR ALL THE MEMORIES,  
**THANK YOU**  
**JOHN CAMPBELL**

   
WOODBINE MOHAWK



# WIRE to WIRE

WITH DAVE BRIGGS



## JOHN CAMPBELL AND HOW A SIMPLE PHONE CALL CHANGED MY LIFE

The first time I was asked to phone John Campbell at home for some quotes, I questioned the sanity of my boss at *The Canadian Sportsman*.

It was 20 years ago and I was just a few years removed from journalism school and so new to harness racing I was still trying to decipher a program. Still, I knew enough to figure out Campbell was the biggest and best of them all, particularly in that era.

*Sure, just pick up the phone and call a harness racing superstar at home. While you're at it, do you have Wayne Gretzky's home number or how about I also give Michael Jordan a ring?*

Gary Foerster just gave me a knowing smile and advised that the best time to catch Campbell was usually around dinner time.

He was right, of course — as anyone that has ever phoned Campbell knows. I called and Campbell answered. The exact content of that conversation escapes me now, but I what I remember is this: despite a string of bumbling, half-baked questions, Campbell instantly put me at ease with his patience and cooperativeness and succinctly gave me everything I needed for my story.

So began a long professional relationship filled with bumbling, half-baked questions and patient, honest, polite and insightful answers.

It was right then I realized not only was Campbell a writer's dream, but this was a pretty cool sport filled with pretty cool, passionate people from top to bottom, in sharp contrast to what some of my journalist friends told me about dealing with prima donna pro athletes in "more popular" sports.

The fact the sport's top star was so accessible, in some measure, has kept me writing about harness racing to this day. I know many people with a similar story.

Despite being a man that values family over all else, Campbell's home number has never changed, is well shared among the trade writers and once was actually given out on national television by George Segal in the winner's circle at the Hambletonian.

That initial conversation was intriguing and it led me to try to better understand how John Campbell became John Campbell. I drove to Argyle Street in the rural community of Nairn, ON and sat down with his delightful parents, Jack and Florence, in



DAVE LANDRY

the kitchen of the farmhouse where John grew up. I spoke with the neighbours and John's old friends. I flew to New Jersey to interview John, his wife, Paula, and his brother Jim, at length. What followed was a 7,500-word behemoth of a feature for *The Sportsman* — ridiculously long by today's standards — that confirmed what I suspected. John Campbell was not only a man blessed with talent in the race bike, he was blessed with a phenomenal family and extraordinary background that made him a person of considerable substance.

In short, he has class in abundance.

Campbell credits his father and grandfather, Dunc, for that.

"As far as bragging, or shooting your mouth off, that wasn't tolerated at our place, for the simple fact that we're in such a humbling business," John once told me. "You can look like a genius because your horse looks so good one week, but if you go shooting your mouth off it will come back to haunt you in really short order."

Through the decades, he has remained remarkably consistent — always crediting external forces for his success, always remaining humble, always remembering his roots and always being politely Canadian.

No doubt class plays a role. I believe it's why he stayed on top for so long, even when younger guns came strutting onto the scene. People in the business love John Campbell — and, like me, unabashedly cheer for John Campbell.

As I type, a John Campbell bobblehead nods along on my desk as a continuous metronome of positivity. Downstairs, the only photo of myself with someone in harness racing is one my friend Dave Landry took of me interviewing John Campbell at the Jug in the late 1990s (above). The startling thing about that photo is how much I have changed, but John Campbell has not. Then, as in now, he stands as straight as a telephone pole listening intently to the question; his white, maroon and blue colours crisp and clean, his helmet tucked perfectly in the crook of his right arm. He is a projection of professionalism.

In journalism school they teach you not to become fans of your subjects. In the movie *Almost Famous* the advice is "you *cannot* become friends with the rock stars." But John Campbell makes it awfully hard not to be a fan.

While I'm sad to see him retire from racing — probably as much for the reminder that time accelerates as one ages as for the loss of his wizardry in the bike — I'm happy to see him stick around to help harness racing try to evolve and survive as president of the Hambletonian Society.

Before he leaves the competitive oval, I need to thank Paula and their family for sharing him with all of us. I thank John for his time, professionalism and for continually giving back to a sport that is far richer for having him in it.

Most of all, thank you, John, for my career.

In some respects, I owe it all to that first phone call. ■

# A Brilliant Career



Dave Landry

# An Amazing Man

CONGRATULATIONS JOHN!

FROM THE DIRECTORS & STAFF AT COSA



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# Campbell's greatness explained

by Dave Briggs



CLAUS ANDERSEN

John Campbell (far right) after winning the Hambletonian with Glidemaster in 2006 (trained by Blair Burgess, second from left). Boxing legend George Foreman made the presentation.

To hear John Campbell tell it, his success is a product of impeccable timing, a great family and the Meadowlands Racetrack — essentially, external forces.

It is true to form for the man who hails some 10 kilometres south of the tiny Ontario community of Ailsa Craig, that he chooses not to look inward to explain his unparalleled success in a sulky.

The sport's most successful harness driver is also one of the classiest.

To hear others tell it, Campbell's success is also a product of God-given talent, intelligence and an innate ability to create synergy with the horses he drives while placing them in position to win races with startling consistency.

In 1999, the late harness racing author Curt Greene said Campbell's difficulty in explaining his own greatness extends far beyond having too much class to blow his

own horn.

"I asked (Campbell) once why a horse would respond to him and he had a very good answer. He said, 'It would be like George Brett trying to explain to you how to hit a curve ball. George can't tell you how to hit a curve ball. He can just do it.' John says, 'Horses go fast for me. I have no explanation for it,'" Greene says.

Bob Heyden once explained it. The Meadowlands' resident statistician and historian, Heyden has been at the East Rutherford, NJ track in some capacity since the day it opened in 1977. Campbell arrived at the Meadowlands in 1978.

After watching Campbell his magic on the track for four decades, Heyden can quickly fire off five main reasons why Campbell is perhaps the greatest to ever hold the reins in his hands and slip his boots into the toe holds of a race bike.

"Number one, John Campbell is, of course, the total horseman. You cannot possibly be a top driver unless you have the total package and have come up through the ranks," Heyden said.

"Number two, he's a very patient driver. No unnecessary moves on the racetrack. Everything he does on the racetrack has a reason behind it, which leads to number three — he's always in position to win, whether or not the horse is going to comply, or not. He's always right where he should be in a race.

"But the most important points are four and five. Number four, I've never seen anybody, ever, with a better sense of pace than this man. If anybody slows up anything, he is out and moving from the middle of the pack to get the lead, immediately. He will not allow anybody to victimize him by a slow pace. He always knows how fast



# Congratulations John Campbell

The Standardbred Breeders and Owners Association of New Jersey

salutes Hall of Fame Driver John Campbell on an exceptional  
career and wish him success in all future endeavors and his new  
role as President of the Hambletonian society.



they're going and where he should be."

Heyden said point number five is Campbell's smarts on the racetrack.

"He is the most intelligent driver I've ever seen. He knows everything about where he should be and most importantly, he knows more about the other horses and drivers in the race than anybody I've ever seen. Even if he hasn't driven the other horses he's watched them race. He knows driver tendencies."

Heyden said Campbell's success has also brought the driver the luxury of often being able to choose between a few horses in each race. Campbell's success has also earned the reinsman the ultimate respect of his peers.

"You're not going to see idiotic moves that involve John Campbell in a race. He's too much of a factor. He's too respected for anybody to do anything stupid around him. That has worked to his advantage too," Heyden said.

Add it all up and it translates into one sweet bank balance for Campbell, who is the sport's runaway all-time leader in purse earnings at some \$300 million. His nearest competitor in the money category, David

Miller, is currently \$84 million in arrears.

The money pile Campbell credits to both the Meadowlands and the good fortune to come along at the dawn of the catch-driving era when the trainer/driver started to become a thing of the past. Campbell said his career was just starting to take off when the measure of a great driver was switching from the number of wins one could compile to where one stood on the earnings list.

"The Meadowlands changed that. I was just along for the ride," Campbell said. "My timing was impeccable because (the Meadowlands' director of racing) Joe DeFrank was the innovator of the major stakes... The Meadowlands started all the megabucks stakes and it certainly changed my priority — work less and make more."

In Campbell's earliest days at the Big M his duels with driver Bill O'Donnell were legendary.

O'Donnell said Campbell is the complete horseman.

"He just does everything right. He has a great ability to have a horse come first over, make a horse relax. Whatever it takes, he's very versatile," O'Donnell said. "He's a great horseman, as well as being a good

driver. He does his homework. He has good horses. That helps. That's what you need to begin with, but you have to know what to do with it when you get it."

And for those who suggest the major reason Campbell has been successful is because he often drove the best horses, Heyden has an answer: "There's nothing in the world more absurd than that comment," Heyden said. "It's strictly a jealousy thing. 'I could win with those kind of horses too,' sort of thing. He's earned the right to make those picks... You don't just pull a name out of a hat and say, 'You get two picks, three picks per race the rest of your life.' You have to earn that right."

Greene said Campbell, "thinks better on the racetrack while the race is developing than anybody I know of. I've seen races where it looked like to me that John was driving every horse in the race. It looked like he had control of not only his horse, but control of everybody else's horse, because the guys are all looking around, 'Where's John? What's John doing?' When that's the case, he in reality is driving every horse in the race... Athletes call it being in the zone. John's been in that zone a long time." ■

*Thanks for the  
"Winning" Memories John*

*EJ*

CONGRATULATIONS ON A  
REMARKABLE 45 YEARS!

Wishing you all the best  
in your future endeavours.

Linda Toscano & Brad McNinch



CLAUS ANDERSEN



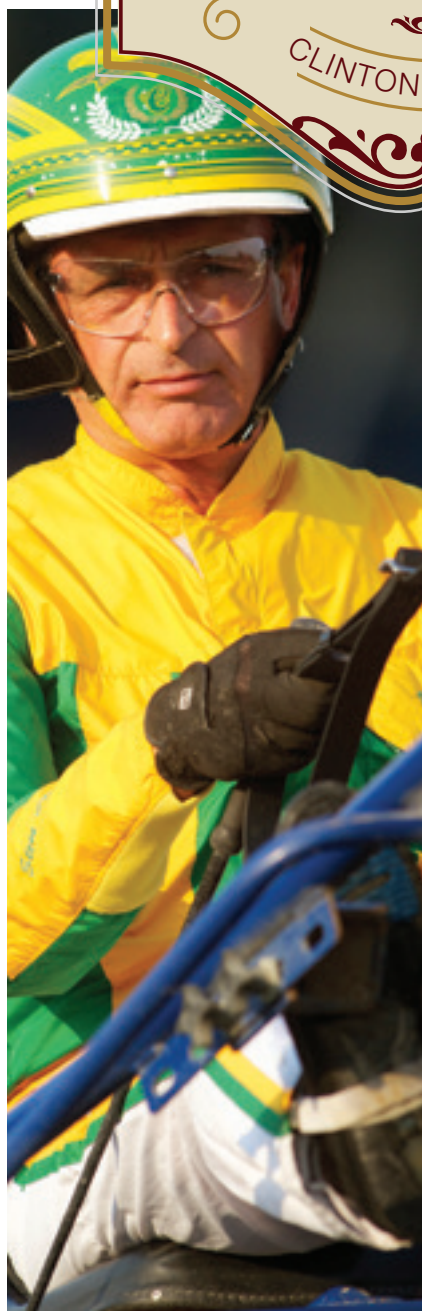
**McIntosh Pro Line would like to congratulate John  
on a wonderful career and for his contribution to harness racing.**

**Best of Luck John in your new appointment.  
Racing is in good hands.**



**From McIntosh Pro Line  
and the McIntosh Family.**













# The book on John Campbell

by Bob Heyden

CLAUS ANDERSEN

The most amazing statistics and notes on John Campbell's driving career:

- 25 million-dollar wins, 18 of those at the Meadowlands.
- 16 U.S. earnings titles.
- 16 Meadowlands driving titles.
- 413 Meadowlands wins in 1990 — a single-season, all-time best and average of over two wins per night.
- Three Hambletonian victories in four years (and favored in the other): 1987 — Mack Lobell; 1988 — Armbro Goal; 1989 — Peace Corps (finished third as the favorite) and 1990 — Harmonious.
- Led North America in earnings at 24 (1979) and 47 (2002).
- \$84 million gap in career earnings between his spot at the top and second place David Miller is the largest ever in either standardbred or thoroughbred racing from any one position to the next.
- Won a Breeders Crown in his 20s, 30s, 40s, 50s and 60s (from Amneris at age 29 in 1984 to Wild Honey at age 60 in 2015).
- The only driver to win a Meadowlands mile trot in sub-1:50 (2015 — 1:49.4 with J L Cruze).
- The first driver to win with both a mare and a filly in sub-1:50: Jays Table, mare, in the 1998 Breeders Crown at the Meadowlands in 1:49.3 and Armbro Romance, filly, in the 1998 Ladyship at the Meadowlands in 1:49.4.
- Was a half-length at age 59 from winning the Trotting Triple Crown with Nuncio in 2014.
- Earned over \$176 million in the 20th century alone.
- Was the youngest ever Hall of Famer when inducted in 1990 at the age of 35.
- 71 cents on every dollar made by John Campbell in his career was made after going into the Hall Of Fame in 1990.
- His Breeders Crown numbers of 48-50-42 are good for \$22.5 million plus in earnings in the series alone.
- On July 31, 1987, the takeover was official. Campbell wrestled away the title of the winningest money driver in the sport from Herve Filion at \$59.2 million on the second of four "Million Dollar Babies" nights. Campbell has led the money list ever since.
- On August 4, 1979, closing night of Campbell's first ever full Meadowlands meet, he nailed down the drivers title over Jim Doherty by more than 50 wins. It was a daytime program on the same day that Abercrombie re-established the world record at 1:53 and future Meadowlands star Yannick Gingras was born.
- There was 34 years between Campbell's first divisional winner Royce in 1981 (Older Pacer) to his last J L Cruze in 2015 (Older Trotter).
- Ray Remmen and John Campbell both had their first 1:55 winner with the same horse — New Lew.
- Campbell knocked on the Trotting Triple Crown door in four different decades: In 1987, Mack Lobell won the Hambletonian and Yonkers Trot, but was second to Napoletano in the KY Futurity. In 1998, Muscles Yankee dominated in both the Hambletonian and Yonkers Trot before coming up short in the Kentucky Futurity. In 2006, Glidemaster took the Hambletonian in record time 1:51.1 and then had little trouble in the Kentucky Futurity, but fate intervened and the Yonkers Trot was late that year and George Brennan subbed on Glidemaster to complete the Triple Crown after Campbell was injured in an accident in the Breeders Crown eliminations. In 2014, Nuncio, despite heavy pressure, hung tough and was edged out by stablemate Trixton in the Hambletonian, but then won the Yonkers Trot and Kentucky Futurity. ■

# O'Donnell and Campbell to bow out together

*Considering the epic nature of their rivalry on the track, it's fitting Bill O'Donnell will join John Campbell in making their final drives together at Legends Day.*

by Dave Briggs

**T**hey once dominated harness racing like Larry Bird and Magic Johnson ruled basketball and Wayne Gretzky and Mario Lemieux stood astride the hockey world.

Now Hall of Famers Bill O'Donnell and John Campbell will both hang up their colors for good after a final drive against each other today in the \$15,000 Legends Day Trot at Clinton Raceway.

O'Donnell said it was an idea first hatched in Las Vegas in February during the Dan Patch Awards honouring the best in the sport in the United States from the previous year.

"We were down in Vegas for the Dan Patch. John and I and Dave Miller were standing there and John said, 'Dave's coming to Legends Day' and I said, 'Good, he can take my place.' I don't want to (drive) anymore..." So John said, 'Let's do it together, our last drives,'" O'Donnell said.

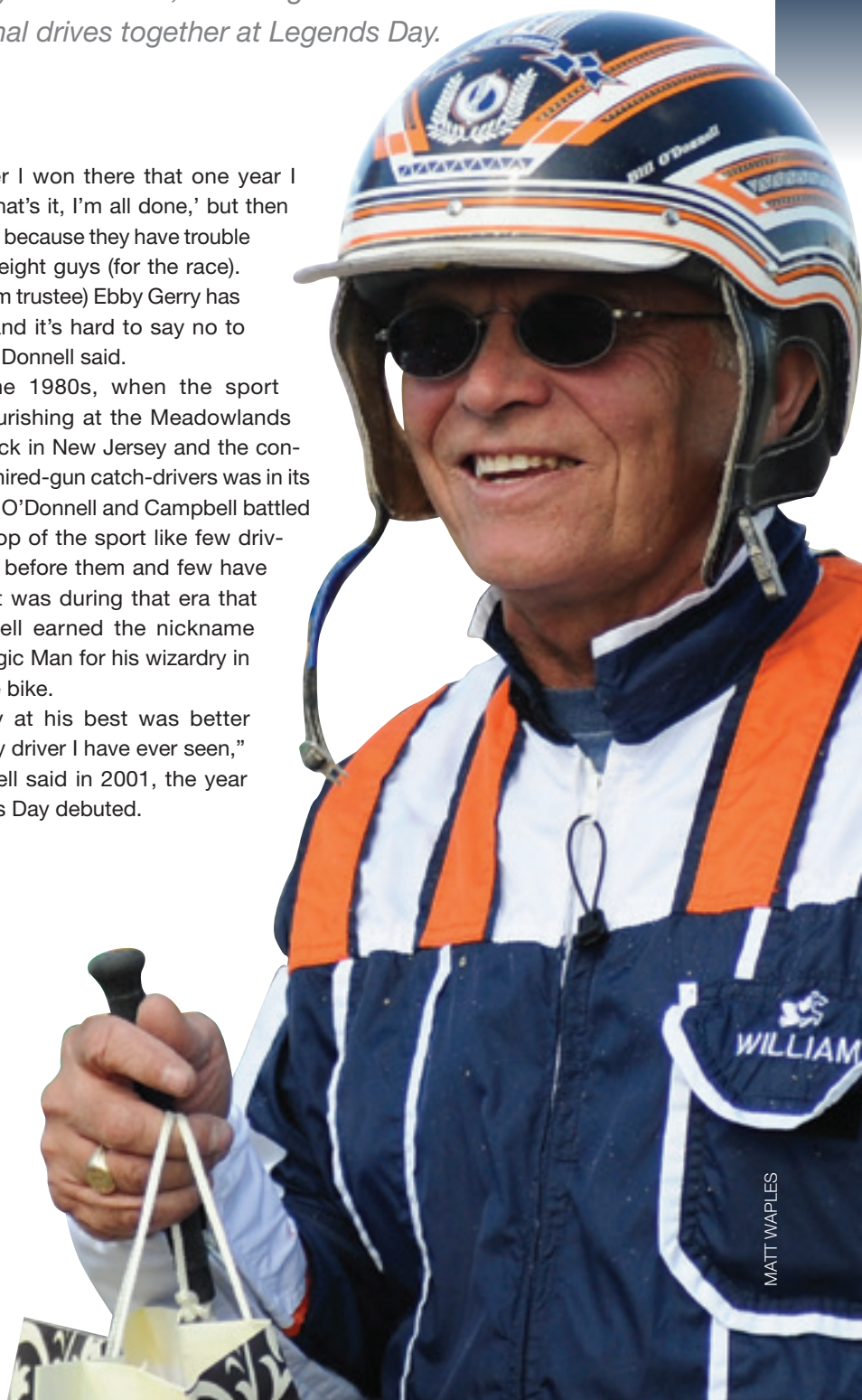
Considering O'Donnell has only had a handful of drives in the last five years — most of those for fan events — he said he isn't bothered by the fact Campbell, who is still driving regularly, is getting most of the attention for making his last drive at Clinton.

"I don't mind it. I made \$98 million on (Campbell's) coattails," O'Donnell said, laughing, adding that he's been trying to officially call it quits for a few years and came close in 2013 after winning the \$10,000 Mr. and Mrs. Elbridge Gerry Memorial Trot for Hall of Fame drivers at the Goshen, NY Historic Track that is located behind the Harness Racing Museum & Hall of Fame.

"After I won there that one year I said, 'That's it, I'm all done,' but then they call because they have trouble getting eight guys (for the race). (Museum trustee) Ebby Gerry has called and it's hard to say no to him," O'Donnell said.

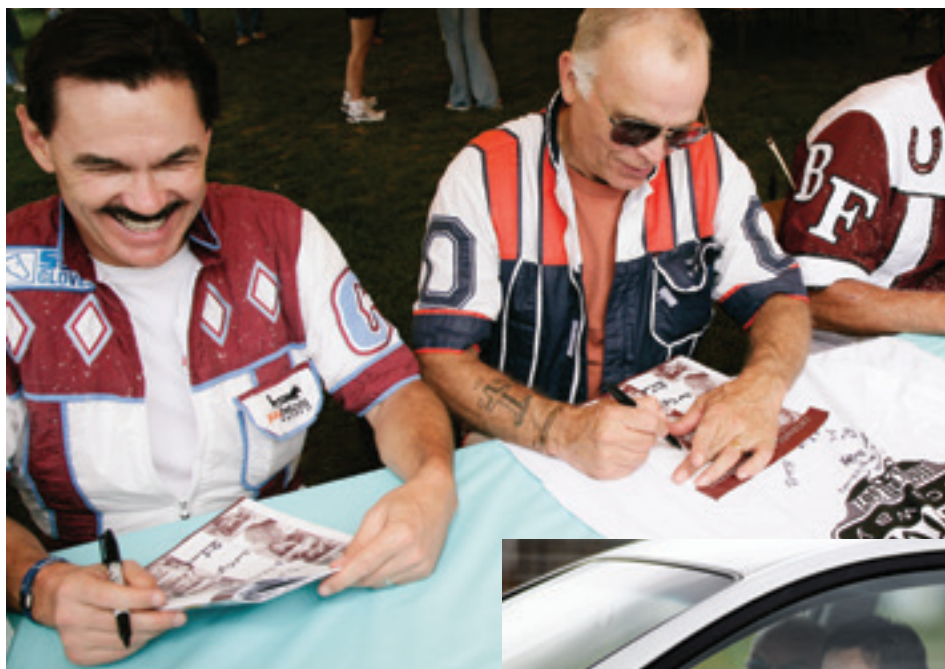
In the 1980s, when the sport was flourishing at the Meadowlands Racetrack in New Jersey and the concept of hired-gun catch-drivers was in its infancy, O'Donnell and Campbell battled at the top of the sport like few drivers had before them and few have since. It was during that era that O'Donnell earned the nickname The Magic Man for his wizardry in the race bike.

"Billy at his best was better than any driver I have ever seen," Campbell said in 2001, the year Legends Day debuted.



MATT WAPLES





JACKIE NOBLE

Above and right: John Campbell and Bill O'Donnell are former rivals that became great friends. Legends Day is an opportunity to reconnect and share a few laughs.



MATT WAPLES

"It's just refreshing to see everyone is there for harness racing. These are fans," O'Donnell said of Legends Day. "It's a great day. You get to see people you haven't seen for a long time."

O'Donnell was inducted into the U.S. Harness Racing Hall of Fame in 1990 — the same year Campbell was also enshrined in Goshen, NY. O'Donnell was inducted into Canada's Sports Hall of Fame in 1992 and the Canadian Horse Racing Hall of Fame in 1996.

He was born in Springhill, NS, a mining town of some 5,000 that is also the birthplace of Canada's "Songbird", Anne Murray.

O'Donnell's father, Henry — better known as "Henny" — was a coal miner and a part-time horseman. In 1958, when Bill was 10, the Springhill Mine Disaster claimed the life of 75 men and led to the closure of the mine. That forced Henny to transfer to a mine in Cape Breton. Though the family moved, they still stayed in harness racing game. Bill was exposed to the horses by his father and his uncle, Art Porter. Bill adopted his blue, orange and white colours from those worn by Porter.

In the summer of 1965, when he was

17, Bill O'Donnell moved to Toronto and worked as a groom for Ron Feagan. He went home to Nova Scotia for the school year before returning to Toronto in the summer of 1966 to work for Bill Wellwood. In 1967, O'Donnell went back to Nova Scotia, worked there a few years and then headed for New England as an assistant trainer for New Brunswick native and former Legends Day honouree Jim Doherty, who died in 2015.

O'Donnell stayed in New England for seven or eight years before poor purses forced him to pack up and move to Saratoga in New York. Only a few years passed before O'Donnell moved to the Meadowlands in 1980. He stayed for two decades.

Aug. 16, 1984, still stands as O'Donnell's single greatest day in the business. That morning he set a world record driving trotting filly Fancy Crown at Springfield, IL. Then O'Donnell hopped on a plane back to New Jersey where he won the Woodrow Wilson with Nihilator for a purse of over \$2.16 million, to this day still the richest harness purse in history. To top it off, he also won three of the four rich Wilson consolation events. The win with Nihilator is widely considered

the key moment harness racing changed from a sport of trainer/drivers to one in which trainers hired catch-drivers better skilled at getting the most out of horses. Legendary horseman Billy Haughton took himself off Nihilator — arguably his greatest horse — because he thought O'Donnell would have more success.

That same year, O'Donnell set a record for driver earnings of \$9,059,184. The next year, O'Donnell became the sport's first \$10 million man while driving both Nihilator and three-year-old champion colt trotter Prakas to single-season money-winning records.

Prakas won The Hambletonian. Nihilator was the U.S. Horse of the Year. The brilliant son of Niatross won 23 of 25 starts, capturing every major stake offered and setting a then world record of 1:49.3 score at The Meadowlands.

O'Donnell earned the reputation of excelling with trotters, even though he drove Cambest in a 1:46.1 time trial in 1993 that stood for 23 years as the sport's

fastest mile until broken by Always B Miki in 2016.

Among the numerous horse of the year or divisional champions that O'Donnell steered to victory are: Little Brown Jug and Cane Pace champion Barberry Spur; Governor's Cup and Presidential Pace winner Redskin; Camtastic, Valley Victory, Sweet Reflection, Cayster, Delinquent Account and Canadian Pacing Derby winners Artsplace and Staying Together, who also won the Breeders Crown.

O'Donnell said fans at Clinton Raceway often ask him about the horses he's driven and Staying Together, owned by Robert Hamather of nearby Exeter, ON comes up more than most.

Today, O'Donnell lives in Guelph, ON and is the president of the Central Ontario Standardbred Association that represents the horsepeople racing on the Woodbine Entertainment Group (WEG) circuit.

He said he is honoured to hang up his colours at Clinton and be there when Campbell does the same.

"I think it will be a big deal," O'Donnell said. "That's where John started. That's his area." ■



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# David Miller thrilled to be joining the Legends Day lineup

*The U.S. Hall of Famer will make his Legends Day debut the same day the Clinton Raceway event will feature the last career drive of the sport's richest driver, John Campbell.*

by Dave Briggs

**H**all of Fame harness driver David Miller said he is at a loss for words about joining the Legends Day lineup, especially since that day will also mark the final career drive for the world's richest driver, John Campbell.

"I don't know how to put it into words, really. I'm glad I'm going to be a part of it," Miller said. "John has been a real inspiration. He's a great guy and driving with him for the past 15 years I know he's also great on the track. What he's done in his career is really unbelievable. I'm very happy that I'm going to be there."

Miller, a 52-year-old Ohio native and two-time defending U.S. Driver of the Year has more than \$216 million in career earnings to his credit, placing him second on the all-time driver money list. Miller, who lives in New Jersey, was inducted into the U.S. Harness Racing Hall of Fame in 2014.

He said he was recruited by Campbell to join this year's event.

"John got ahold of me this winter around February and asked if I'd like to go. I said, I'd be honored to go.' I'm happy to do it," Miller said.

Miller will be one of eight of the world's greatest harness drivers contesting the \$15,000 Legends Day Trot on the card.

"Obviously, it's great to see that people think of us in that way, that they look up to us," Miller said of the fans. "Personally, I like going to (fan events) because I get to drive with the guys that I looked up to. To be considered one of them is a pretty big feather in my cap. It's a great all-around day for me to have some laughs and get to hang out with the greats."

Miller, just the third driver in the history of the sport to surpass \$200 million in career earnings, has won more than 12,200 races. He was inducted into the Ohio Harness Racing Hall of Fame in 2010, the Harness Racing Hall of Fame in 2014 and will be inducted into the Little Brown Jug Wall of Fame in September. He is a four-time Jug champion and is the all-time leading driver at the Delaware County Fair, the home of the Little Brown Jug.

Miller, who has won at least \$10 million in purses in a season 11 times in the last 12 years, including nine consecutive years, was born on Dec 10, 1964 in Columbus, OH. He grew up in Reynoldsburg, OH in a harness racing family — his father, grandfather, uncle, nephew and cousin were all drivers. Miller saw his

first Little Brown Jug when he was 12 years old.

In 1981, at the age of 17, Miller started earning money driving standardbreds. His annual tally of victories increased steadily through the late '80s and early '90s, winning driving titles at both Lebanon Raceway and Scioto Downs. From 1993 to 1998, Miller ranked annually among the top 10 drivers in wins, including back-to-back seasons (1997-1998) in which he was second in North America. In 1994, Miller received the Rising Star Award from the United States Harness Writers Association.

In 1999, Miller moved from Ohio to the East Coast to begin a new chapter in his career. Major victories that season included the Nat Ray, Nadia Lobell, Battle of Lake Erie, Oliver Wendell Holmes and U.S. Pacing Championship. The following year, Miller and Trotting Horse of the Year Magician 6,1:52.2 (\$3,579,103) proved to be a good pairing, together winning the \$1 million Breeders Crown, Maple Leaf Trot, Cutler Memorial and American-National. Miller and Magician would team up again in 2001 to win the Classic Series and a second Cutler.

Miller also had success that year driving pacer Cathedral Dot Com p,3,1:51 (\$1,520,487) in both the Fan Hanover and Nadia Lobell. Miller won the Cane Pace behind Four Starzzz Shark p,6,1:47.4 (\$2,537,267) and the Matron Stakes, driving both Victory Abroad 3,1:54.4f (\$595,349) and McArdle p,3,1:49 (\$2,455,609).

In 2002, Miller drove Trotter of the Year Kadabra 4,1:51.3 (\$1,806,779) to wins in the Canadian Trotting Classic, Breeders Crown and Matron Stakes. Miller also drove to victory in the Peter Haughton Memorial, Merrie Annabelle, Goldsmith Maid, Art Rooney Pace and Messenger Stakes.

Miller and Horse of the Year No Pan Intended p,3,1:50.3 (\$1,581,735) teamed up to win the 2003 Pacing Triple Crown (Cane Pace, Little Brown Jug and Messenger Stakes). Miller won 10 races on Jug Day, finishing on the board in 15 of 18 events. That year, No Pan Intended and Miller would also win the Breeders Crown, James B. Dancer Memorial and Art Rooney Pace. Other victories for Miller in 2003 included the Woodrow Wilson, She's A Great Lady, a second Breeders Crown behind Forever Starlet 2,1:55.4 (\$690,717), two divisions of the Matron Stakes and the Titan Cup. Miller was the leading money winning driver of 2003 with \$11,490,590 and was voted the United States Harness Writers



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In 2004, Miller would drive Two-Year-Old Trotting Colt of the Year Ken Warkentin 3,1:52.3 (\$902,355) to wins in the Breeders Crown and Campbellville Stakes. Other Miller victories that season included the New Jersey Classic, Peaceful Way Stakes, Mistletoe Shalee and a second Breeders Crown with Always Cam p,5,1:49.2 (\$969,333). The following year Miller triumphed in the Hoosier Cup, Progress Pace, Mistletoe Shalee, Sweetheart and Messenger Stakes. In 2006, the William Haughton Memorial, Breeders Crown, Governor's Cup, the Three Diamonds and Sweetheart with Two-Year-Old Pacing Filly of the Year Isabella Blue Chip p,2,1:51.2 (\$792,069), the Valley Victory, Matron Stakes and the Jugette.

Miller and Two-Year-Old Pacing Filly of the Year A And G'sconfusion p,4,1:50.2f (\$1,472,566) teamed up to win the 2007 She's A Great Lady. Pacing Horse of the Year Mister Big p,4,1:47.4 (\$4,008,257) came up big with Miller driving in the William Haughton Memorial, U.S. Pacing Championship and the Allerge. Miller earned two more Breeders Crowns in 2008. Behind Shadow Play p,4,1:47.4 (\$1,549,881) he also won his second Little Brown Jug, the Adios, American-National and Windy City.

2009 saw the pairing of Miller and Two-Year-Old Trotting Filly of the Year Poof She's Gone 3,1:53.1 (\$1,312,093) win the Breeders Crown, Merrie Annabelle and Ontario Sire Stakes final. Miller also stood in the winner's circle after the 2009 Sweetheart, Valley Forge, U.S. Pacing Championship, Quillen Memorial and Matron Stakes.

In January 2010, Miller was enshrined in the Ohio Harness Racing Hall of Fame. To celebrate, he and Pacing Horse of the Year Won The West p,5,1:47 (\$3,939,836) garnered trophies in the Canadian Pacing Derby, Breeders Crown and Molson Pace. Miller also had victories that year in the She's A Great Lady, Yonkers Trot, Three Diamonds, Woodrow Wilson and the Sweetheart.

In 2011, Miller became the 10th driver in North American history to reach 10,000 wins. He also won the Little Brown Jug for the third time in his career, driving Big Bad John p,3,1:49 (\$1,000,559). Other victories included the Elegantimage, Colonial, Yonkers Trot, Kentucky Futurity, Nadia Lobell and the Jugette.

In 2012, Miller captured his first Hambletonian Oaks with Personal Style 4,1:53.1s (\$778,391), and also won a Breeders Crown with Bettor Sweet p,4,1:47.2 (\$2,782,353) and the Merrie Annabelle with Two-Year-Old Trotting Filly of the Year To Dream On 3,1:52.1 (\$975,395). Miller's best career year for earnings came in 2013 with \$12,236,554, while winning two Breeders Crowns, the Earl Beal Jr. Memorial, Valley Victory, William Haughton Memorial and Three Diamonds.

In addition to his success on the track, David Miller is also a good citizen of racing, supporting the Standardbred Retirement Foundation and many other industry organizations. He lives in Cream Ridge, NJ with Misty, his wife of 19 years. They have two daughters. ■

— with files from the Harness Racing Museum and Hall of Fame



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CLAUS ANDERSEN

# Legendary will battle Ca

by Dave Briggs

**H**arness driver Mike Lachance said he's raced against fellow Hall of Famer John Campbell more times than anyone in the sport's history. So, it's fitting Lachance will race against Campbell one last time today in the Legends Day Trot at Clinton Raceway.

"The last 25 years, his locker was next to mine at the Meadowlands, so we dressed next to each other every night for 25 years," Lachance said of Campbell, who is officially retiring from driving after the Legends Day Trot. "If you count everything up, I don't think there is anyone who drove more races against John than me. I was on Grand Circuit with John for 30 years."

Over a 50-year career that landed him in both the Canadian and U.S. Hall of Fame, Lachance, 66, won 10,421 races and earned \$190 million in purses, currently ranking him fourth all-time on a list led by Campbell with some \$300 million. The two legends both hail from great racing families — Campbell from Ontario and Lachance from Quebec — and along the way, they had some epic on-track battles, but remained professionals and mutual admirers off the track.

"We campaigned great horses against each other — Western Ideal and Dragon Again. Self Possessed and Angus Hall, Bettors Delight and Real Desire — and I could name 10 more and we were first and second every night, beating each other," Lachance said. "(Campbell is) a guy that was very,

# Lachance Campbell one last time

*Mike Lachance says he's raced against fellow Hall of Famer John Campbell more than anyone. Today, the two will square off one final time in the Legends Day Trot.*

very disciplined and I admired that from him. On the road, he always wanted to pay. It was always a fight with him. He's a very good sport and good guy to go along with. He always tried to be helpful with planning, always the first to organize things. He is a very good businessman."

Legends Day will also mark the final career drive for The Magic Man, Bill O'Donnell, a winner of \$99 million with 5,743 wins to his credit. Lachance, who is essentially retired from driving except for special events, said he's excited to be part of what promises to be a historic day.

"I didn't go to the Hall of Fame race at Goshen this year, and didn't go the last couple of years, but this year my goal was to go to Clinton," Lachance said. "It's going to be John's last drive, O'Donnell's last drive... I've had so many good times with those guys. Great, great, great talent there. For me, it's just fun... I got along really, really well with O'Donnell. We had fun on the road together. Those two guys were great to me."

Lachance said he has particular admiration for fellow legend Keith Waples, who will be signing autographs, but not taking part in the Legends Day Trot.

"I was at Richelieu Park in the middle of the '60s and Ronnie (Waples) was working for Keith (Waples). I was working for (my brother) Gilles (Lachance), at 13 or 14 years old. I've known those people all my life. I idolized Keith my whole life and I still do," Lachance said. "We say 'this guy is special or that guy is special or he's one-in-a-million'. For me, I say there will never be one like Keith Waples — ever...Keith

is in a class by his own. That guy could do everything — great businessman, great, great driver, great horseman, great trainer and a great guy to get along with... a man of his word, He just has so many things going for him.

"I saw him in his prime. I drove against

him and he taught me a lesson without even saying anything to me by the way he was doing things in the race. The first time I was in a photo with him at the wire, I'll remember that for the rest of my life. It's the little things like that. You know, when you idolize somebody you should never get to know



DAVE LANDRY

John Campbell and Mike Lachance (shown studying replays at the Breeders Crown at Woodbine) were fierce competitors on the track and two of the hardest working drivers off it.



him, but with Keith Waples even if you want to know more about him, you're going to like him more. He's a very special person."

Lachance was inducted into the Canadian Horse Racing Hall of Fame in 1993 and the U.S. Hall of Fame in 1996.

The second youngest of eight children born to Gédéon and Francoise Lachance, Mike's earliest memories are of an unselfish father who shared everything with his children — most of all, his profound love of horses.

"I remember my father coming to the house and picking me up in the wintertime and we were going in the sleigh with the horses and he would stop on the side of the road and he would give me his pocket knife and say, 'Just cut a little branch there.' When we were coming back home with the horses he used to teach me to touch them (with the branch) to make them go faster," Mike said in 2003 for a feature in *The Canadian Sportsman* magazine. "I was five, six years old and I was getting all the snow in my face. I'll never forget those things. Wherever he went he would always

bring me along with him."

A few years later, Gédéon, who first adopted the family's red, white and black colours, encouraged Mike to drive the family's horses on the fair circuit. "I was 13 years old," Mike said. "Every Sunday he was supposed to drive, but just before the race, when it came time, he'd say, 'You're going to drive. Why don't you try it.'"

Before long, Mike left home to work with the horses for his older brother, Gilles, a Canadian Hall of Famer in his own right.

In 1967, when Mike was 17, he made his first pari-mutuel start driving a horse for Gilles in Quebec City. Mike remembers getting parked in that first start when he left hard from an outside post, but soon figured out how to consistently find the winner's circle.

A move to the smaller ovals in New York State followed, and Mike piled up the wins, but he truly made his mark in the sport in the late 1980s after moving to the Meadowlands Racetrack in New Jersey.

From 1996 through 2003, Iron Mike drove the winners of more than \$8 million each year. In that same span, he won the Hambletonian four times (Victory Dream, Continentalvictory, Self Possessed and Amigo Hall).

He has won virtually every major stakes race in the sport, including the Little Brown Jug five times (B J Scoot, Goalie Jeff, Magical Mike, Western Dreamer and Bettors Delight), the North America Cup three times (Safely Kept, Straight Path and Bettors Delight), the Meadowlands Pace twice (Matts Scooter and Allamerican Theory) and the Breeders Crown 27 times.

Bettors Delight, Matts Scooter and Camluck are all members of the Canadian Horse Racing Hall of Fame.

"The thing that I'm the most proud of is to be around for so long. I started in the late 60s in Quebec City and was always on top of the drivers' list for years after. I was around for a long time, but I was lucky too — no big accidents or other things to keep me off the track and I'm really thankful for that," Lachance said. ■



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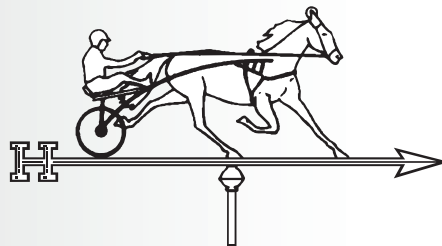
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# Brown expects to

*Canadian Hall of Fame driver Doug Brown  
Today, the two will square off one final time*

by Dave Briggs

**D**river Doug Brown has won eight Canadian Driver of the Year awards, a stack of driver titles on the Toronto circuit and earned a berth in the Canadian Horse Racing Hall of Fame, yet he thinks fellow Hall of Famer John Campbell stands above all others.

"There's just no question that he's just been the greatest driver ever. It's just fantastic to see what he's done over the 40 years he's been doing it," Brown said, before comparing Campbell to a hockey legend. "I often compare him to Bobby

# have a blast at Legends Day

*said fellow Hall of Famer John Campbell reminds him of hockey legend Bobby Orr. in the Legends Day Trot.*

Orr... both on and off the track or ice. They're very similar and I've got so much respect for them."

Brown, 61, has won nearly 8,500 races and \$89 million. He said he's delighted to be part of Campbell's final career drive on July 30 at Clinton Raceway during Legends Day, but he's not planning to make it easy for Campbell to go out a winner.

"I'm sure we're all hoping he wins his last drive, but it's not going to stop anybody from trying to win themselves," Brown said, chuckling.

Brown said he always has a blast at Legends Day and is pleasantly surprised at the fan reaction.

"Getting together with all of those (fellow legends) for a few hours is pretty fun... You get to tell old stories, but the crowd is the main thing. That place is just packed and it makes you wonder how they can come back every two years, the same people, but they are there," Brown said.

Brown's road to the Canadian Horse Racing Hall of Fame began in Oshawa, ON at his father Stan's knee. Doug eagerly absorbed his father's lessons and was just 17 when he earned his driver's license. He quickly picked up his first win with a horse named Out Ahead at Kawartha Downs. While he called the Peterborough, ON track home, he made his mark in the big city as top dog on Toronto's old Ontario Jockey Club (OJC) circuit in the 1980s and 1990s.

Despite once having a fan throw a beer bottle at him at Greenwood Raceway in downtown Toronto — the bottle bounced, harmlessly, off his helmet — Doug has fond memories of Greenwood.

"It was incredible. People were lined up getting in and that's back when you had to pay to get in. As huge as that grandstand was, it was nearly full night after night," Brown said. "When we went to Woodbine, I said after the first three or four days to one of the other guys, 'You know what, I never thought I'd miss people yelling at me, but...' At Woodbine, they were so far away you couldn't hear them.

"Most of the guys that raced back then, everyone misses Greenwood because it was downtown. People could walk to it, take a streetcar. It was just an incredible place."

For 10 consecutive years from 1988-1997, Doug held a firm grip on the OJC's driver standings where he averaged 345.5 wins per year over the stretch. He was the circuit's first driver to

break the 400-win plateau, accomplishing it twice in back-to-back seasons with 411 (1994) and 417 (in 1995). It was no easy feat considering the depth of competition. Night after night, Doug battled with such luminaries as fellow Legends Day drivers Condren and Wall, as well as Paul MacDonell, Roger Mayotte and Mike Saftic. Doug was the king of the pre-slots era. He was the first OJC driver to top both \$4 million (1989) and \$5 million (1995) in a single season.

Four of Doug's eight Canadian Driver of the Year awards came in a row from 1993-1996. Seven of those awards came between 1989 and 1996.

Over 40 years in the sulky, Doug has won five Breeder Crowns (Town Pro (twice), Headline Hanover, Topnotcher and Digger Almahurst), the Metro Pace (Historic, 1993), Maple Leaf Trot (Plesac, 2001), Yonkers Trot (Lord Stormont, 1997), World Trotting Derby (Lord Stormont, 1997), Cane Pace (Topnotcher, 1989), Roses Are Red (Shady Daisy, 1992) and Confederation Cup three times (B J Scoot, 1988; Topnotcher, 1989 and Survivor Gold, 1992). In 1995, he drove Canada's first sub-1:50 mile with Ball and Chain, when he upset Pacific Rocket and Ellamony in 1:49.4 at Woodbine.

Doug was inducted into the Canadian Hall of Fame in 2006. He is a member of the Oshawa Sports Hall of Fame and was selected as the Harness Horse Youth Foundation's recipient of the 1998 Service to Youth Award. In 1997, he was the winner of the prestigious Messenger Award from Harness Tracks of America for outstanding accomplishment and meritorious service to the sport.

Yet, despite all of that, he said what he cherishes most from his career is the long-time relationship with Hall of Fame trainer Stew Firlotte.

"Probably the biggest thing in my career was being hooked up with Stew Firlotte for close to 35 years. That just doesn't happen. When the catch driver (era) came around, we were getting hired and fired and hired back and fired again... but with Stew it was more like a father-son, best friend thing. He and Joanne are godparents to one of our kids. I really value the dedication between the two of us.

"I'd just love to see (Firlotte's) record, as far as getting two-year-olds to the races. His percentages must have been just incredible, because I hardly remember any of them that didn't make the races. He was just a great horseman... Our relationship was probably the proudest moment for me... we just had so much fun together." ■





DAVE LANDRY

# Steve Condren still loving teaching young horses

*The Canadian Hall of Famer said he is a big fan of the atmosphere at Legends Day.*

by Dave Briggs

**F**orty years after his first career victory, Hall of Fame harness driver Steve Condren said he's "probably 75 per cent retired," but still gets a charge out of teaching and piloting young horses on Canada's top racing circuit.

"I like to go in every now and again, especially if I get a nice green trotter or a nice green horse to drive. I really like working with the young, green horses," said the Milton, ON resident who celebrated his 60th birthday on July 6. "It's always been something I've very much enjoyed. It's nice to see some of them go on and become decent horses, for sure."

Over the last few years, Condren — who won his first race piloting Farm Taara to victory at Orangeville Raceway in 1977 — has taken his talents to Florida for the winter and has been working with young horses for trainer Casie Coleman.

"I really like it. That keeps me busy. It's just a pleasure working with her and helping develop them. It's a thing I really love doing and the atmosphere is really good there. So, it works out really well for me," said Condren, who is also a fan of the atmosphere at Legends Day.

Condren said the legends get along well and Legends Day is a perfect opportunity for everyone to catch up.

"The first thing we ask each other is, 'How are you feeling? How's your health?'" Condren said, laughing. "Then the next thing we say is, 'How many grandkids do you have now?'"

Meeting the fans and signing old programs and photos is an opportunity for Condren to take trip back in time.

"A lot of it is old school, the stuff that

brought us in and kept us in the business when we were young. It's changed so much it's kind of nice to go back a few years and reflect on what it was like 30 years ago," Condren said. "Back when we were all in the game it sure wasn't the money that kept us in it. The money came along afterwards. It's kind of neat when you go back to those days and remember why you got into it."

An avid golfer with a handicap he said hovers between five and eight, Condren said he plays five or six days a week and walks the course carrying his own bag for exercise. Apart from that and driving young horses, he said he's enjoying watching the replays of old races being aired in the mornings on The Racing Network.

"I've been rejuvenated lately on TRN. I'm up really early in the morning, so I'm watching the old stuff from years ago — late '80s, early '90s. It's kind of neat to see some of those old races. It brings back a lot of memories, that's for sure."

Condren grew up in St. Catharines, ON, but his family moved down the street from Mohawk Racetrack when Condren was in Grade 6. "That winter, basically, I was walking down the road and went into the standardbred horse business," he said of being the first in his family to take up the sport.

Before long, he was walking the shedrows at Mohawk during the Grand Circuit meet, staring in awe at the likes of the stables of Joe O'Brien, Keith Waples, Delvin Miller, Billy Haughton, Stanley Dancer and more.

Condren has competed on the Woodbine Entertainment Group (WEG) circuit for more than 30 years. Between 1984

and 2010 he recorded 27 consecutive \$2 million plus seasons. He is also notable for winning the last race ever contested at Greenwood Raceway (Kirk Henley on Dec. 31, 1993) and for setting what was then a WEG circuit record with 374 wins in 1987.

"I still get treated with a lot of respect, which is kind of nice. One of these days it will be all over completely, but I'm enjoying the little bit I'm doing right now," he said.

Over his career, Condren worked and drove for Tom Artandi, John Burns, Bob McIntosh, Bill Robinson, Brad Maxwell, Gene Riegle and numerous other greats of the game. Condren won the 1989 North America Cup with Goalie Jeff, has two Breeders Crown wins to his credit (Armbro Officer, Before Sunrise) and has won the Canadian Trotting Classic three times (McCall Magic, In Conchnito and Trustworthy). He has also won the Maple Leaf Trot (Natural Image), Roses Are Red (Shady Daisy) and William Wellwood Memorial (Windsong Espoir) and a mountain of other stakes.

He has driven such standouts as: Elegantimage, Windsong Soprano, Nebunpanezzar, Windsong Espoir, Pure Ivory, In Conchnito, Precious Delight, Whenuwishuponastar and many, many more.

He said Legends Day is "a great way of promoting the sport. There's some charities involved and you get to see some guys you haven't seen for quite awhile.

"I think (Clinton general manager) Ian Fleming deserves a lot of credit for what he does up there... He just puts on a great day for all of us." ■



# Ron Waples

by Dave Briggs

**R**on Waples laughs retelling the story about the little girl that gave him a new perspective on what it takes to be a harness racing legend. It happened at one of the first editions of Clinton Raceway's biennial Legends Day when the young girl was waiting in line with her mother to get Waples' autograph and that of the other harness legends assembled at a long table.

"This little girl was coming up next and she must have asked her mom who I was, because she was just a young girl and had no need to know who I was, not that I am anybody special," Waples said. "Her mom must have said that I was famous and this little girl came up with the clearest voice and she said, 'But mom, I thought you had to be dead to be famous.'"

I thought that was the funniest line I had heard in, maybe, all my life. That might go on my tombstone."

# on what it takes to be a legend

*The Canadian and U.S. Hall of Famer is celebrating his ninth Legends Day appearance.*

Waples, 73, Legends Day fans love to reminisce with the legends.

"Sometimes I feel bad because they'll say, 'Remember that day you drove that horse?' I say, 'I think I do.' I learned that from Buddy Gilmour, you just have to say, 'I think I do.'"

The Campbell and Waples clans are two of the greatest Ontario families in the sport's history. Ron said he is honoured to be part of John Campbell's final career drive.

"It goes without saying that (Campbell's) been a class act all his life. His grandpa, Dunc, was always good to me. His father, Jack, and mom, Florence, were always good to me and John's always been good to me. It's sad, but I'm happy that he's probably going to go out without getting hurt again. I always worry about that."

Waples was inducted into the Canadian Horse Racing Hall of Fame in 1986, the U.S. Hall of Fame in 1993 and the Little Brown Jug Wall of Fame in 2006.

Over his storied 50-year career, he was known for his crafty steers in big stakes. He has won virtually all of the sport's premier events at least once, including the Hambletonian, Little Brown Jug, Meadowlands Pace, North America Cup, Breeders Crown, Canadian Pacing Derby, Maple Leaf Trot, Kentucky Futurity, Woodrow Wilson, Hambletonian Oaks, Prix d'Ete, Cane Pace, Messenger and Jugette.

Waples was also the co-owner of Ralph Hanover, a horse he drove to the 1983 Pacing Triple Crown and earnings of \$1.7 million that was, at that time, a single-season record. He was also the pilot of No Sex Please, a gelding owned and trained by his son, Ron Waples, Jr., that won the Maple Leaf Trot three times, the Breeders Crown twice and set two world records. The long list of champions he has driven include: Presidential Ball, Dream Maker, Village Jiffy, Armbró Dallas, Sugarcane Hanover, Park Avenue Joe, Fake Left, Sportsmaster, Oaklea Count, Delphi's Lobell and JM Vangogh.

Born in Toronto in 1944, Waples moved to Rockwood, ON where he spent his formative years. He began his racing career working for his Hall of Fame cousin Keith Waples. Ron learned the value of rating a horse, the importance of horsemanship and, perhaps the best lesson of all, how to time the wire perfectly. Ron branched out on his own in 1971, the same year he won his

first race driving Ferndale Prince to victory at Sunnysdale Raceway in North Bay, ON.

By 1984, Ron had posted his eighth straight year with more than 300 wins and topped \$2 million in earning for the fifth year in a row.

He spent 20 years driving on Toronto's Ontario Jockey Club circuit before moving to the Meadowlands Racetrack in 1985. He stayed at the New Jersey racetrack for 11 years, earning some \$18 million in purses before returning to Toronto mid-way through the 1996 season.

Ron has won nine Breeders Crowns in his career, including a hat trick in 1986 with Super Flora, Glow Softly and Sugar Cane Hanover.

In the summer of 1993, Ron closed out Greenwood Racetrack in downtown Toronto in style, winning the North America Cup with Presidential Ball in crowd-pleasing style and a 1:51 track record. In 1999, the affable reinsman went on a barnstorming charity driving tour of Ontario with the Ontario Harness Horse Association's publicity trailer, making some 20 stops, racing almost 100 times and raising some \$10,000 for between 10 and 12 local charities.

Ron lives in Guelph, ON and remains one of Canadian harness racing's greatest ambassadors with a history that includes co-owning a sales company and a trade show, working as a TV commentator, writing a chapter in the sport's bible, *the Care and Training of the Trotter and Pacer*, and remaining one of the major proponents behind the Hands on Horses program that gives fans an opportunity to jog horses.

He has appeared at every Legends Day event since its inception.

"This works because it's home," Ron said.

Though he said he is a little surprised fans keep turning out every two years, en masse, for Legends Day, Ron credits the event's success to founder and Clinton general manager Ian Fleming, who always adds a new twist to each edition, plus a collegial group of legends that have a blast and beloved Clinton Raceway itself, which always draws true grassroots harness racing fans.

"I hope everybody that's there enjoys it as much as we enjoy being there. I think I can go on record and say that about everybody," Ron said. ■



# Dave Wall on coming full circle

*The Canadian Hall of Famer started out with John Campbell in Ontario in the 1970s and said he is honoured*

by Dave Briggs

**H**all of Fame harness drivers Dave Wall and John Campbell started out in the business together in the early 1970s. So, Wall said it's fitting he will be part of Campbell's last career drive back in Ontario where it all started.

Today, Wall, Campbell and six other Hall of Famers will contest the \$15,000 Legends Day Trot. It will be the final career drive for Campbell, the sport's richest driver with some \$300 million in career earnings.

In June, Wall celebrated the 32nd anniversary of his victory with Staff Director in the 1985 North America Cup. During the June 17 Pepsi North America Cup card at Mohawk Racetrack, Wall was also remembered with a race named for one of the greatest horses he has ever driven when the \$251,000 Goodtimes stakes for sophomore trotting colts was contested on the undercard. Goodtimes, a winner of more than \$2.2 million on the track, was trained by John Bax and driven by Wall.

"I always give Dave the credit for Goodtimes lasting so long," Bax once said. "Goodtimes was very good at taking care of himself and Dave was very good at taking care of Goodtimes. And the combination made him last until he was 12 years old. He made a minimum of \$100,000 for nine consecutive years — I think that might be a record — and I have to give Dave all the credit for that, because he knew when he was good and when he wasn't good and he raced him accordingly."

As for starting out with Campbell,

Wall said the two of them were racing at Windsor Raceway in the 1970s when the Meadowlands Racetrack was built near New York City. When Windsor Raceway's Joe DeFrank was hired as the director of racing for the New Jersey track, he began recruiting Windsor drivers to make the move to the big track.

"I was one of the ones Joe DeFrank asked to go to the Meadowlands when they opened it," Wall said.

Campbell, a native of Ailsa Craig, ON, jumped at the opportunity and made his career at the Meadowlands. Wall stayed home and made his career in the Ontario Sires Stakes (OSS) program and elsewhere.

"The only reason I didn't think about going was I was having such a good go in the (Ontario) Sires Stakes that I didn't want to give it all up. I was training quite a few myself. I thought I'd better stay home," Wall said.

Some 40 years later, Wall — a longtime Komoka, ON resident that has won over 7,200 races and more than \$60 million as driver — said he has no regrets. After all, he made his mark, earning the nickname "Mr. OSS" en route to a 2012 induction into the Canadian Horse Racing Hall of Fame.



CLAUS ANDERSEN

*to be part of Campbell's last career drive.*

"I'm a Canadian boy and (moving to New Jersey) never really enthused me that much. But it was nice of (DeFrank) to ask," said Wall, who is still driving and training in his 70th year.

Legends Day began in 2001 and is celebrating its ninth edition in 2017. The event is raising money for the Clinton Public Hospital Foundation.

"It's something for the community, which is a great thing. Everybody that goes supports it well. We have a great day. We sign some autographs and get out with the public. It's nice," Wall said. "They always take us up on the hill before and they have a little lunch. We all sit around together and reminisce about the old times and everybody has a story."

Wall obtained his driver's license at age 25, but struggled through his first few years on the track. In 1972, he caught his first break when his father gave him the first foal from Dina Wall. Piper Wall turned out to be a better-than-average racehorse that came along two years before the OSS program was born in 1974.

He has campaigned such provincial stars as pacing filly Arrochar Wendy in the inaugural year of the program, as well as pacing filly Dovers Dottie in 1982 and '83, pacing colt Snipper in 1984, trotting filly Armbro Luxury in 1992 and '93, trotting gelding Goodtimes in 1993, pacing filly Odies Fame in 1998 and '99, trotting colt Northern Bailey in 2001 and trotting gelding Windsun Pride in 2008.

He earned the Lampman Cup as the top driver on the OSS circuit in 1994 and 1998, but also achieved great success outside of the provincial program. In 1991, he won the Canadian Pacing Derby with Odds Against.

In 1999, Wall finished third with Goodtimes in Sweden's famed Elitlopp the same year the pair won the Maple Leaf Trot and Wall piloted Odies Fame to victory in

both the Fan Hanover and Breeders Crown. Wall also raced Northern Bailey in the Elitlopp in 2003.

Wall is also a five-time winner of The Raceway at The Western Fair District's Molson Pace — Rock N Wave (1979), Monkey Wrench (1984), Staff Director (1985), Jagger Hanover (1990) and Such Sparkle (1994) — and was inducted into both the track's Wall of Fame (1988) and the London Sports Hall of Fame (2011).

At the peak of his driving career, Wall often drove at two tracks a day and trained a large stable, which isn't well reflected in his statistics because he often listed his assistant trainers on horses so they could get the five per cent of any winnings. One year, Wall trained as many as 120 horses with 30 in Toronto, 30 in Windsor and 60 in London.

"I used to drive to Toronto when we raced there on Saturday afternoons and then I'd fly to Windsor and race Windsor at night, then I'd race in the afternoon at Windsor, then fly to Toronto and race again that night," Wall said.

At Legends Day, Wall said he will be happy to help give Campbell a fitting career send-off, but he will also remember Campbell's late father, Jack.

"Jack was a wonderful person, just a wonderful person. So is John," Wall said, adding that there were few things Jack Campbell loved more than the Little Brown Jug and Legends Day. ■





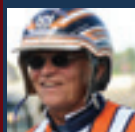
# Legends on Legends

by Dave Briggs

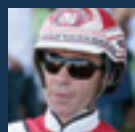
## IT WAS A MUTUAL ADMIRATION SOCIETY WHEN ASKING A LEGEND ABOUT HIS FELLOW LEGENDS



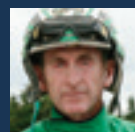
John Campbell



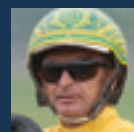
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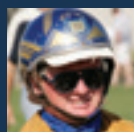
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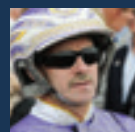
Doug Brown



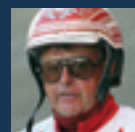
Steve Condren



Ron Waples



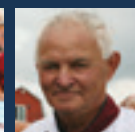
Dave Miller



Dave Wall



Keith Waples



Bud Fritz

### Bill O'Donnell on John Campbell:

"I remember when I first went to the Meadowlands. I was there part-time that one winter and that's when John really caught on, in the winter of '79. He was driving (John Burns') horses and Burns was the leading trainer. John, he stayed all that year, and the next year they said, 'Ah, he won't be back and without Burnsie you'll see a difference now.' And (Campbell) just kept doing better and better."

### John Campbell on Bill O'Donnell:

"It was such a tremendous rivalry we had which turned into a lifelong friendship. He is, obviously, one of the most talented guys I raced against. He had tremendous ability, but the upside is the friendship that developed from that."

### Mike Lachance on John Campbell:

"The last 25 years, (Campbell's) locker was next to me at the Meadowlands, so we dressed next to each other every night for 25 years. If you count everything up, I don't think there anyone who drove more races against John than me, probably. I've been on Grand Circuit with John for 30 years. He's a guy that was very, very disciplined and I admired that from him."

Lachance said Campbell was also a great guy to travel with on the road.

"When we were coming back on a plane, I always wanted to make sure that there was some pizza on our way home, but most of the guys wanted to make sure there was beer. We enjoyed different things, but John was a very disciplined guy and a very good sport. On the road, he always wanted to pay. It was always a fight with him. A very good sport and good guy to go along with. He always tried to be helpful with the planning, always the first to organize things. He is a very good businessman."

### John Campbell on Mike Lachance:

"Just a fierce competitor. He just went all-out every race. Mike was at the top of his game for a long, long time."

### Doug Brown on John Campbell:

"There's just no question that he's just been the greatest driver ever. It's just fantastic to see what he's done over the 40 years he's been doing it. I often compare him to Bobby Orr... both on and off the track or ice. They're very similar and I've got so much respect for them."

Brown also told a light-hearted story about a longtime owner and friend named David Abbott, who in the 1970s, claimed two horses off, "Some Campbell guy." He said, "This guy can't drive," Brown said, laughing. "He claimed the two of them off of him and gave them to Harold Stead. It was about three or four years later and he claimed two off me. He said the same thing, 'Who the hell is this Brown guy?'"

### John Campbell on Doug Brown:

"Just a tremendous run of dominance. He was just, far and away, the best driver at WEG for a long time and it's difficult to have that dominance that he did for as long as he did."

### Steve Condren on John Campbell:

Condren said he was just starting out in the business when he was asked to fill in for Campbell once in the eliminations of a stakes race in Lexington. "I got the horse in the final and he was classy enough to say, 'No, no, no. You drive the horse.' That was kind of an old memory of mine, but I was just a kid back then, too. It was the early days of my career. That was probably one of the more classier things a guy could do in his heyday," Condren said.

### John Campbell on Steve Condren:

"The ultimate professional and he had the horse's well-being in mind more than most people. I think if you look back



# JOHN CAMPBELL, Retiring as the #1 Driver of All Time by Earnings

*Congratulations to John Campbell on your new position as the Executive Director to the Hambletonian Society! We thank you for all that you have done and continue to do for our industry. We will miss seeing you driving on the track.*

*- Your Friends at Winbak Farm*

## THE 2017 WINBAK YEARLINGS

Winbak's yearlings are sired by North America's leading stallions. They are eligible to stakes programs in Delaware, Maryland, New York, Ohio, Ontario & Pennsylvania. In 2016, Winbak was the #1 breeder for sire stakes in Delaware, New York & Ontario. In 2017, the first crop of yearlings sired by *Heston Blue Chip* and the first Ontario-eligible yearlings from *Archangel* and *Betterthancheddar* will sell at yearling sales.

Yearling Sales	2017 Dates	Selling
Goshen	September 10 <sup>th</sup>	35
Lexington Selected	October 3 <sup>rd</sup> -7 <sup>th</sup>	71
London Selected	October 14 <sup>th</sup> -15 <sup>th</sup>	52
Harrisburg Select	November 6 <sup>th</sup> -8 <sup>th</sup>	78
Harrisburg Mixed	November 9 <sup>th</sup> -10 <sup>th</sup>	25

### *Trotting Yearlings Sired By:*

Andover Hall (PA) • Angus Hall (ON) • Archangel (ON) • Chapter Seven (NY) • Conway Hall (NY)  
CR Commando (DE) • CR Excalibur (NY) • CR Renegade (MD) • Crazy (NY) • Credit Winner (NY)  
Donato Hanover (PA) • Explosive Matter (PA) • Giant Hit (DE) • Glidemaster (ON) • Kadabra (ON)  
Lucky Chucky (NY) • Muscle Mass (NY) • Muscle Massive (PA) • Muscles Yankee (NY) • Mutineer (NY)  
Political Briefing (DE) • RC Royalty (NY) • Royalty For Life\* (ON) • Yankee Glide (PA)

### *Pacing Yearlings Sired By:*

A Rocknroll Dance (PA) • American Ideal (NY) • Art Major (NY) • Artiscape (NY) • Badlands Hanover (ON)  
Betterthancheddar (ON) • Bettor's Delight (ON) • Captaintreacherous\* (PA) • Delmarvalous (PA)  
Dragon Again (OH) • Dream Away (DE) • Heston Blue Chip\* (NY) • Mach Three (ON) • Ponder (PA)  
Roddy's Bags Again (DE) • Roll With Joe (NY) • Royal Mattjesty (ON) • Shadow Play (ON) • Sportswriter (ON)  
Sweet Lou\* (PA) • Veeza (DE) • Vintage Master (ON) • We Will See (OH) • Well Said (PA) • Western Ideal (PA)

\*First Yearling Crop from Sire



Visit [www.winbakfarm.com](http://www.winbakfarm.com) for complete yearling lineup!

Garrett Bell, General Manager / James Ladwig, Yearling Manager  
james.ladwig@winbakfarm.com / Find us on Facebook & Twitter



on some of the great horses Bob McIntosh had, Steve Condren got them started and put them on a good path.”

#### **Ron Waples on John Campbell:**

Waples said his favourite John Campbell drive came off the track. Many years ago, when both were racing at Garden City Raceway in St. Catharines, Waples was walking along the busy QEW highway between his hotel and the track when Campbell pulled up alongside.

“This is going to sound like I’m taking a bit of the halo off his head here, but John was never noted to get up in the morning. He always told me he made his money at night, not in the morning, which I understood. But I had to get up in the morning and go to work,” Waples said. “Something happened — and I can’t remember what happened to my car — but I was walking on the side of the road at 7:30 in the morning on the QEW and lo and behold, who pulls up but John Campbell. He looks at me and just starts to grin. I said, ‘You’ve never been up this early in your life. What the hell are you doing up this early?’ He said, ‘I stopped by to pick you up.’ I always tell everybody that his claim to fame is he picked me up on the QEW on the way to Garden City.”

#### **John Campbell on Ron Waples:**

“He had a tremendous work ethic and energy that most people don’t have and a ability to win big races with longshots. He got them in spots where they could win.”

#### **David Miller on John Campbell:**

Asked for his favourite John Campbell memory, Miller said in 2011 he was asked to drive a Hambletonian-eligible trotter named Live Jazz that Campbell owned.

“It was one of the times that (Campbell) got hurt and he was laid up for a couple of months,” Miller said. “(Live Jazz) was getting ready to qualify. (Campbell) got ahold of me and asked if I would go with him and I said ‘Sure.’ I qualified him and then they put him in to go and I raced him. He was a green horse, a maiden, and I remember the first day that John got back to driving that horse was in to go and he had put me back down on him so that I could win with him... John was there in the paddock and I always thought that was pretty damn good of him to do that. That was very fair after I had qualified him and raced him.”

#### **John Campbell on David Miller:**

“He just dominated in Ohio and when he moved out (to New Jersey) he showed that he’s a world class driver.”

#### **Dave Wall on John Campbell:**

Hall of Fame harness drivers Dave Wall and John Campbell started out in the business together in the early 1970s. So, Wall said it’s fitting he will be part of Campbell’s last career drive back in Ontario where it all started. Wall said the two of them were racing at Windsor Raceway in the 1970s when the Meadowlands Racetrack was built near New York City. When Windsor Raceway’s Joe DeFrank was hired as the director of racing for the New Jersey track, he began recruiting Windsor drivers to make the

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Campbell, a native of Ailsa Craig, ON, jumped at the opportunity and made his career at the Meadowlands. Wall stayed home and made his career in the Ontario Sires Stakes (OSS) program and elsewhere.

“The only reason I didn’t think about going was I was having such a good go in the (Ontario) Sires Stakes that I didn’t want to give it all up. I was training quite a few myself. I thought I’d better stay home,” Wall said.

#### **John Campbell on Dave Wall:**

“I go back to work ethic and energy. He could have gone anywhere in the world and been successful, but chose to make Ontario his home. He certainly is a pioneer on the Ontario Sires Stakes, but he could have gone anywhere and done well.”

#### **John Campbell on Keith Waples:**

“The Waples family was always treated with reverence in our family. My grandfather and father were friends with the Waples family and everybody was aware in Ontario that Keith Waples was an exceptional talent as a driver.”

#### **John Campbell on Bud Fritz:**

“I didn’t race against him as much, but, obviously, my dad and grandfather raced against him. I just go back to the fact that he is an exceptional horseman. He just kept coming up with stars in the Ontario Sires Stakes year after year and after awhile that’s not an accident. He’s just an exceptional horseman, Bud Fritz.”

#### **John Campbell on the group, overall:**

“One thing overall with the whole group — and it’s maybe more so then than now — but all of these guys were exceptional horsemen and trainers before driving. I think that carried them for the longevity of their careers.” ■

## **LEGENDARY NUMBERS EIGHT LEGENDS, 69,000 WINS AND \$1.15 BILLION**

Each of the eight legends contesting today’s \$15,000 Legends Day Trot has put up some incredible career numbers, but combine those numbers and the total is astronomical. Using Standardbred Canada statistics, the legends, combined, have won nearly 69,000 races and collected purse earnings of \$1.15 billion.

Legend	wins	earnings
John Campbell	11,056	\$303 million
David Miller	12,215	\$219 million
Mike Lachance	10,421	\$190 million
Steve Condren	6,845	\$114 million
Bill O’Donnell	5,742	\$99 million
Doug Brown	8,427	\$89 million
Ron Waples	6,923	\$75 million
Dave Wall	7,201	\$60 million



ALL TIME GREATEST DRIVER

# THANK YOU

JOHN CAMPBELL



CONGRATULATIONS ON A LEGENDARY CAREER



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**THE BREEDERS CROWN**  
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"MASTERFUL...AN HONOR TO WATCH"  
JASON M. SETTLEMOUR

★★★★★  
"ONE OF THE GREATEST EVER"  
HARNES RACING UPDATE

★★★★★  
"LEGENDARY, FOR CERTAIN"  
BOB HEYDEN

**"MASTERFUL...AN HONOR TO WATCH"**  
JASON M. SETTLEMOIR

## "ONE OF THE GREATEST EVER"

### HARNESS RACING UPDATE

**"LEGENDARY, FOR CERTAIN"**  
BOB HEYDEN

1942-1950 MEADOWLANDS PAGE 1951-1959 HAMBLETONIAN 1960-1969 HAMBLETONIAN OAKS 1970-1979 LITTLE BROWN JUG 1980-1989 JUGETTE 1990-1999 GANE PAGE  
2000-2009 MAPLE LEAF TROT 2010-2019 BREEDERS CROWN MARE PAGE 2020-2029 BREEDERS CROWN OPEN PAGE 2030-2039 BREEDERS CROWN OPEN TROT  
2040-2049 BREEDERS CROWN 3YO FILLY TROT 2050-2059 BREEDERS CROWN 3YO TROT 2060-2069 BREEDERS CROWN 3YO FILLY PAGE 2070-2079 BREEDERS CROWN 3YO PAGE  
2080-2089 BREEDERS CROWN 2YO PAGE 2090-2099 BREEDERS CROWN 2YO TROT 2100-2109 BREEDERS CROWN 2YO FILLY PAGE 2110-2119 BREEDERS CROWN 2YO FILLY TROT  
2120-2129 ELITLOPPET 2130-2139 KENTUCKY FUTURITY 2140-2149 NORTH AMERICA CUP 2150-2159 YONKERS TROT 2160-2169 CANADIAN TROTTHING CLASSIC 2170-2179 ADONS  
2180-2189 HARNESS TRACKS OF AMERICA DRIVER OF THE YEAR 2190-2199 CANADIAN HORSE RACING HALL OF FAME 2200-2209 U. S. HARNESS RACING HALL OF FAME  
2210-2219 LITTLE BROWN JUG HALL OF FAME 2220-2229 MERITORIOUS SERVICE MEDAL 2230-2239 CANADA'S SPORTS HALL OF FAME