



Wheelhorse

NEWSLETTER OF THE AMERICAN DRIVING SOCIETY

NL 183

Representing Carriage Driving in the United States and Canada

December 2009

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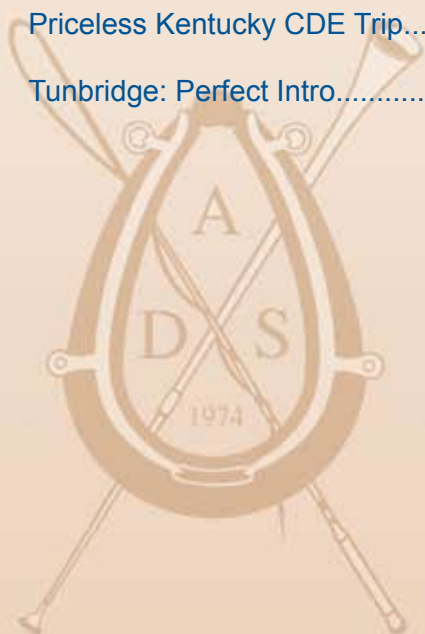
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"... In a One-Horse Open Sleigh!"

Betsey Medinger was among the hardy souls who turned out for the Green Mountain Horse Association's 2009 Sleigh Series last February. Photo courtesy Lisa Cenis, www.ShootThatHorse.com.

HAPPY HOLIDAYS TO ONE AND ALL!



A Message from the Executive Director



As 2009 winds down, northern drivers tend to hang up their harnesses in anticipation of the long,

cold snowy winter--or not! There has been a flurry of interest in the Midwest region about sleigh rallies and how to organize them. Just in the nick of time, the new 2010 ADS Rulebook provides the structure that organizers can use to create new, fun events to help beat the winter blahs.

In addition to the Sleigh Rally rules, the 2010 Rulebook now includes information on the Continuous Day of Driving and Super Reinsmanship events. These events address the growing demand for driving activities that are low-cost, don't require a lot of volunteers and can be held on smaller areas of land. Each of these formats has a large degree of flexibility built in. This allows organizers to meet the needs of their participants and work within the constraints of their venue, without compromising consistency for competitors as they compete at different events.

To introduce organizers and drivers to the Continuous Day of Driving and Super Reinsmanship formats, Pleasure Driving Committee Chairman Jeff Morse will host a series of webinars explaining these new events and offering suggestions on how to incorporate them into your local driving events. Details and dates of these webinars are listed on page 7 of this Wheelhorse.

Susie

WEG: An Opportunity for ADS

By Pat Cheatham, ADS Vice President

I want to start this column with a big HAPPY 35th ANNIVERSARY to my ADS. Just in case you don't have the date on your social calendar, our Society began with a meeting in a conference room of the American Horse Shows Association (AHSA, which has now morphed into our US Equestrian Federation) on September 19, 1974. Our first annual meeting was held "during the event at Stony Brook" that fall, with an initial meeting of the ADS officers in November at the NBC studios (so much for humble beginnings!).

I'm surprised and more than a little saddened that we haven't done more to review our heritage and renew our commitment to the sport we all love. The folks who supported the fledgling ADS, developed and published the rules and organized those early events had great fun and have much to teach today's ADS members.

I noticed the anniversary when I saw my commemorative 25th anniversary pin. I then reviewed Natasha Grigg's About Us synopsis on the ADS Web site and finally referred myself to *The Best of the Whip*, Volume I, which provided a great review of our early days. (If you don't own the *The Best of the Whip*, get it. The articles in Chapter 12, "Editor's Choice," are worth the \$20 price tag by themselves.)

All this leads to my sales pitch for the holiday season. You recently received a letter from the ADS Fund asking for your financial support, with particular emphasis on planning for a strong presence at the 2010 World Equestrian Games (WEG) at the Kentucky Horse Park. I can't think of a better way to commemorate the first 35 years of driving excellence and ensure the next 35 years of our sport than a contribution to the ADS Fund.

I want to share some thoughts that have been in the works for about six months, and make my case on why the ADS presence at the WEG is such an important opportunity. Lyn Howard's Opinion piece (pages 68-69 in the March 2009 issue of the *Whip*) echoed the sentiments of many members when she wrote "... the ADS marketing strategy should focus on recruiting ... fit, older horse lovers rather than their grandchildren." Likewise, our February 2007 on-line survey noted that older "new" drivers need and deserve ADS support as much as Young Drivers.

As Lyn has noted, all the 2008 Single Horse Team USA members are in their 60s. The median age of ADS members is 50-plus and our membership is predominantly female. So the question becomes, what are we doing to attract the folks (already involved with horses, middle-aged, mostly female) that are most likely willing and able to become drivers and join the ADS?

Like the punch line of the old story in which a reporter asked outlaw Willie Sutton why he robbed banks (Answer: "Because that's where the money is."), the ADS must focus on the best or most reliable source of potential drivers. Jeff Morse recently shared an article (*Horse & Rider*, November 2006) that highlighted four significant changes in equestrian communities; the first, and most visible, is the demographic shift in our population. Jeff noted that "... the demographics of ADS align with the aging baby boomers ... beginning to climb down off their riding horses, reducing or ceasing their riding activity **yet they still have a persistent, often lifelong, affinity for equestrian lifestyle. Carriage driving could hardly be a better fit for them ... and their grandchildren!**" (Emphasis added.)

continued on page 3

ADS Fund Update: How We Encourage New Driving Venues

By Jamie O'Rourke

When first-time event organizers Sally Overturf and Paul Degen submitted a grant request in June 2009 on behalf of the 2009 Harvest Moon Carriage Classic, they expressed concerns felt by many who take on the management of a competition. (For the previous 10 years, the Iowa Morgan Horse Association and Living History Farms in Des Moines had organized Harvest Moon in conjunction with the farm's Horse and Buggy Days.)

"We are concerned that we may not be able to take in enough revenue to cover the costs of the show this first year at Mason City (Iowa). Horse show participation is down in this area and we are not sure of the number of competitors that we will draw to this first show.

"Our goal is to provide a quality event to which exhibitors will want to return in future years. However, we must do that without putting a severe strain on the financial status of the IMHA, a small club consisting of about 30 members, which could prevent us from continuing the show in the future."

We approved a grant through the ADS Fund's Competition Advisors Program, which mentors new and young competitions; this benefits our sport by increasing competition nationwide, encouraging initial and expanded participation in the sport, and helping competition organizers

continued from page 2

We must market driving and our organization to those who have the propensity (interest, money and time) to get involved in our sport. Providing articles to AARP, MORE magazine (which targets women over age 40), *Reader's Digest*, USAA and other periodicals focused on active, middle-aged lifestyles would be a start, but someone has to write and market them. Our recent outreach to pony breed organizations is great, but needs to include a focus on "pony recycling" for the reliable mounts of grown children or grandchildren that need new jobs as driving ponies.

Organizing and conducting clinics is a proven idea that requires ADS clubs and members willing to make the commitment in time, energy and, quite often, money. We need individuals willing to do for the "more mature" crowd what Claire Reed, Kelly Valdes, Janice Kilpatrick, Ann Miles, Myrna Rhinehart and so many others have done for the Young Drivers program. I'm confident that the ADS presence at the 2010 WEG—an eye-catching ADS booth, driving demonstrations and several Driving 101 clinics—will highlight opportunities for those of other disciplines to see driving as their equestrian future.

develop higher-level skills. Then the hard work began of organizing for a September show.

Thanks to careful budgeting, smart scheduling and good advisors, Harvest Moon was a great success—exactly the outcome that the ADS Fund strives for. We received the following communication from the organizers after the show:

"It is with great delight that I am able to tell you that we will not need the Grant that we requested from ADS for the Harvest Moon Carriage Classic. We were able to more than meet our expenses with generous sponsor donations and income from our silent auction, as well as grants from the Mason City Convention and Visitors Bureau and the Iowa Department of Economic Development.

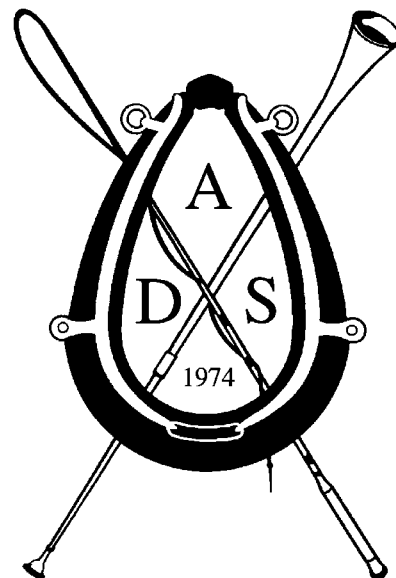
"We believe that the show was not only successful economically for the club, but competitors and volunteers have expressed that they had a good time and want to return. Our ADS officials, Anne Leck, Anne Councill and Debbie Bevan and Learner TD John Freiberger, were terrific to work with, and they gave us helpful advice on making the next show even better.

"We were truly grateful for the support that we received from ADS, and to your committee for the assistance offered. For first-time organizers at a new venue during difficult economic times, the grant offered by your committee felt like a lifeline. Thank you so much!

Sincerely,

*Sally Overturf and Paul Degen
Harvest Moon Carriage Classic"*

For more information about the ADS Fund, please visit americandrivingsociety.org, or contact Jamie O'Rourke 484-832-4365 adsfund@aol.com



Training Level: A column and forum for new driving enthusiasts

By Deby Stewart

In the October Wheelhorse I wrote about how fortunate I am to have found such a wonderfully patient equine partner as TigerLily. In response I got two wonderful letters, both so well-written and interesting that I'll share them with you in full—one this month and one in January.

The first I received was from Heather Walker, who was Executive Director of the Gladstone Equestrian Association from 1987 until 2000. The GEA was responsible for organizing the Gladstone Driving Event, which really put Combined Driving on the map in the US. More recently Heather has been secretary and organizer of the Garden State CDE, a major East Coast driving event.

Hi, Deby,

First, I wanted to tell you how much I enjoyed your article in the Wheelhorse. You got the point across with humor and honesty. And what a great idea it is to have a column for beginner drivers.

Second, you asked for other driver's stories, so here's mine.

I had been organizing driving events for 10 years before I began looking into driving myself. My riding horse, a Quarter Horse mare, was a feisty type definitely more inclined to "fight" than "flight." She had spent many of her early years defending herself, and was quick to use her feet (on other horses, not people!), so I would never have put her in front of a carriage. I had her for 22 years, and when she died at age 28 I was, of course, bereft, and it took a while before I started looking for another.

I asked accomplished driver and trainer Sem Groenewoud, also a friend, to help me find a horse to drive and ride. We looked at a few, and heck, I love horses--so I loved all of them! They "spoke" to me--or I felt sorry for them--or they were green, but Sem could fix that. Luckily for me, Sem was the realist and he would just shake his head.

Finally, Sem called one day and told me about a horse that had arrived in his client's barn and wasn't going to work out with the client's team. Sem told me he had driven it single, and it went well, had nice gaits and rode as well as drove. There was just one problem. "It's a mare," said Sem. "So?" said I. "I love mares!" Sem did not--but he advised that we give her a try.

When I arrived, Sem had the mare in crossties and was trimming her fetlocks. She was a 14-year-old, 16.2-hand dark bay Hanoverian, and she was BIG. I'm pretty tall myself, but this mare looked huge--and imposing. But then Sem adjusted the crossties (he'd had her tied high to make it easier to trim her) and when she dropped her head, she still looked pretty big but not quite so intimidating. Sem had a groom ride the mare while we watched, then I tried her. It had been two years since I'd been on a horse; this mare's stride was miles bigger than my Quarter Horse's



TigerLily is getting out the holiday decorations and has started a list for Santa.

had been, and her canter more active. But my years of ridden dressage told me she was very well schooled.

"Okay," said Sem, "Let's take her for a drive." He hooked her up to a schooling cart and drove her out to the ring. Sem worked the mare a bit at walk, trot, halt, rein-back; did a few circles, changes of rein, then said it was my turn. Who, me? Now? We switched seats, he put the reins and whip in my hand, and off we went. We did some more circles, figures of eight, and then Sem directed me out to the trail. Wow! We went over bridges, up and down hills, through shallow water and around hay fields. I guess I'd never gotten around to telling Sem that other than observing the sport, the closest I'd come to driving horses had been refereeing during CDEs. I'd never driven before in my life! By the time we returned to the barn, I was breathless, elated, and sold.

Within a year, I'd gotten a single harness and a carriage, had weekly lessons with Sem, and Mellanie and I competed at lower-level CDEs in the northeast. There were those who whispered, "Well, you know, the horse was already 'made.' That's not so hard." And they were right! But what was also true was that we were safe, and I was learning more every day. And oh my goodness, it was such fun!!!

So yes, I was one of the fortunate ones who had a trainer I trusted and knew what I needed. And like you, I'd made a commitment for life. Mellanie is 28 now, retired like me. My big girl no longer expects to be worked, to have her daily bath, to be trimmed regularly or have her mane pulled. She is turned out in good weather and enjoys a nap in the sun with her partner of a dozen years, Topaz. She appreciates an occasional good brushing, having the burrs combed out of her forelock, and receiving some hugs and kisses with her carrot at night stables.

This has been a very pleasurable reminiscence for me, Deby ~ thanks for asking!

*Best regards,
Heather Walker*

Till next time – Drive On!

---- Deby

Confessions of a Learner Judge II: Grass Ridge, Arizona

By Emery Hinkley

After completing my first Judges' Clinic at Shady Oaks in September, I began looking around for my first CDE at which to "apprentice." When I noticed in the ADS Omnibus that Lisa Singer was on the Ground Jury at Grass Ridge (Arizona) in October, I screwed up the courage to call her and ask if I could 'Learner' under her. Lisa has given several clinics in my area over the last few years and I like her very much; I was thrilled when she said yes.

The Grass Ridge CDE is set on a beautiful ranch owned by Nina and George Masek. It is near the very small town of Sonoita, one hour south of Tucson. The nonprofit Grass Ridge Equestrian Foundation (GREF) supports two annual events: the US Eventing Association-recognized Grass Ridge Horse Trials (held annually at Sonoita since 1968) and the Grass Ridge CDE, which had its inaugural ADS-sanctioned competition in 2005. The CDE has since expanded to include Intermediate and Advanced divisions with seven permanent hazards designed by Jamie O'Rourke for the marathon course. The Maseks also encourage GREF members to school year-round on their ranch.

Jamie O'Rourke, the event organizer, asked me to be on site Thursday afternoon in time for the course walk and competitors' briefing. I met up with Lisa as she drove in from checking the marathon course on her ATV. A few moments later I also met Tracey Morgan (President of the Jury), Jamie, TD Tom Knicker and Penny Nicely, who was there to help Tom. I had listened to many briefings as a competitor; now it was interesting to listen to Tom and consider how I might give such a briefing as an official in future. I noticed how clear he was in his instructions and how patiently he answered all the questions, even if they were asked more than once. He called people by their first names as often as he could and paid special attention to first-timers. It all felt very friendly and inviting.

Friday was a day I really looked forward to: I have scribed for dressage often enough, but wondered how I would do in my judging. Would I place competitors in the same order as Tracey and Lisa? Tracey suggested I spend the morning with Lisa and the afternoon with her. She also suggested I watch each movement in each test, and quickly assign it a score in my head before she said her score aloud to her scribe. This worked very well for me; soon I felt comfortable enough to jot down my scores for the movements, and was able to write down scores for two whole divisions. At the end of the day I compared my scores with the results on the board and was happy to see that my scoring was on a par with both judges'.

Sometimes there was enough time between competitors for Lisa and me to discuss the various issues she identified. We also discussed the collective marks and how they were relevant to a particular competitor's test. I was in heaven. I



Emery (at right, in the red hat) continued Learner Judging at a chilly Western Whips and Wheels ADT in Beavercreek, Oregon under Muffy Seaton (at left, purple jacket) in late November. Photo by Laura Hill

really enjoy thinking about all that stuff!

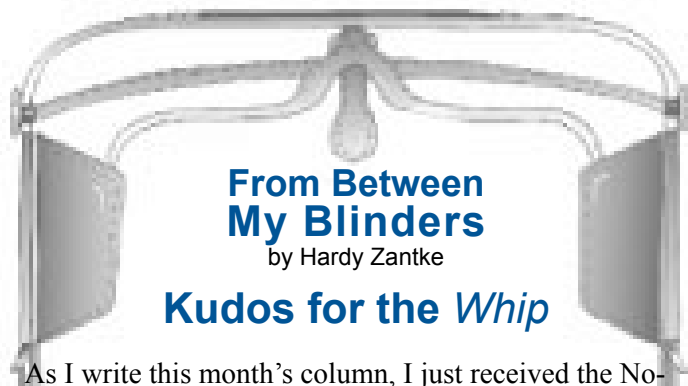
Saturday began with the volunteer briefing. Many were returnees and eager to do the job, and all dispersed to their assigned spots on the marathon course. Tracey felt I would learn the most if I roved during the day. I started with Lisa in the Vet Check area. Lisa is adamant that drivers wash down their horses thoroughly after the walk section as well as after section E. It was hot and she washed down many of the horses herself. She was right: Horses that had been washed down often finished Section E one or two degrees cooler than the others. Later I made the rounds with Tom in his pickup to all the hazards to check on the volunteers. Tom has a comfortable, friendly way of making all the volunteers feel valued; he even offered his sandwich to one who had somehow missed lunch.

I finished Marathon Day at the end of E with Tracey, greeting competitors as they came across the line. Tracey likes to be aware of any issues (such as hold-ups) that may have occurred on course before the competitor finishes Section E, so she had been on the radio with the TD and was prepared to talk to each competitor. She also likes to do the math on the green card right then and there to make sure that the competitor agrees with the times on the card. This gives the Ground Jury a head start on resolving any discrepancies, so that the scores can be posted promptly.

I found it really difficult to compute the times on the green card in the heat of the moment as the competitor completed marathon with an adrenaline high. I made a note to myself to practice the calculations when I got home.

On Sunday I sat with Tracey as she judged Cones. A strong wind came up and several hats blew off. We planned to pin the weekend's ribbons at the end of each division, so I was once again confronted with computing times on the spot. Luckily both Tom and Tracey are experts at this; Tom could do it in his head quicker than I could write it down!

During the weekend I watched with admiration as this professional Ground Jury carried out their responsibilities with great care and consideration for both competitors and volunteers. Both Lisa and Tracey gave me some great pointers on being an official, and good advice on the process of Learner Judging. What a team of mentors!



From Between My Blinders

by Hardy Zantke

Kudos for the *Whip*

As I write this month's column, I just received the November *Whip* a few days ago, and I really liked it, starting with the cover and a fitting tribute to our long time friends in driving, Larry Poulin and Natasha Grigg. We will miss them in the sport.

Our President wrote a "Potpourri" for his *Whip* column, and mine today will be a short Potpourri as well. I liked the variety of the November *Whip* articles, with good coverage from all angles of my main interest, Combined Driving. There were good articles for beginners, new drivers as well as inexperienced organizers: The articles about the Mock CDE and the Ohio CDE illustrated various angles of how to organize in addition to what goes on behind the scenes, and obstacles that need to be overcome. Competitors often aren't even aware of many of these challenges, and what it all takes to make an event run smoothly.

The article on computer scoring problems fit right in there, illustrating the need to still be able to do it the old fashioned way--by hand—if the high tech doesn't work. And for the competitors, the quest of becoming a better driver was shown well in "Keep on Shining" as well as the Buggy Buddy Days. The description of BVDC's Volunteer Clinic explained that angle of the sport, and the report on The Laurels gave us a taste of Enjoy and Endure. I enjoyed the great pictures and the attractive layout and of course the reports from other events including those at the top of our sport, this summer's two World Championships, Pairs in Hungary and Ponies in Germany.

Recreational Driving and Club Activities also had some interesting coverage: A nice plug for the ADS in "Reflections on the Duck Club Drive," and greetings from an American in Germany with ideas on how to do a Quadrille with carriages, with more details provided by an Internet link through the ADS Web site. I am normally not too fond of being directed in a print article to a Web site for more information, but I see this in other print media as well, so perhaps we'll have to get used to it. So for a change I followed up and took a look. I think it is reassuring for our drivers to see that in Germany they put their pants on the same way as we do—one leg at a time—and their driving is in no way superior to ours.

It was interesting to note, though, that they all drove four-wheeled carriages in the video. Most of our single drivers would probably have driven two wheel carts, as shown so well in the article's photograph of the German Heavy

Warmblood Stallion Quadrille. (I wish they had been in the video too.) I have seen a nice VSE Quadrille in California and know that a VSE Group in Arizona is quite good at it. What a great activity for a group of like-minded drivers.

The Florida Whips show how to help to preserve our trails and interest more people in our sport, and I wish I had seen the Horse vs Machine race. What a great idea.

My congratulations to our editor, and to all the contributing writers—and if you have been too busy to read the November *Whip* until now, perhaps you'll take a look. Oh, and if you are interested in Combined Driving, you may also want to check out my column in that issue. I am happy to report that the CDE Committee as well as the Board of Directors have implemented the rule changes on the Standard Cones Setting as I had hoped they would, for reasons I explained in detail in the November *Whip*.

Happy Holidays to all!

Editor's note: As gratified as we are by Hardy's generous comments, we feel constrained to mention that his column's topic was, as always, totally of his own choosing.

USEA Hall of Fame Inducts ADS Board Member's Horse

The United States Eventing Association is inducting ADS Education Committee Chairman Gerry Pearson's horse, Good Mixture, into the USEA Hall of Fame at their December 5 convention in Leesburg, Virginia.

Good Mixture headed the U.S Silver Medal winning team in the 1972 Munich Olympics.

Gerry bought the horse from a Portland, Oregon race track for \$500. She showed him as an amateur-owner and green hunter for two years before joining with Olympic team rider, Kevin Freeman, with the intent of making the horse a member of the Munich Olympic team.

They campaigned Good Mixture on both coasts, winning major events. He was selected for the team and traveled to England to compete before the Munich games in 1972.

After the Games, he was purchased by the US team and competed successfully for several years before he was retired.

Gerry wants to thank the US Eventing Association for the honor they have given to her horse. "The experience was pleasant throughout and continues to give me pleasure and satisfaction," she says.

To diehard eventers who may be thinking of hanging up their spurs at a certain age, Gerry adds: "P.S. If any of you want to continue the game after 50, try Combined Driving events! The American Driving Society offers the same sport on wheels."

Don't Miss These ADS Webinars

All webinars are free! You can sign up at www.american-driving-society.org/webinars.asp

December 10, 2009: Navigating 101 by Marc Johnson.

This 90-minute webinar will cover all the things a good navigator needs to know for successfully participating in a Combined Driving Event. Topics covered will include: calculating and keeping accurate time, proper position on the carriage, helpful hints to improve driver navigator communication and the rules you must know! This seminar is a must for those new to navigating, and for those that need a little brush-up on essential skills. Marc Johnson is a professional driving trainer, instructor and the ADS Northeast Regional Director. Marc has captained the backstep at many single, pair and four-in-hand championships with drivers such as Deirdre Pirie, Sterling Graburn and Alan Aulson.

January 7, 2010: Super-Reinsmanship Demystified. Jeff Morse, ADS Pleasure Driving Chairman, leads an explanation of this new ADS-recognized class. Learn how to participate and or incorporate this activity into your own show or club event. Learn how this fun alternative to traditional Reinsmanship classes can add a little variety and excitement to your event line-up. Jeff has been a professional horseman for more than 40 years and currently serves on the USEF Morgan and Carriage Pleasure Committees. He has trained horses since 1970, specializing in carriage driving for horses, ponies and people since 1980. His is presently based at Green Meads Farm, which is celebrating its 85th year in Richmond, Massachusetts.

January 21, 2010: Continuous Day of Driving. Jeff Morse explains this fun, low-cost new addition to the 2010 Rulebook's host of driving activities. He will explain the volunteers you need and other requirements to run this type of event, and give you a game plan for starting a new tradition for your driving club by hosting a Continuous Day of Driving in your area.

February 11, 2010: Harness, Bits and More with Jeff Morse. Jeff shares his extensive knowledge of harness and bits with the driving community. Whether you are a beginning driver or an experienced whip, this seminar will provide useful, practical knowledge on the equipment you need for driving.

MEMORIAL: Kristi Teigen

Kristi Teigen passed away on November 13, 2009. She was an American Driving Society life member and a member of the Dairyland Driving Club since 1998.

Kristi's love of horses began early in her childhood. She was just a young girl when she hooked her pony to a toboggan and discovered she loved driving as well as riding.

Kristi lived with husband Scott on a farm next to Glenwood City, Wisconsin, where she did the daily chores and Scott, who was employed off the farm, helped as he could. They raised beef cattle, a menagerie of other livestock, and raised and trained Morgan/Thoroughbred crosses.

Kristi and Scott groomed for Ned and Becky Hahn for the Wisconsin Sesquicentennial Coach Run from Madison to Prairie du Chien in 1998. When it was not Ned's turn to drive the roof seat brake, Kristi and Scott drove their pair of horses hitched to a wagonette. They both enjoyed getting to know all the folks involved in this grand endeavor as well as the horses and driving. After the Coach Run, the Teigens decided to join Dairyland Driving Club and Kristi became an ADS life member.

A couple of years ago, Kristi and Scott ordered a shooting brake from some Amish in Pennsylvania. But there were major problems getting it completed and then obtaining the Brewster undercarriage. Then in December of 2008, Kristi was diagnosed with pancreatic cancer. Finally, the vehicle arrived in October 2009. On November 7, even though she had not been able to eat any food for days, somehow Kristi found the strength and determination to drive. Scott brought her out in her wheelchair and with help, carefully set her in the driver's seat. Kristi took the reins and they drove for 45 minutes with Kristi loving every minute. Scott felt like he was witnessing a miracle.

More than 1,500 attended Kristi's visitation. For her Celebration of Life service, the shooting brake was lovingly positioned in front of the church and an Albany sleigh was brought into the sanctuary. These beautiful horse-drawn vehicles seemed such a fitting tribute to Kristi's love of working and playing with vigor and enthusiasm. Though Kristi died far too young at age 60, she lived her life very well. Our sympathy and best wishes go to Scott and the rest of her family and many friends.

Board of Directors Meeting, January 15-17, 2010, Louisville, Kentucky

The ADS Board of Directors will once again hold its winter meeting in conjunction with the USEF annual meeting. In a new initiative, this year the ADS will host a Driving Forum open to all USEF affiliates interested in growing the sport of carriage driving within their own organizations. Jeff Morse, ADS Pleasure Driving Committee chairman and USEF Pleasure Carriage Driving Committee member, will host the discussion on Saturday, January 16, 12:30-2:30 p.m. at the Louisville Marriott downtown. The Board of Directors meeting will be held on Sunday, January 17, 9 a.m.-2 p.m. at the Hyatt Regency and is open to any ADS member who wishes to attend. ADS committee meetings will all be held at the Hyatt Regency Hotel, dispersed between the USEF Driving Committee meetings. For registration and hotel information, visit the ADS Web site or request a registration packet from the office by calling **608-237-7382**.

2009 Calendar of Events

Bold Type Indicates an ADS Recognized Competition

All driving activities may be listed in the Calendar, but as space is limited, please submit only dates of activities that are open to all ADS members. For a complete up-to-date calendar listing, visit www.americandrivingsociety.org/calendar.asp.

2009

December

- 12 Carriage Driver Proficiency Education and Evaluation Day, Greenwood Farm, Sherborn, MA. Morning: a group class session going over the important points of the program and the evaluations; afternoon: individual private sessions either for preparation or evaluations. Andy Marcoux, <http://www.coachmansdelight.com>, 508-782-1720.

2010

January

- 2 Gilcrest Farm HDT, Windsor, SC. www.gilcrestfarm.com. Renie Gillis, 803-648-4500.
- 13-17 **WINTER ADS BOAD OF DIRECTORS' MEETING: in conjunction with USEF Annual Meeting., Louisville, KY.**
- 24 Winter Carnival Sleigh & Cutter Festival, Phalen Park, St. Paul, MN. All breeds of horses and ponies and all types of sleighs welcome. Ribbons awarded in multiple classes. Current equine health rules apply. John or Mary Block 651-433-5312, johmarl@frontiernet.net.

February

- 5-7 **SUPER CLINIC, Tampa, FL: Will coincide with the Florida State Fair show.**
- 6 Gilcrest Farm HDT, Windsor, SC. www.gilcrestfarm.com, Renie Gillis 803-648-4500.

April

- 3 Gilcrest Farm HDT, Windsor, SC. www.gilcrestfarm.com, Renie Gillis 803-648-4500

June

- 26 Susquehanna Valley Whip & Wheels Pleasure Driving Show, Lycoming County Fairgrounds, Hughesville, PA. Final show for the 2010 Mid-Atlantic Whip Challenge. Division Championships for Novice, VSE, Pony and Horses. Classes: In-Hand, Turnout, Working, Reinsmanship, Scurry and Town & County. Show one day, or combine scores with the Sporting Day of Traditional Driving on Sunday for overall Grand Championship awards. Tina Cornell, 570-784-4793 or 570-204-5536.
- 27 Susquehanna Valley Whips & Wheels Sporting Day of Traditional Driving, Lycoming County Fairgrounds, Hughesville, PA. Novice, Pony and Horse. Pleasure Drive & Turnout Inspection, Task Drive and a cones course. Grand Championship awards will be offered for those who wish to compete in both this event and the Pleasure Show. Tina Cornell 570-784-4793 or 570-204-5536

2010 (cont.)

July

- 9-11 **METAMORA PLEASURE DRIVING SHOW.** Horse, Pony, VSE. Turn-out, Reinsmanship, Working, Dressage. Linda W. Piette, quailhlw@aol.com, 248-310-9966. Opening May 21, 2010; closing June 21, 2010.
- 24-25 **35th EAST AURORA CARRIAGE DRIVING & COMPETITION:** Chur Equestrian Center, Knox Farm State Park, East Aurora, New York; Pleasure, Obstacles, Marathon, Concours d'Elegance. Liz O'Donnell, LizOdonnellEADS@aol.com, 716-380-5724; opening date June 1, closing date July 1.

31-Aug. 1

PACIFIC REGION DRIVEN DRESSAGE FESTIVAL, Arroyo Grande, CA. Training - Advanced Tests, Musical Freestyle, Pas de Deux, Test of Choice. Diane Kastama dkastama@verizon.net, 805-343-6026

October

- 7-9 **ADS ANNUAL MEMBERS' MEETING:** in conjunction with WEG, at Gayla Driving Center (Georgetown, KY).

OMNIBUS CHANGES

As of June 2009, in response to ADS member comments, the Wheelhorse Calendar of Events will include changes in Omnibus listings, ADS meetings, deadlines for Licensed Officials applications, and those events sponsored by or of interest to ADS members. Please submit activities for publication in ADS publications and on the ADS Web site to the ADS office. View Omnibus Web pages for complete updated information. http://americandrivingsociety.org/06_omnilistings/adsomnibusindex.asp

Correction: Hat's Off Boutique information in the January-June 2010 Omnibus should have appeared as follows: Tel/Fax 352-486-8423

Classified Ads

Classified ads are accepted for *The Wheelhorse* at a cost of \$1 per word with a \$15 minimum for a one-month insertion in the next available *Wheelhorse* publication. For two issues, the cost is \$2 per word, etc. Payment must accompany ad text (checks, Visa, Mastercard accepted).

COMPETITION CONES: \$27 each. Marker Balls \$2.70 each. For practice at home, Pleasure Driving Shows, and CDEs. Accepting MC/Visa. Phone Gayla Driving Center 1-800-360-5774. (KY)

BORIUM SHOES: Large selection of Borium shoes plus custom work. www.theblacksmithshop.net 800-840-7463

From California to Kentucky and Back: Our Priceless Kentucky CDE Adventure

By Ronda McPherson

My husband John and I traveled four days each way with Belle, our 13-year-old Oldenburg mare, to compete in FEI Level Single Horse in the Kentucky Cup, the CDE test event for next year's World Equestrian Games. The competition took place at the Kentucky Horse Park in early October. The trip was a roller coaster ride, to say the least!

The 2,100-mile trip to Kentucky was difficult, with three overnight stops along the way. Belle doesn't travel well alone and plans I had made for an equine traveling companion for her didn't work out, but we decided to make the trip anyway. We planned to stop every evening at Horse Motels, and we met some wonderful people that way.

Bumps in the Road

My worst fears were realized when Belle colicked on day three of the trip, in the middle of Missouri. We unloaded her at a beautiful rest area along US 44 and walked her around the grassy picnic area. Thanks to the kindness of strangers—a horse shipper (also from California) who was parked there, as well as several Missouri state workers—we found a wonderful vet whose clinic had mineral oil in 55-gallon barrels. (This is major cattle country!) Our after-hours emergency call, including all the standard colic treatment totaled \$121. May God Bless these kind people.

I wanted to go home at this point, but the vet told me our destination was so close that we should continue. He said Belle would probably be okay, and wrote out detailed information and instructions for the vets in Lexington. "You are going to the heart of vet country," he reassured us; right across from the Kentucky Horse Park is a renowned equine hospital. So off we went.

We arrived late at our third overnight stop, then continued into Lexington the following day. Belle was feeling better. I learned that I had to present my vet paperwork and could be disqualified if any banned substance had been used for the colic treatment and if not enough time had lapsed. There aren't words to tell the feelings I had at this point, but the FEI vet cleared Belle so our adventure continued.

When we arrived at the stabling, many of the four-up teams were already there. Jimmy Fairclough was stabled directly across from us. Each team had several grooms and other staff working like a well-oiled machine grooming, tacking up, untacking, cleaning, wrapping, braiding—you name it. These outfits are like a small army on the move; some traveled in custom trailers that seemed almost as tall as a two-story building and included washing machines and big catering-style tents that attached to one side!

Competition

The dressage field was beautiful with rich green grass as far as the eye could see. The judging was very tough. Nerves and worry got the best of me; I drove the worst test



Taking a horse who was born in your barn, teaching her to drive when you have never driven before, getting to Advanced and making the USET Long List with your husband as your navigator, getting to show at the national level, traveling more than 4,000 miles round trip, overcoming colic, competing and finishing...PRICELESS!! Photo by Pamela Miller-Mitchell

of my life, including dropping the reins and getting lost.

Saturday promised to be a perfect marathon day. It was cool and the threatened rain of the previous day never materialized. It had rained several days prior, making the deep grass footing even more strenuous to pull through over the course's undulating ups and downs.

I am so proud of Belle. She pulled hard through the deep going and went boldly into the hazards, but was clearly affected by the ordeal of travel and colic. She responded when I asked for speed, but I had to urge her. I decided to take it easy, have fun and enjoy the fact that we were there at all! I was surprised when we finished 9th in the marathon.

We watched several four-up teams in the hazards. They took many of the same routes I took as a single. The leaders would already be turned and going another direction with the wheelers still needing to get there and the carriage going another direction behind them! Having driven the hazard already I knew how tight it was. All I can say is WOW!

The cones course was technical with many tight turns. I was happy with our go until the last serpentine, 20A-D. It was a tight technical turn to the right and I swung too wide hitting three cones ... DARN IT! Then watching the teams in the cones was fascinating, particularly watching several make the same turn I misjudged. One driver actually had his two leaders jump to the right to make a pair of cones I never would have thought possible.

Summing Up

The WEG venue will be spectacular. Kentucky is everything you have always heard about: rolling green pastures, split rail fences, incredible barns, and just the most charming countryside imaginable.

At the outset of the trip I dreamed of finishing in the top five and my more realistic hope was to make top 10. When Belle colicked I wondered if I would get there at all. As it turned out, we came in 11th--and made it home safe and sound with wonderful memories.

Tunbridge a Perfect Intro to Combined Driving

By Nancy Slombo

We finally did it; we placed first in Training Pony. This was my young Welsh/Haflinger pony's second time to Tunbridge for the HDT, held at the fairgrounds. We had a stall and it was not too stressful because it was for two days. We got to camp out also for the weekend. The Tunbridge HDT is, I think, one of the best and most beautiful places to have a fall driving event. The driving was great in the valley—no big hills for your young pony or first event. Dressage was on the grass with mums surrounding the outside ring, making it very beautiful. The cones were nice and flowing with some nice



proper lines between them, very good for a young pony. The footing was good and Hazards were very inviting with their nice fall decorations. The organizers were very friendly and helpful

. Thank You to the Hooved Animal Sanctuary (the beneficiary of the event), and to organizer Cheryl Rivers.

Nancy Slombo driving Cones at Tunbridge on her way to winning the Training Pony division. Photo by Lisa Cenis, www.ShootThatHorse.com.

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P.O. Box 278
Cross Plains, WI 53528
Phone 608-237-7382
Fax 608-237-6468
e-mail info@americandrivingsociety.org
www.americandrivingsociety.org

