



Horse Council Courier

The Horsemen's Council of Illinois (HCI) newsletter dedicated to promoting a healthy horse industry statewide through information and education.

The 2013 Illinois Horse Fair

By: Ann Huston

The horse industry is a fellowship of both people and horses with a desire to learn. It is a fellowship that unites many facets of the equine world, one that everyone wants to be an integral part of. It is available not only for the horse owner, but for all that want to witness the beauty of the horse and learn all about it.

The Illinois Horse Fair Executive Committee is working diligently to provide the horse community with a newly energized horse fair for 2013 that will offer the best educational, training, shopping and entertainment opportunities for the upcoming 24th annual event.

The theme this year will be Horses Through History - Past, Present and Future. The magnificent horses have a story to tell. The Illinois State Fairgrounds in Springfield has many historical buildings that also have a story to tell. What a beautiful way to "ride" the historical road together.

This year a group of individuals are being invited to join the first "Illinois Horse Fair Focus Group". The group will

consist of categories that have been a part of the fair over the years. The categories include vendors, Trailer Avenue, Food

Court, breed representatives, an Illinois State Fair facility representative, sponsors and Executive Board members. The information gathered from the focus group will serve as a guide for all of us to work together and form a camaraderie that we hope will result in a more successful fair. Your voice needs to be and will be heard.

The goal for us is to

build a positive atmosphere while looking to grow the event for the future.

I am very pleased to be a part of the Illinois Horse Fair in my new role as manager for the event. Growing up with horses all my life, I have had the opportunity of attending many events in the United States and Canada. Growing up in a large family we were active in 4-H and showing horses that bring fond memories which I cherish. Having worked

in marketing for a major corporation I have had the opportunity to organize new events from grass root beginnings and reorganizing existing events into more successful ones which have been a major part of my career.

The Illinois Horse Fair Executive Committee and I have already started working for you. For the horse owners, breeder, trainer, sponsor, vendor, spectators, educational aspects, veterinarian needs, to name a few, we want to keep you Informed, Involved and In Touch.

Let's build a great team and work together for the most successful Illinois Horse Fair possible. 🐾

Ann Huston

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President's Corner



To Define a Horse

How do you view your horse?

Yes, yes, yes, I understand that many of you share a special bond with your horse

and some of you even view your horse as a member of your family. A few of you have experienced a life-changing epiphany at the hands (or hooves) of the horse. What I am asking is a question more basic than the nature of your one-on-one relationship with your own horse. Your answer may well impact whether you, or your children, or your children's children will be able to continue to enjoy *any* relationship with horses.

I am asking whether you view your horse as a livestock animal or a companion animal.

In America, we have a bit of a schizophrenic attitude about our horses. Horses straddle the fence in a netherworld where they routinely have one foot in agriculture and one foot in the home. Not only is the designation of the horse fuzzy between one horse owner and the next, it can change depending on the age and use of the horse. Most would agree that the production of horses – that time between breeding, foaling and raising prior to marketing - fits into the realm of agriculture. However, the utilization of the majority (over 80%) of horses for recreation tends to favor their treatment, and consequently their perception, as pets – albeit large and expensive ones. We need both entities in order to make the horse industry work – each relies upon the other to sustain the large and diverse horse industry and all of the other ancillary industries (think tack, togs, trucks, trailers, vets, farriers, farmers and feed dealers). Toward the end of their natural or useful lives, the picture once again becomes muddy as we struggle with end-of-life decisions; this becomes worse should the horse become one of America's tens of thousands of unwanted horses. That is a topic for another day, however.

Why does this even matter? Isn't the role of a horse dictated by the interaction between that individual horse and its owner? If it were only that easy; however, the legal, political, economic and moral implications between the livestock versus pet distinctions are very real and have the potential to entirely change the horse industry in the US.

I am going to express my strongly held position on this issue. Although I have no problem with the idea that a horse can be considered livestock to one person and a companion by another, I assert that the *legal* definition of a horse within our state and federal statutes needs to be consistently and unequivocally a livestock species. I am not alone in that opinion; the American Association of Equine Practitioners and the American Horse Council agree with me. To date, horses remain as livestock in most Illinois and federal statutes. This designation does not prevent any of you Illinois horse owners from enjoying your horse as your companion, but the use to which an individual animal is put does not need to dictate the designation of the entire species - I give you Arnold Ziffel as an example. Of course the majority of the non-horse owning public and animal rights extremists do not agree with the horse's livestock definition – they consider horses companion animals. If they get their way in codifying a recategorization of the horse in our laws, it could well spell the further shrinking of our industry. Why? Designated as a livestock species horses enjoy greater latitude in many things. For example, as livestock, horse welfare regulation falls under the jurisdiction of the USDA. Because it is a federal agency, the USDA's standards for humane care are consistent from state to state and they can be enforced federally and by each state's Department of Agriculture. Think about the humane regulations for dogs and cats. They do not fall under any federal jurisdiction – every state, county or municipality can have their own rules and regulations regarding the keeping of companion animals and those rules can and do vary widely - from preventing ownership of particular breeds within a municipality to strict leash laws (including mandatory poop pickup) and licensure. Violate these rules and you can be fined, or your animals could be impounded. How many of you would want your local animal control officer – many of whom have no horse experience at all – coming onto your farm and telling you how to care for your horses based on what they know about the keeping of dogs and cats? How about these rules for horse-keeping being made by dog and cat owners (such as those on most county animal control boards), or by public referendum? How many owners

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Executive Director's Report



Three Cheers for Horse Owners – The Real Champions

A hundred years ago, in 1912, there were over 19 million horses in the United States. It is often

been said that this country was built on the back of the horse. That very well may be true. However, the decades following World War II saw a steady decline in the number of all equine to a low point that was reached in the 1970's of about 2 million head.

Today there are around 9 million horses in the United States, nowhere near the 1912 figure but a huge increase from forty years ago. Horse ownership has change over the past century, too. Horses have shifted roles from a beast of burden used in commerce, daily transportation and work on the farm to a more family oriented animal providing enjoyment, recreation and pleasure for millions.

The privilege of being able to ride and our rich equestrian heritage are important to our lifestyle, our families and our country's tradition. If you think about it, what is more traditional or American than covering-country on horseback?

Horse owners are champions of opportunity

As horse owners, we often provide the only opportunity for many who may never otherwise get to know horses. Horse owners also provide many of the benefits that simply having and keeping horses bring to everyone and are often taken for granted... things like locally needed open space, pastoral settings for that Sunday drive (or bike ride) as well as providing a truly unique recreational opportunity and

even generating the organic compost for your neighbor's garden. This fall, **Vote** to protect opportunity.

Horse owners are champions of freedom

Nothing symbolizes American Freedom more than the vision of riders on horseback. We all need to do our part to remind the decision makers that there is a large and vibrant horse community in Illinois and any attack on one is an attack on us all. Horse owners in Barrington Hills are again facing pressure from developers. They currently enjoy freedoms that most Americans do not, having the freedom to keep their horses at home without undue government intervention in a truly unique equestrian community. The coming election will be very important to their future as well as to all of us. HCI will stand with all horse owners to protect those freedoms. **Vote** to protect your equestrian lifestyle.

Horse owners are champions of the future

More and more people these days are living in an increasingly urbanized, technologically-infused and intensely indoor-focused environment. Recruiting and retaining interest in horses and horseback riding for new riders and owners is key to the future of our community. How effective have you been at connecting your kids, family and friends with horses? How many young, or young-at-heart, people have you provided the opportunity of learning to ride lately? What about your friends and family members? Are they involved with horses or is that just "your thing", one which they don't wish to compete with you on?

All of us, regardless of breed or discipline, need to work together and develop programs that help us think "beyond the box", ones that might appeal to folks outside our normal circles or activity.

In the past 12 months our member association numbers have grown by 165%! Your club or association's participation in HCI is important for the future of horses in Illinois. Membership allows for all a club's members to receive HCI information via email newsletters and legislative updates to stay abreast of all that's happening in the horse world. At HCI, we do the research so you can spend more time doing the things you enjoy, like riding or driving your horses.

Every HCI member is a champion. Whether your passion lies in showing, trail riding, driving, racing or simply passing on the tradition and a love of the animal, every member plays an integral role in the association.

HCI is a membership-based non-profit equestrian organization focused on its mission statement. Since 1987 our members and volunteers believe, as you do, that this is our organization. We are successful because we have a mission that is right with the world and we are fighting a good fight. We are fighting the right fight for our country, families, children and grandchildren.

This fall, learn about the issues and **VOTE** for the horses, **VOTE** for the future. **VOTE** wisely. We really need a few champions in public office, too.

Here's to horse owners... the real champions!



Frank Bowman



Horsemen's Council of Illinois Looks to Regionalize

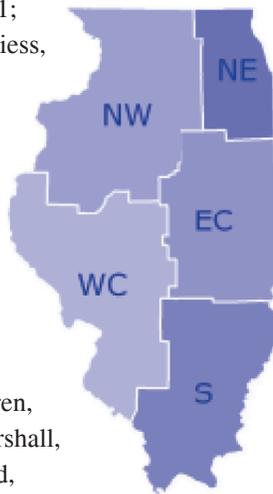
With the ideas of better organizing activities, energizing committees, encouraging discussion of regional news and issues and bringing services closer to end-user groups – and at the same time fostering better communication and generating more involvement from our membership – the Horsemen's Council of Illinois Board has discussed establishing regional leadership and liaison along areas graphically roughly consistent with the five regions established by the Illinois Department of Natural Resources.

Members interested in serving as regional representatives are encouraged to send a letter of interest to the HCI office for consideration. Regional representatives should be willing to provide local input to the president and other HCI board members, actively monitor local and regional events and issues, help keep members of the association informed of association activities and assist in membership

recruitment and retention in their regions. Regional representatives should be willing to serve a two year term.

Your views and input on the plan are also requested. Please forward your thoughts and letters of interest to the Board of Directors at hci@horsemencouncil.org

NW – Region 1; including Jo Daviess, Stephenson, Winnebago, Boone, Carroll, Whiteside, Ogle, Lee, DeKalb, Rock Island, Mercer, Henry, Bureau, Putnam, LaSalle, Henderson, Warren, Knox, Stark, Marshall, Peoria, Woodford, McDonough, Fulton and Tazewell counties.



NE – Region 2; including McHenry, Lake, Kane, DuPage, Cook, Kendall, Will, Grundy and Kankakee counties.

EC – Region 3; including Livingston, Ford, Iroquois, McLean, Dewitt, Piatt, Champaign, Vermillion, Macon, Moultrie, Douglas, Coles, Edgar, Shelby, Cumberland and Clark counties.

WC – Region 4; including Hancock, Adams, Schuyler, Brown, Mason, Cass, Menard, Logan, Pike, Scott, Morgan, Sangamon, Calhoun, Green, Jersey, Macoupin, Montgomery, Christian, Madison, Bond, St Clair, Clinton, Washington, Monroe and Randolph counties.

S – Region 5; including Fayette, Effingham, Jasper, Crawford, Marion, Clay, Wayne, Richland, Edwards, Lawrence, Wabash, Perry, Jefferson, Franklin, Hamilton, White, Jackson, Williamson, Saline, Gallatin, Union, Johnson, Pope, Hardin, Alexander, Pulaski and Massac counties. 

Alternative Feeds for Horses During Drought

Kevin H. Kline, PhD, Professor of Animal Sciences, University of Illinois

The drought of 2012 continues to grip much of the United States, and is making it difficult for horse owners to acquire either decent grazing or shipments of good quality baled hay. There are other forage sources, however, such as processed forages from irrigated lands in the Western US and certain by-product feeds that may be used to replace some of the typical grazing and/or baled hay to which many of us in the Midwest are accustomed. Horse owners unfortunate enough to reside in areas of feed shortage should keep an open mind about “alternative feeds” that may be used to stretch limited forage supplies.

Although horses require some source of fiber in the diet in order for the hind gut to function normally, research has found that horses tolerate various forms of processed forages very well. A study conducted at the University of Illinois (Andrew, JE, K.H. Kline and J.L.

Smith. 2006. Effects of Feed Form on Growth and Blood Glucose in Weanling Horses. *J. Equine Vet. Sci.* 26: 349-355.) found that young horses consuming a completely pelleted diet of processed hay and grain grew at a slightly faster rate than when the same horses consumed the

| Nitrate Percentage (dry matter basis) | Precautions |
|---------------------------------------|---|
| 0.25 | Generally safe for all horses |
| 0.25-0.50 | Slight risk: don't feed more than 50% of the total diet to pregnant mares. |
| 0.50-1.0 | Moderate risk: don't feed to pregnant mares and limit to less than 50% of diet to all other horses. |
| 1.0-1.5 | High risk: use extreme caution when feeding to horses. |
| 1.5 and greater | Severe risk: do not feed to horses |

same feed ingredients as separate hay and grain feedings. These findings illustrate that horses do not require long stemmed forage at all times, as long as the diet contains adequate fiber, even when highly processed into pellets. Another more recent study (K.H. Kline. 2012. RATE OF GAIN, FEED EFFICIENCY AND

GASTRIC ULCERS IN GROWING HORSES ARE AFFECTED BY FEED PROCESSING. *Proc. Australasian Equine Sc. Symp., Vol 4, 2012*) found that either plain hay cubes, or total mixed ration (TMR) hay cubes containing up to 25% oats are safely utilized, and result in better growth rates than hay and grain when fed to young horses. Therefore, horse owners should consider alternate forage sources such as hay cubes, dehydrated alfalfa pellets and completely pelleted feeds for their horses during times of hay shortages.

Many popular “junior” and “senior” feeds for growing and geriatric horses, respectively, are in a form called “completely pelleted”. This means that this type feed may be offered to the horse as the complete daily ration without additional hay, hay cubes or grain, due to the fact that it is already a comprehensive package of forage, grain products and vitamin/mineral supplements compressed into a pellet. This feeding method is

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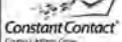
Benefits of Membership in the Horsemen's Council of Illinois

As a member of the Horsemen's Council of Illinois, you may take advantage of a host of discount programs offered through the American Horse Council (AHC) and our insurance provider, Association Resource Group (ARG).

AHC Saving Plus will provide you discounts with John Deere, Sherwin-Williams, OfficeMax, and Prescription Drug Card. You can buy products directly from these companies at greatly reduced prices – no minimums required!

Below is a sample of discounts available through ARG. For details on how these valuable Horsemen's Council of Illinois member benefits can help you save money, go to www.horsecouncil.org/ahc-advantage-plan and www.associationresource.net.

Automatic Member Benefits
go to www.associationresource.net to click through on your benefits

| | |
|---|--|
|  <p>Access to insurance products from Equisure, Inc. www.equisure-inc.com</p> |  <p>Discount with ARG CDP code: 1747926 www.hertz.com</p> |
|  <p>Discounts from VPI Pet, a nationwide insurance company. Call 866-532-9997</p> |  <p>Discounts with ARG code: 210989 www.hotels.com</p> |
|  <p>20% discount on orders over \$150 www.officedepot.com</p> |  <p>Members can save up to 25% off a yearly subscription. Click through on the ARG website.</p> |
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What Driver's License do I Need? Well.... It Depends

By Frank Bowman, HCI Executive Director

The State of Illinois and the Federal Government have similar regulations governing the operation of motor vehicles weighing over 10,001 lbs. used "in commerce" which are frequently misunderstood and not well known by many in the horse industry.

Transportation regulations can be as complex to understand as the tax code. While confusing to many, it appears that enforcement is being stepped up nationwide. Federal Motor Carrier Safety violations can get expensive in a hurry. Since most horses are hauled here and there in combination vehicles (trucks w/ trailers) that are weight rated by the manufacturer and probably exceed 10,001# Gross Combined Vehicle Weight (GCVW), either separately or when hooked together, these rules may apply to you. But, how do you know which driver's license you need?

First, you need to find out the weight rating (GVWR) of each of the vehicles you intend to operate separately. Look for the manufacturer's statement. It's generally a sticker located on the driver's side door of your truck, and usually visible on the outside of your trailer. The GVRW is printed there. Add the GVWR numbers of each vehicle together to determine the Gross Combined Vehicle Weight (GCVW) when hooked together. If the GCVW of your outfit is over 26,001# additional rules may apply.

Second, you need to determine if you are hauling for commercial purposes. This basically means if you are involved in the furtherance of a business enterprise or anytime you intend to make a buck. You'll probably be considered to be hauling "in commerce" if;

- You haul horses for payment or receive anything else of value
- You haul your personal horses, or your client's, to advertised events that offer prize money. Enforcement of this at out-of-state events has been stepped up nationwide.
- Your vehicle is registered in your farm's name or advertises your business or sponsors

If you qualify as hauling "in commerce" and your GCVW is over 10,001# you will need to apply to the Federal Motor Carrier Safety Administration for a medical card, USDOT number, UCR registration, and may need to

keep an "hours of service" log when driving. Attending an advertised event that offers prize money requires you to have these items. More information can be found at www.fmcsa.dot.gov

If you are over 10,001# GCVW and intend to haul only for recreational purposes, like trail riding, you are exempt from the commercial rules but it may be a good idea to add a visible sticker on each side of your tow vehicle stating "Not for Hire", especially if hauling across state lines.

The purpose of all these regulations is to reduce or prevent truck and bus accidents, fatalities, and injuries by requiring drivers to have a commercial motor vehicle driver's license, meeting certain minimum requirements and by disqualifying drivers who operate commercial motor vehicles in an unsafe manner.

In Illinois, driver's licenses are classified by the gross vehicle weight rating (GVWR) of your tow vehicle (truck) and the weight of the trailer you haul in combination (GCVW). Either CDL or Non-CDL classifications are available depending on your participation "in commerce."

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used less commonly than the typical management method whereby forage and grain are fed separately to horses, but may have potential to be used more often. These types of feeds have great potential to be used instead of long-stemmed forages fed along with separate grain meals when forages are very scarce.

Some horse owners may be tempted to utilize alternative fiber sources such as corn stalks and soybean stubble to extend scarce hay supplies. Horse owners should be warned, however, that such products that have been harvested early, due to failure of crop production during drought, may come with the additional danger of high nitrate concentrations. Nitrate levels rise in forages during drought due to a lack of conversion of nitrogen taken up by the plant from the potentially toxic nitrate form to protein. If any "drought salvage forages", like corn stover, are to be used in horse diets, they should be first tested for toxic levels of nitrates before being fed in any amount. The table below offers guidelines for using forages containing various concentrations of nitrates. Additionally, most horse owners that have been successful at utilizing such forage sources have found that consumption of such relatively unpalatable fiber sources is quite low in horses unless such feedstuffs are further processed. For instance, shredding the corn stalks along with higher quality forage such as alfalfa and mixing with concentrates such as grains and grain by-products may be required in order to achieve adequate consumption of such coarse alternative forage. Furthermore, corn stalks are generally available as bales, and may not have the quality necessary to be used as horse feed. If stalks are to be used successfully in horse diets, they should have been baled and stored while they were clean and dry, and be free from mold, dust and bacterial growth, which is unfortunately often not the case.

By-product feeds for horses include hulls (the outer covering); grains; pulps; straw, stover and bran. In general, hulls and pulp are inexpensive

and are the safest type of by-product feeds for horses. These products can potentially replace all or a portion of the horse's forage requirement. Ground hulls should be mixed or pelleted with molasses to reduce dustiness and increase palatability. Oat, gossypol-free cottonseed, soybean, rice, peanut and sunflower hulls could replace all forage in the diets of mature horses. Total replacement of forage with hulls is not recommended for growing horses two years of age or younger. Mature horses that have had all of their hay and/or pasture replaced with hulls should receive a 12 to 14% protein; 1.50 mccl/lb of DE concentrate mix to compensate for the low energy content in the hulls.

Straw and stover should usually be avoided as a feed for horses. The low digestibility in straw increases the incidence of impaction colic. High levels of mycotoxins typically found in poor quality corn stover can cause serious health problems for all classes of horses. Beet pulp may be fed alone or blended with other feeds to increase energy content. It may replace a portion or all of the forage component in the diet. Palatability of beet pulp may be increased if fed as a mash or mixed with molasses, but is not necessary. The digestible energy and fiber content is similar to good quality grass hay and grain. Phosphorus, B-vitamins, vitamin-A and vitamin-D supplementation will be needed to compensate for the low levels in beet pulp.

Horse owners should also always keep in mind that their animals will need additional water to both keep cool by sweating, and to produce extra saliva to chew, swallow and pass digesta through their G.I tracts, since the forages they consume during a drought tend to be much drier than normal. Although forages and certain grains may be scarce in many parts of the Midwest due to drought, horse owners that are open-minded about feeding their horses differently than in the past can survive the potential feed shortages. 

Bonus Depreciation and Expenses for the Remainder of 2012

Two very beneficial tax benefits are available to buyers for purchases made during the rest of 2012. After 2012, those benefits are scheduled to expire or decrease significantly. The two benefits are "bonus depreciation," which is scheduled to expire at the end of the year, and the "expense allowance," which is scheduled to be much smaller.

Bonus depreciation currently allows a buyer to deduct 50% of the cost of eligible horses or farm equipment placed in service in 2012. In other words, one-half of the purchase price of a yearling can be written off in 2012 if the horse is eligible and placed in service this year.

As has been true in the past, to be eligible for bonus depreciation the original use of the eligible property must commence with the purchaser. Any prior use, personal or business, disqualifies the property. This, in effect, limits bonus depreciation to the purchase of young horses that have not been raced or previously used in any way, including personal use. There is no limit on the number of properties that can be written off using bonus depreciation, the amount of the write-off on any one property, or the aggregate total of the write-off as long as each horse or other property qualifies.

The expense allowance in effect for 2012 allows the purchaser to write off up to \$125,000 of the cost of horses or farm equipment purchased and placed in service in 2012, if the total of all purchases of depreciable property during the year does not exceed \$500,000. If purchases exceed \$500,000, the expense allowance decreases one dollar for every dollar that purchases exceed \$500,000. Unlike bonus depreciation, the expense allowance applies to all horses or farm equipment regardless of whether the property has been previously used by the seller or someone else. The expense allowance is scheduled to go down to \$25,000 in 2013 and thereafter, with the dollar-for-dollar phase-out starting at \$200,000.

Legislation to increase bonus depreciation to 100% on purchases in 2012 has been proposed in both the Senate and the House. 

would we lose from the industry if every horse had to be licensed every year? If you didn't like the idea of the national premise i.d. system proposed by the USDA, you will *really* hate this intrusion! Some counties require proof of spaying or neutering, or if a pet is left intact the owner must apply for a special breeding-animal license and conform to even more rules. For example, current legislative initiatives are afoot for regulation of the number of intact (a.k.a. breeding) companion animals that a person can own, and how offspring can be sold. Would a mare be considered a breeding animal unless spayed (!)? Regulation of pet breeding happened in Missouri, it can happen in Illinois. Companion animal statutes in numerous jurisdictions not only regulate the number and type of animals you can own, they dictate management factors such as the amount of space required per animal (both indoors and outdoors). If it is determined that one horse unit requires at least one acre of open space, how many suburban and urban horse farms will close? What if some pet zealot on the local board in your jurisdiction determines that bits are inhumane (google the topic – you'll be amazed at the misinformation out there)... or that a horse cannot be outdoors in the rain/snow/heat/ etc... or that using horses to work cattle is cruel? We won't even get into the use of horses in rodeo, racing, carriage work and other pursuits that many extremists deem inhumane.

The USDA also funds research into promoting the health and welfare of livestock. Although horses don't garner a lot of this research support, the studies that are funded help improve our industry and the lives of the horses that we care for. As livestock, the USDA and federal government can intercede and assist owners when their horse businesses are impacted by natural disasters. For example, USDA assistance given to Thoroughbred breeders in Kentucky in the aftermath of the devastating 2001 abortion storms may well have saved many breeders from leaving the industry. USDA also administers and enforces the Horse Protection Act and horse commercial transport regulations.

Another federal agency, the Bureau of Land Management, oversees the wild horses and burros on our open lands. If horses are considered pets, what would wild horses be? Feral dogs and cats are captured and destroyed...

Raising livestock confers certain tax advantages for both federal and state taxes. In Illinois the cost of essentials such as feed and bedding, fertilizer and seed, is exempt from sales tax if you own production livestock. We all know the costs of keeping horses is substantial – adding 6.25%, or more depending on your location, to all of your costs as well as taxing the sale of the horses themselves could represent the final crushing burden to many. If the only Ag commodity on your farm is horses, changing horses to a companion animal will remove your acreage from agricultural use status. Imagine the added tax burden on 100 acres of prime suburban land taxed as residential property rather than as a farm? Horse farms would disappear from the urban and suburban landscape, to be replaced with the inevitable housing development. Greenspace forever gone.

Horse people tend to be an independent lot; in that I am guilty as charged. Therefore, it makes little difference to me if I consider my horse as a highly regarded workmate while my neighbor sees hers as her child-substitute. So long as we both care for our horses humanely and my neighbor doesn't dictate to me (or me to her) how I enjoy my horse, we can coexist as livestock and pet owner, respectively. Moving the designation of horses from livestock to companion animal will drastically change that, however. It will increase the dictation of terms, conditions and expense of horsekeeping that in the end may well reduce our vibrant industry to one enjoyed only in restricted areas or afforded only by the elite.

I want what is best for the horse, and I want as many Americans as possible to be able to experience their own private joy in knowing this extraordinary animal.

Therefore, horses are livestock.
Period. 

Join Us Today!

Individual Membership Application

Name _____

Street _____

City _____

County _____

State _____ Zip _____

Home Phone () _____

Work Phone () _____

Fax () _____

Email _____

How many horses do you own? _____

_____ at home _____ boarding stable

Individual Membership Dues (includes

\$1,000,000 insurance coverage) **\$42/yr**

Family Membership Dues (includes

\$1,000,000 insurance coverage) **\$72/yr**

Organization Membership Application

Organization _____

Contact Name _____

Street _____

City _____

County _____

State _____ Zip _____

Phone () _____

Fax () _____

Email _____

Website _____

of Illinois Members in Organization _____

Check appropriate category

____ Business/Professional ____ Association ____ Charity

Organization Membership Dues: \$50/yr.

Make check payable and mail to:



Horsemens Council of Illinois
3085 Stevenson Dr., Suite 200
Springfield, IL 62703
Phone: 217.529.6503
www.HorsemensCouncil.org

Total amount enclosed: \$ _____



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The Voice of the Illinois Horse Industry
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Springfield, IL 62703

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What Driver's License do I Need? Well.... It Depends
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Drivers seeking a basic license to operate a car in Illinois are issued a Class D license. A CDL classification is not available to a Class D driver.

According to the "2012 Illinois Rules of the Road" available on line through Secretary of State's website, Illinois has the following driver's license classifications;

- *Class A — Any combination of motor vehicles with a gross combined weight rating*

(GCWR) of 26,001 pounds or more, providing that the vehicle being towed is in excess of 10,000 pounds. Does not include motorcycles or motor-driven cycles.

(A

CDL is generally required.)

- *Class B — Any single motor vehicle with a GVWR of 26,001 pounds or more or any*

such vehicle towing another not in excess of 10,000 pounds. Does not include motorcycles or motor-driven cycles. (A CDL is generally required.)

- *Class C — Any motor vehicle with a GVWR of more than 16,000 pounds but less than 26,001 pounds; or any such vehicle towing another with a GVWR of 10,000 pounds or less; or any such vehicle designed to carry 16 or more passengers, including the driver, or hazardous materials that require placarding. Does not include motorcycles or motor-driven cycles.*

- *Class D — Any motor vehicle with a GVWR of 16,000 pounds or less, except those vehicles requiring a Class A, B or C*

driver's license or an L or M motorcycle license.

- *Class L — Any motor-driven cycle with less than 150cc displacement.*

- *Class M — Any motorcycle or motor-driven cycle.*

Since most gooseneck horse trailers have a GVWR in excess of 10,001 pounds and most tow units (pickup trucks) are rated less than 16,000 pounds horse owners typically will need either a Class D or a Class A driver's license. If you intend to drive a Class A combination vehicle "in commerce" you will probably need to qualify for a CDL.

Again, if you are hauling "in commerce" and your GCVW is over 10,001# but under 26,000# you are not be required to have a Class A CDL in Illinois, but you will need to apply to the Federal Motor Carrier Safety Administration for a medical card, US-DOT number, pay for annual UCR vehicle registration, and probably keep an "hours of service" log when driving. More information on those requirements can be found at www.fmcsa.dot.gov

If your tow vehicle has three (3) or more axles you will likely need to also apply for an Illinois motor fuels tax account and display a sticker from the Illinois Department of Revenue.

As with most regulations there are exemptions that apply. If you haul solely for "recreational purposes" these rules probably won't apply to you as they are generally waived for recreational vehicle operators. If you race, show or otherwise compete for

prize money they probably do.

Something else to be aware of, new rules are pending in Illinois to restrict the use of hand-held mobile telephones by drivers of commercial motor vehicles (CMVs) to improve safety on the highways by reducing distracted driving-related crashes, fatalities and injuries involving drivers of CMVs. Driver distraction is defined as the voluntary or involuntary diversion of attention from primary driving tasks due to an object, event or person. Using a hand-held mobile telephone may reduce a driver's situational awareness, decision making or performance; and it may result in a crash, near-crash, unintended lane departure by the driver, or other unsafe driving action.

The new rules should allow the driver of a CMV to use a hands free mobile telephone to conduct voice communication and also provide for an emergency exception when it is necessary for the driver of a CMV to communicate with law enforcement officials or other emergency services.

Texting is already prohibited while operating any motor vehicle on a roadway in Illinois and is described as using an electronic communication device to compose, send or read an electronic message.

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