



Gail Epstein of Garrison, New York driving her Morgan, Trigger, at Boscobel Estate. Photo by Michael A. Niklas

THE Wheelhorse

NEWSLETTER OF THE AMERICAN DRIVING SOCIETY

NL 180

Representing Carriage Driving in the United States and Canada

July 2009

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Fairclough Wins Bromont FEI Team Division



James Fairclough, driving Jane Clark's Warmbloods, completes the last marathon obstacle at the Bromont (Quebec) CAI-A on his way to victory in the FEI Team Horse division. Photo by Sally Cheatham



A Message from the Executive Director



My family spent a rare quiet evening over the Fourth of July holiday watching “The Bucket List.” This movie, featuring Jack Nicholson and Morgan

Freeman, is about two friends brought together by their limited prognoses following a cancer diagnosis, and their battle through chemotherapy. After completing chemo, they decide to put together a list of things they want to do before they kick the bucket.

After watching the movie I started to think about my own “bucket list.” One of the things I would have on it would be to inspire others to take up the sport of carriage driving. I am lucky in that I have had the opportunity, by acting as a mentor at the Midwest Young Drivers Camp this spring.

You will read more about the camp and what we did there in the August *Whip*, but one thing I didn’t get into much detail about in my story was how wonderful it felt to help a group of youngsters improve their driving skills. Every mentor that participated left completely exhausted, but at the same time elated at having had the chance to give back to the sport by passing along to a new generation of drivers those nuggets of wisdom we have all learned (sometimes the hard way). Hopefully we inspired, motivated and energized them to keep the sport in their minds and hearts through the different stages of their lives.

Maybe you can add something similar to your own bucket list. You could inspire someone else to take up the sport by giving them a ride in your carriage, or you could help your club organize

Driving--an Ecumenical Sport

By Pat Cheatham, ADS Vice President

I grew up in small southern Arkansas town without much exposure to people or institutions that didn’t look, talk or think in much the way my parents and grandparents did. Although our town had several independent churches, at least three different ‘brands’ of Baptist and a solid Methodist congregation, the Presbyterians were about as far afield as it got. One year my pastor began a series of intermittent lectures on other faiths as a sort of home-grown comparative religion class. Although I’d not yet visited a synagogue, attended High Mass nor seen a mosque, I did learn something about how my religion was similar to—and different from--others. I thought to do the same in this column with driving organizations, and I’ll begin with our cousins in the United Kingdom.

Like the US, Great Britain sports two national driving organizations: the older British Driving Society (BDS) and the British Horse Driving Trials Association (BHDTA). Both have very informative websites (www.britishdrivingsociety.co.uk and www.drivinghorsetrials.co.uk) that deserve a look when it’s too hot to drive.

With more than 6,000 members, the BDS membership is roughly the size of the ADS and CAA combined. Formed in 1957, the BDS covers most of the driving spectrum with its Carriage Foundation, Tandem Club, TREC (similar to a Traditional Day of Driving—watch for details in the August *Whip*), Long Distance Driving events and carriage driving Proficiency Exams. BDS membership costs about \$48 US Dollars (USD) annually for an individual, \$80 USD for a couple and \$16 USD for Youth under 18; the membership includes Personal Liability Insurance. The BDS publishes a quarterly newsletter (available on their Web site) and an Annual Yearbook each March.

In addition to a wide variety of recreational driving events, the BDS sports a large number of affiliated shows with what we would consider Pleasure Driving. I expect BDS develops and maintains a counterpart to our Pleasure Driving rules; however, I was unable to find rules for Private Driving or the other classes you would expect to see at such an event on the BDS website. Maybe I just didn’t know where to look. A program of particular interest is the BDS Proficiency Examination. Recently adapted by the Carriage Association of America (CAA) for use in North America, the exams provide seven levels of certification including Preliminary, Intermediate and Advanced driving as well as examinations specifically written for Disabled Drivers. Having taken (and passed) the CAA’s Level I version, I will attest to the thoroughness of the exam. It covers many aspects of general horse care, training, safety considerations, carriages, harnessing and hitching and practical, hands-on driving skills. The BDS also provides accreditation of trainers through their Light Harness Horse Instructor program and maintains a listing of qualified Judges.

The BHDTA focus is Combined Driving. Don’t get misled by the ‘Driving

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a camp like the Midwest Young Drivers camp for kids OR adults. You could help sponsor a class at your local show—or, better yet, participate yourself. Volunteer to help clear a driving trail at a park, or become active in the preservation of land for carriage driving. You might just end up being pleasantly surprised by what you get out of giving back. I know I was.

Susie Koos-Acker

ADS Fund Update: “Come to the Barbecue at Big Sky!”

By Jamie O'Rourke

ADS Members in the Southwest Region have a great opportunity to learn and socialize in Southern Pines North Carolina July 15-18, when the ADS and USEF again produce a joint teaching opportunity for Young and World Championship bound drivers. Many of these drivers will be heading for Europe and the 2009 Pony World Championship shortly after their training session ends. This venture is possible through the generous efforts of Claire Reid, Kelly Valdes and Tucker Johnson. Partial funding is provided by the Jean Austin DuPont and Scott Shinn ADS Fund Young Driver Scholarships. Our young drivers will be able to observe, work and learn with aspiring United States World Driving Championship competitors and the US Team Coach Peter Tischer.

We welcome auditors to observe the training sessions for our current and future USEF World Championship

competitors. They will be training between 9 a.m. and 3 p.m. Wednesday July 15 through Friday July 17 at Big Sky Farm, Tremont Place, Southern Pines.

On Friday July 17 there will be a chance to meet and socialize at another great barbeque taking place at Big Sky. This event combines good food, good company and the chance to aid US 2009 World Championship teams and ADS Fund programs supporting every aspect of our sport. A triple win! Everyone is welcome and encouraged to come and meet this dedicated group of drivers. Tickets are \$50; if you're unable to attend, consider making a contribution. Checks may be made payable to The ADS Fund. Mail or fax to ADS, P.O. Box 278, Cross Plains, WI 53528, fax 608-237-6468. For more information, contact Jamie O'Rourke at 610-486-6484.

Thank you!

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Trials' part of the name--these folks compete in three-day events with a three-section marathon, just like us. Their 1000-plus members range in age from 8 to 80-plus and hail from the North of Scotland to the South of England with members in Jersey and the Isle of Man. Like the ADS, BHDTA publishes and maintains the rules for Combined Driving competitions; it trains and licenses officials and recognizes Combined Driving events. Unlike the ADS, the BHDTA has official interest--both in their Training Committee and in a separate International Committee--in their FEI-level competitors through training activities, fundraising and encouraging FEI-level competitions. Annual membership costs vary according to whether the individual desires to compete at the National (think USEF) level (~\$217 USD) or at Club events and National Qualifiers (~\$87 USD). As with the BDS, membership includes Personal Liability Insurance.

I found a couple of interesting differences in organization and competition eligibility rules. The most apparent are *qualification standards* that competitors must meet before they can move up a level, and a limit on how long (how many competitions) a competitor may remain at one level before they must advance. (I know we've had a set of 'minimums' on the ADS books for years, but don't know of anyone being denied entry to a class.) The other notable difference is in licensed officials. BHDTA not only provides training and recognition for Judges and Technical Delegates but for Course Designers and Scorers as well. BHDTA registers its trainers through the British Government-run United Kingdom Coaching Certificate program (the 'Coaching' here refers to the trainer, not a formal, four wheeled carriage). For communication with members, BHDTA provides two pages in the monthly *Carriage Driving*

magazine and a Yearbook (much like the ADS Omnibus), in addition to the Web site noted above.

One final difference between the BDS and BHDTA and carriage driving organizations in the US is the communication between both UK organizations and the British national government. Unlike the ADS, our British counterparts appear much more involved with developing and maintaining government policy on the transport of animals, access to land and other areas of interest to drivers. Reviewing materials for this column made me think a good deal about how our ADS works and how we could improve. One of the most glaring differences is the inclusion of Personal Liability Insurance as part of my membership. I get much the same through USEF but seems to me that this is an area where the ADS needs work. I found the BHDTA website particularly informative and easier to navigate than either our ADS site or that of the CAA or BDS. I applaud the CAA's adaptation of the BDS Driver Proficiency program and wonder where our collective heads were when we passed on the opportunity to make it an ADS product--it's a good initiative and, in my opinion, we failed the membership with our shortsighted approach. As a Combined Driver, I am very interested in the competition level qualifications and how those standards might serve our sport. And although I hear much about the cost of ADS membership, I find that it's in line with other organizations; in fact, since ADS embraces both Combined Driving and Pleasure Driving, we might be said to offer more with a single membership. It's also worth noting that the ADS publishes monthly (four Whip issue plus eight of the Wheelhorse) in addition to our semi-annual Omnibus, a yearly Buyer's Guide, the Web site and the ever-present Rulebook.

Next: the Australian Carriage Driving Society.

Water On, Water Off!--How to Keep Your (Horse's) Cool

By Esther 'Boots' Wright

You've just finished your marathon, you're in the vet check after section E and the vet says, "Your horse's temp is 104 and his P&R's are 80 and 100."

What does that mean?

Those numbers are a description of how your horse is dealing with and recuperating from the stresses of the marathon. Here, I'll talk about the stress of temperature.

The Benefits of "Bottom"

Let's backtrack. You've decided to move up a competitive level. (I say this because at the Training level, fewer hazards are driven with fewer gates and your time spent negotiating the hazards is not recorded.) You've put all those endless hours of going around and around in circles of varying sizes to good use. You really thought you were perfecting your dressage and your accuracy in the cones, huh? Well, you were doing that, but you were also putting what the race horse people call "bottom" on your horse. What is "bottom"? It's the increased stamina your horse develops from long, slow work. It's the ability he develops to recover from stress. Part of that recovery is dissipating the heat his body makes through pushing the breastplate. (A physics teachable moment here: the horse responds to your stimulus asking him to move forward by pushing against the ground with his feet and against the breastplate with his chest. He is doing this because he is kind, well-trained and doing what you have asked him to do. He is also avoiding falling on his face by putting one foot in front of the other. The carriage is merely an afterthought following along behind. Yes, he is pulling it, but only because he is PUSHING on the breastplate.)

Anyway, when your horse works, he gets hot, his temperature rises and he sweats. His pulse (heartbeats per minute) and respiration (breaths per minute) will go up as well. It's not necessarily how hot he gets, although that decides how you deal with him--it's how quickly he can recover from the heat.

As your horse works, he inhales air to feed oxygen to his muscles. The air also cools his blood because his heart is pumping blood through the vessels surrounding his lungs and just under his skin. Those veins and arteries act as your car's radiator does: By exposing blood to cooler temperatures (the air) or sweat evaporating (another physics moment: the coldest temperature water achieves is just as it evaporates, not the temperature of ice, which produces heat by melting... go figure) the blood is cooled and when it is circulated back into the body, it cools it, too.

Help Him Cool Down

When your horse works really hard, he sweats heavily and his blood vessels expand. You can see the blood vessels standing out on his neck, the insides of his legs and his underbelly. Your job as a horseman is to help him cool

himself by applying cold water and ice to his body, sponging or scraping the water off and putting more on--again and again. Give him sips of water every 4 to 5 minutes. Water on, water off (sponges, scrapers and baggies of ice are good) and sips of water. After his temp comes down, walking is a great idea.

On marathon day, you check the weather. Hot, humid? Cool, dry? High humidity on hot days is the big risk factor because sweat evaporates more slowly--so cools your horse less efficiently--in humid conditions. You will have picked up several bags of ice, collected AT LEAST one sponge and scraper and two buckets- one for drinking, one for washing (alcohol or liniment may be added to the wash water, but beware of cuts and scrapes) and taken these to the vet check areas. If the vet check after Section D is not in the same place as, or near to, the one after Section E, you will need to double up on the supplies. If you drive multiples, the numbers of buckets, sponges, and so on escalates--as does the number of helpers required.

Before the marathon, discuss vet check procedure with your navigator. At the end of D, you may not get out of the carriage unless your navigator gets in to hold the horse. So, while you sit there holding your horse and thinking about your routes in the hazards, your hard-working navigator is cooling out your equally hard-working horse. Cool or cold water is probably all you'll need here. Your horse may come in with a temp of 102 or so, which is pretty normal but will require cooling before going out on E. If he doesn't recover sufficiently, you may not be allowed to continue. It's the vet's call, although the Judge in the vet check has the responsibility of sending you out or not.

About 10 minutes of "water on, water off" will usually do the trick after Phase D. Offering your horse water to drink

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Hot, humid weather on Marathon Day can cause even a well-conditioned horse to overheat. Foamy sweat is only one sign of a hot horse. Be prepared with ice water and extra pairs of hands to cool him out.

Photo by Jim Leiby

ADS Member in the News

Horse Radio Spotlights WEG-Bound Driver

Texas driver Mike McLennan has been chosen by Horse Radio of Lexington, Kentucky, as the driver the station will follow in the months leading up to the 2010 World Equestrian Games.

The Games will take place October 2010 at the Kentucky Horse Park in Lexington.

Horse Radio plans a weekly broadcast of an interview with a featured athlete from each of the eight WEG disciplines, so that each featured athlete will return to the show every eight weeks for an update on their progress. The first program in the series, featuring Mike, was aired Friday, May 29, and is available for listening at 2010 Radio Show Episode 38 on www.horseradionetwork.com. (The interview with Mike is preceded by an update from Dr. Lyons of WEG sponsor Alltech about preparations for the Games.)

For more on Mike McLennan, his team and their quest to compete for the US at the WEG, go to www.mikemclennan.com and www.foundationquarterhorse.com.

Four-in-Hand Blog

Ever wonder what it's like to move up to driving a team? Tracy Schumer gives you her perspective at www.threepondsranh.com/blogs/tracy-s-blog/posts/four-in-hand.

Friesian Driving Photo Request

Do you drive a Friesian horse in competition or for pleasure? If you do, we would love to have a picture of you.

The American Driving Society is putting together a booth for the Friesian Horse Association of America's 25th Anniversary Celebration and Convention and would like to feature a slideshow of driving Friesians. Send pictures to Wendi Ross at qualityponies@yahoo.com by July 15, and please include the names of the people and horses featured in your photo.

The slide show will illustrate the wonderful opportunities that are available for Friesian owners in the American Driving Society World. You can view Wendi's work at <http://www.blueribbonequinephotography.com>.

World Equestrian Games Online

Follow, and receive instant updates on, the 2010 Alltech WEG at many social media sites.

* Facebook

<<http://www.facebook.com/pages/Lexington-KY/2010-Alltech-FEI-World-Equestrian-Games/30058213248>

* Twitter <<http://explore.twitter.com/2010AlltechWEG>>

Follow the tweets at 2010AlltechWEG

* MySpace

<<http://www.myspace.com/477370494>> Friend us at 2010AlltechFEIWEG

* EquestrianLife.com

<<http://equestrianlife.com/profile.p?func=view&mid=MjI2Mjk>> Find the Alltech FEI World Equestrian Games profile

* Barnmice

<<http://barnmice.com/profile/2010AlltechFEIWorldEquestrianGames>> Find the 2010 Alltech FEI World Equestrian Games profile

* Club Equestrian

<<http://clubequestrian.com/members/2010-Alltech-FEI-World-Equestrian-Games/default.aspx>> Look for the 2010 Alltech FEI World Equestrian Games profile and forum.

* Yardbarker

<http://www.yarbarker.com/yard_search?query=2010AlltechWEG&guid=> Follow us at 2010AlltechWEG

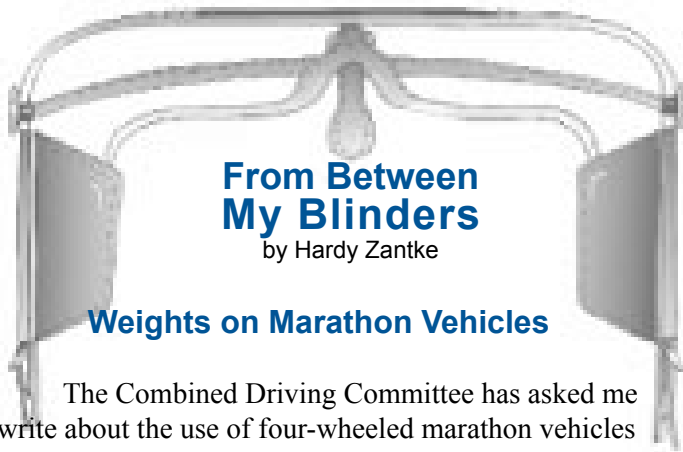
The World Games 2010 Foundation will be updating social media sites with the latest information and answering questions. Some opportunities will only be available to 2010 Games fans online. For example, our 1,000th follower on Twitter and 10,000th follower on Facebook will receive an official Alltech FEI World Equestrian Games saddle pad autographed by Olympic gold medalist Bezie Madden.

Aussie Drivers to Use ADS Dressage Tests

The Australian Combined Driving Society has received permission from the ADS to use ADS dressage tests in its combined driving events. In return, the ACDS agreed to acknowledge the source of the tests whenever they are used.

Watch for a future article in the *Wheelhorse* about our 'Down Under' driving colleagues and how their Society is structured.

**World Equestrian Games 2010, Lexington Kentucky
Driving Competition October 7-10**



From Between My Blinders

by Hardy Zantke

Weights on Marathon Vehicles

The Combined Driving Committee has asked me to write about the use of four-wheeled marathon vehicles in the Cones phase of a CDE. Marathon vehicles are, of course, designed to be driven with a groom in the back. The problem that has been noticed on occasion is that lower-level Singles often compete in Dressage and Cones without a groom. That is usually not a problem in Dressage, where the driving does not involve faster speeds with tighter turns or on possibly bumpy terrain. But all of those conditions can be present at times in Cones, and then a four-wheeled marathon vehicle without the stabilizing weight of a groom on the back will start to bounce around. It can jump and become really unstable.

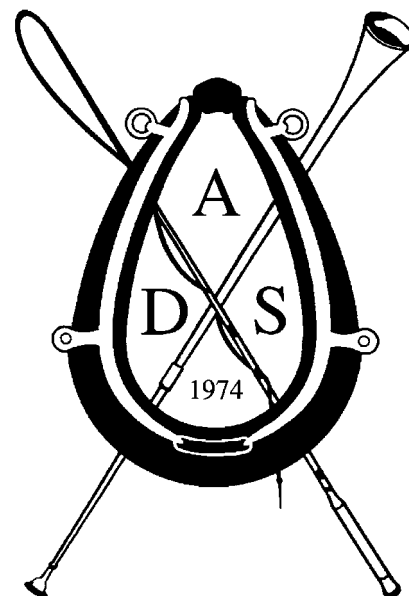
The solution is quite simple: When you drive your four-wheel marathon vehicle without a groom, you really should put some other extra weight on the back. This is not only the proper way to eliminate the problem of bouncing around in Cones at a competition, but (in my opinion) is even more important when you drive at home. Yes, I know, we shouldn't even go out without a groom, but I also know that for many don't have the extra hand available the reality is, if they couldn't drive without a groom, they simply could not drive. I certainly don't want to come across as recommending that you drive alone; I just want to advocate that if you do so with a four wheeled marathon vehicle, please put some weight on the back. Some carriage manufacturers even offer a weight plate as an option for that purpose. But if your vehicle doesn't have one, it should not be too difficult to have one fabricated by a local welding shop, so that it can be clamped or screwed onto the back step. Eighty pounds or so should be sufficient. If that is too heavy for you to lift, use two plates of 40 pounds each, or any other such combination of weights, well secured to the back-step. You will see, your carriage rides much more smoothly with this addition, just as a pickup truck rides better with a load in the bed than it does empty.

The weight on the back has an added benefit. Now you can use your front wheel brakes, which I find more efficient for braking than the rear wheel brakes which often only lock the wheels and start sideways slides. Front wheel brakes, however, should not be used without sufficient weight on the back. Otherwise the hind end of the carriage may come up, which can result in very nasty accidents. The moment the hind end comes up from too-aggressive braking of the front wheels, the driver will have to brace himself to avoid

falling over forward. In automatically using his legs for bracing himself, he may unfortunately push on that brake pedal even harder, now really locking the front wheel brake. This makes the back of the vehicle come up even higher, dumping the driver forward over the dashboard in between the horse and the carriage. Some of us remember when exactly that happened some years ago to one of our very experienced top-level drivers, resulting in the horse taking off and the driver being dragged along for a while between the horse's hind feet and the front axle before the carriage finally rolled over him and he was free. I don't recall if the horse stopped eventually, but I do know that the driver suffered a lot of nasty road rash. But he still was lucky, as that could have turned out much worse. After the news of that accident spread, many drivers did not trust their front wheel brakes any more. Some considered them dangerous and even advocated disconnecting them. I think with a proper weight plate on the back there should be no reason not to use the benefit of front wheel brakes, applied carefully and with good feeling--as brakes should always be used.

Personally I am more worried about high-wheeled two wheelers in the cones. They seem to be much more unstable than marathon vehicles, even those without weight plates. But the only advice I can think of for their drivers is just to drive very carefully, keeping in mind that the vehicle's high center of gravity can result in an easy turnover, especially in tight turns at speed, and even more so if that turn is on a slight decline. Never turn with speed from going downhill to uphill, even with a four wheeler. That is an invitation to a turnover. The other turn, from uphill to downhill is much safer.

Drive safely and keep the shiny side up!



Water On, Water Off

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is also good during this check. My ponies will usually tell whoever is sponging and scraping them that they would like a drink by sticking their noses in any bucket that gets remotely near them. Other horses may need to be offered the bucket; even then, they may just rinse their mouths and not actually drink. Or they may play in the bucket. This is a good sign as it shows you the horse is not tired at all. It also gives your groom a refreshing bath.

End-of-Marathon Strategies

After the last hazard, assess your horse. Is he still lively? Is he listless and tired? Is he breathing very hard or panting? (Side note: horses who pant are trying to move vast volumes of air quickly. It's not a bad thing unless the panting doesn't slow down.) A really hot, stressed horse behaves like a really sick one. He will "go inside himself" and not react to outside stimuli. He may act depressed with a lowered head and splayed legs. He may stagger.

If your horse is very hot or stressed when you reach the vet check, immediate cooling is necessary. If the vet informs you that the horse's temp is above 104, get to work FAST. Water on, water off: keep that cold water coming, scrape it off as your horse's body heats it and replace with more cold water. If you have more than one person helping you, it's a good idea to keep rubbing ice or cold water on the large blood vessels on your horse's front legs, between his back legs and on his underbelly. It is helpful if the vet or another person can check the horse's temperature frequently.

One of the things I love about driving people is that they will pitch right in and help another driver to help his horse. In the case of a really hot horse—with a temp of 107 or 108—three or four folks per horse is the best; one to hold him, one on each side of him cooling and one to get his boots or bandages off and help with un-hooking, un-harnessing, checking temperature and fetching more ice or water. In this case DO NOT ask the horse to pull the carriage, NOT ONE STEP! Start cooling before you even try to un-hook or un-harness. Only when the horse has begun to stabilize and his temp has come down a degree or more should you get his harness off.

Why Cooling Is Important

Body temps of 106 or higher are very serious conditions; temps of 107 or 108 are potentially fatal. If a horse with temperatures this high isn't cooled out very rapidly, brain damage can occur and his organs can start shutting down. The more people available to cool a horse that is this hot when he comes in at the end of E, the better.

Cool him and let him stand quietly. You'll notice when he starts to become himself again: He'll look for some grass to nibble, and for a drink. At this point you can walk him a while. If he wants to pee, let him. (The urine is probably still 107 or 108 degrees and the best thing you can do is to let him get rid of it.) If he'll roll, allow him; better yet, if

there's an area available for turnout you can let him go for a while under close supervision.

Keep him moving and return to the "water on, water off" until the water coming off his body is cool and his blood vessels have returned to normal size. At this point, his temp should be close to normal.

After you have cooled your horse and he is back in his stall, check on him every hour or so. A horse that has been very hot sometimes takes long hours to really recover. Take his temperature, as it can spike. Walk him several times during the afternoon and evening. Make sure he has clean water to drink and hay to munch. If his temp has spiked, go back to cooling him; if he looks stressed, call your vet.

Preparing for Next Time

It will really benefit both your horse and you to chat with your vet about conditioning and cooling out. He or she will have good info to pass along. There are also some good books on conditioning a horse.

Our sport asks many difficult questions of both horse and human. It is our responsibility to be the best horse keepers we can. Hear what your horse is telling you. You'll both be the better for.

Esther 'Boots' Wright is chair of the ADS Event Standards Committee. She was the highest-placed US Pony Four-in-Hand competitor finishing 15th in the 2005 World Championship with her team of Welsh Cob ponies. She was also a member of the US Team that finished sixth at the 2003 Championships in Austria.

Midwest Young Drivers



Sara Licht (left) with campers Melinda Anderson and Mackenzie Minten pose with the popular pony, Rowdy, at the Midwest Young Drivers Camp. Read all about this successful Young Driver experience in the August *Whip*.

Photo by Jane Licht

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.

July

- 19 Summer Arena Driving Trial Series: Carriage Barn, NH; Cost is \$65 per entry. An extension of our popular Winter Frostbite series gives you a chance to further your Dressage, Cones, and Obstacle skills as a preview of the Fall events. Limited to the first 25 entries, so register early Carriage-barn@comcast.net or 603-378-0140

August

- 2-10/1 **LICENSED OFFICIALS APPLICATIONS DUE:** will be reviewed and acted on by December 1.
- 6-9 **ADS ANNUAL MEMBERS' MEETING, MID-ATLANTIC REGIONAL WEEKEND & PLEASURE DRIVING OFFICIALS CLINIC:** Morven Park, Leesburg, VA ; See ADS Web site for more information
- 9 Summer Arena Driving Trial Series: Carriage Barn, NH; Cost is \$65 per Entry An extension of our popular Winter Frostbite series gives you a chance to further your Dressage, Cones, and Obstacle skills as a preview of the Fall events. Limited to the first 25 entries, so register early Carriage-barn@comcast.net or 603-378-0140
- 14-16 FEI WORLD PONIES FOUR-IN-HAND, PAIRS, SINGLE DRIVING CHAMPIONSHIPS: Greven-Bockholt Germany. www.greven2009.de
- 15 Trace Pace : Trinity Stable in Canterbury NH (rain date 16th); Barry Berube, barry@trinitycarriageshop.com.
- 18-23 FEI WORLD PAIRS DRIVING CHAMPIONSHIPS: Kecskemet, Hungary. www.kecskemet2009.com

September

- 1 **2010 JANUARY TO JUNE, OMNIBUS ENTRIES DUE**
- 19 Trinity Stable HDT: Trinity Stable in Cantebury NH; (rain date 20th); Barry Berube barry@trinitycarriageshop.com
- 19-21 Baroque Solstice Performance Show: USEF, Classes include, Driving, Rail, & Halter. www.donidafarm.com Gwen Blake 360-507-9306
- 25-26 Carolina Carriage Club Pleasure Driving & Dressage Show: Tryon, NC; Dressage, Working Pleasure, Turnout, REInsmanship and Obstacles; VSE, Pony, Horse, Multiples and Junior Whip; prize list available from Secretary Margo Savage redgate@windstream.net; organizers Jane Hart johndhart@windstream.net and Sue McDaniel mac.the.knife@worldnet.att.net

October

- 2-12/1 **LICENSED OFFICIALS APPLICATIONS DUE:** will be reviewed and acted on by February 2
- 3 **Maine Carriage Days Pleasure Show:** Topsham Fairgrounds, Topsham, Maine; Pleasure, Training & Prelim Dressage, Con cours d'Elegance; \$100 per entry; rain date Oct. 4; Mary Fowler, organizer@mainecarriagedays.com. 207-865-2047
- 6-11 National Drive: Lexington, KY; The drive is the largest gathering of recreational drivers in the country. www.nationaldrive.net
- 17-18 Driving Clinic with Lisa Singer: The Carriage Barn Equestrian Center, Newton, NH; Carriage-barn@comcast.net or 603-378-0140.

2010

January

WINTER ADS BOAD OF DIRECTORS' MEETING: in conjunction with USEF Annual Meeting.

February

- 5-7 SUPER CLINIC (TENTATIVE): Tampa, FL Will coincide with the Florida State Fair show.

March

- 25-28 LIVE OAK INTERNATIONAL CDE: Live Oak Plantation, Ocala, FL; www.cailiveoak.com; Levels: Intermediate, Advanced; Contact: Susan Gilliland, H: 352-489-6586, C: 813-220-8226, F: 352-489-9284; s_gilliland@msn.com

October

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

OMNIBUS CHANGES

PACIFIC REGION DRESSAGE FESTIVAL (July 25-26): Judge Jody Cutler has been added to the roster of judges. Vehicles with pneumatic wheels allowed in Training division.

PLEASURE DRIVING IN THE PARK (Sept. 20): Gambler's Choice changed to Timed Obstacle Class (Cones).

THE LAURELS AT LANDHOPE CDE INTERNATIONAL (Sept. 11-13): There is no August 3 cut-off date for tickets to The Splash Luau at The Laurels (cost: \$40).

NASHOBA CLASSIC (Sept. 18-20): All emails related to the show should go to jillcox@attglobal.net.

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

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.

GMHA Members and Competitors Enjoy Capital Improvements

The Green Mountain Horse Association (GMHA) has completed the first phase of a major capital improvement effort spurred by the recently completed GMHA Capital Campaign. The campaign, concluded in the fall of 2008, raised \$2.5 million for the 83-year old association. Specific improvements to GMHA's 65-acre facility include:

* **Renovation of the Upwey Barn**--This major project includes refurbishment of the interior and exterior of this historic structure. Restoration will return it to its original appearance; the front of the barn will be converted into a visitor's center.

* **New Upwey Ring**--The new all-weather surface is large enough to accommodate multiple dressage rings, a large driving arena or full-size jumping course. It provides safe footing during all conditions and increases scheduling flexibility. The footing around the new ring has also been improved for use by cross-country and steeplechase courses.

* **Renovations of Barns**--Stalls in GMHA's four barns have been enlarged to measure 10 feet square. New rubber mats have been installed, and sliding doors with grates that can be opened or closed have replaced the old doors. New

hitching rails have been installed along both sides of all barns.

* **Track improvements at Birth Hill Farm**--A new track for use by cross-country and marathon competitors involved installation of new subsurface materials and improved drainage, making it a safe and solid course to gallop, jump or drive through the Birth Hill Farm fields.

* **Cross Country Course Improvements**--A new bank jump has been added in the far field, near the water complex. The new jump has three faces of varying heights and a wide ramp. A second bank is planned for the future.

Additional improvements include a new maintenance building, new bathroom facilities, renovations to the GMHA Youth Center, and creation of additional parking areas. GMHA also plans to construct another barn this fall to make up for the stalls lost in the shedrow barn renovation.

Founded in 1926, GMHA is the oldest continuously operating horse association in the United States, a non-profit organization committed to equestrian sports, education and trail preservation. For more information, call 802-457-1509, or go to www.gmhainc.org.

USEF Names Drivers and Horses for World Driving Championships

Pair World Driving Championships, Kecskemet, Hungary August 20-23--

Larry Poulin of Petersham, Massachusetts, with Natasha Grigg's Wiley (Hanoverian), Rivage (Oldenburg) and Cody (Swedish Warmblood)

Keady Cadwell of Southern Pines, North Carolina with her own Splash (Dutch Warmblood), Uniek (Royal Dutch Warmblood) and Finlandio (Selle Francais)

Lisa Singer of Chadds Ford, Pennsylvania with Anne Thorington's Morgans, Count on Me and LR Ami Bengali, and Tilba (Swedish Warmblood-Morgan) owned by Lisa.

First Alternate--Miranda Cadwell of Southern Pines, North Carolina with her Lord Minster (Dutch Warmblood) and Boyd Exell's Scampolo and Clinton Star

Second Alternate--Fritz Grupe of Stockton, California with his own Sylvester, Ravell 104, Uminco (Royal Dutch Warmblood) and Vito (Sachsen)

Third Alternate--Alan Aulson of Georgetown, Massachusetts with his Morgans, Nordby Coalie Duke and Nordby Coalie Dust

Pony World Driving Championships, Greven, Germany August 13-16.--

Single Pony:

Suzy Stafford of Bear, Delaware with Beverly Leshner's Courage to Lead (Morgan)

Sara Schmitt of Pittstown, New Jersey with Julia Greifeld's Batman (Morgan)

First Alternate--Sherri Dolan of Aiken, South Carolina with her Smoke (Shetland)

Second Alternate--Phyllis Grupe of Stockton, California with her Cincinnati Shine (American Sport Pony)

Third Alternate--Leslie Berndt of Newcastle, California with John Levy's Greenvale's Fred Astaire (Welsh)

Fourth Alternate--Marilea Keating of Aiken, South Carolina with her Redbirds Roost (American Paint)

Pairs Ponies

Miranda Cadwell with her Kabam (German Pony), Toby (Welsh) and Rambo (German Pony) and Boots Wright's Dusty (German Pony)

Tracey Morgan of Beallsville, Maryland with her Dartmoors, Singletree Tabitha Twitchit, Farnley Coquette, Lizwell Gambling Queen and Gaylen Romeo

First Alternate--Katie Whaley of Paris, Kentucky with Anne Bliss's Welsh Ponies, Cees and Casper, and Mia Allo's Duke 76 (Welsh) and Masterwood Robinhood (New Forest)

Second Alternate--Jennifer Matheson of Aiken, South Carolina with Katrina Becker's German Ponies, Dannyloo, Topper and Hemmingway

Four – in – Hand Ponies

Laurie Astegiano of Roussac, France with her Primodu Pont Blanc and Welsh Ponies, Liezelhof Dave, Templedruid Kronos, Templedruid St. Jerneborg and Templeerood Monsoon

Lisa Stroud of West Grove, Pennsylvania with her Connemaras, Benjamin, Kilkekerin Edward, Cong Donal and Sir Patrick, and With Flair (Welsh) and Mosby (Cross Bred)

Carolina Carriage Club Update

By Latina Raville

The 2009 Carolina Carriage Club HDT had 38 competitors on May 23-24 at FENCE in Tryon, North Carolina. The much-needed rain that fell did not dampen any spirits. We appreciated the facility's covered dressage ring, even though we did get wet while waiting to drive our tests.

Tom Bowers gave two informative clinics (geared to beginner and experienced drivers) Friday and Saturday on the show grounds. We learned how navigators can lean and move the carriage, how to walk a hazard and why we need three watches. Tom also handed out valuable information sheets about how to keep track of times on course and other helpful tips. Judge Hardy Zantke and TD Penny Nicely held a pre-competition briefing and course walk. Mr Zantke also gave clinics following the event, as well as the next day.

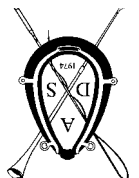
On June 13, our club held a Trace Pace at a member's private farm in Laurens, South Carolina. This event included the Whoa Dammit contest and Best Poker Hand. Whips

arrived early to beat the South Carolina summer heat and the trails were mostly shaded.

On June 20, CCC was invited to the open house for Long Shadows Farm in Campobello, SC. We were able to practice cones, barrels, and cross-country driving as well as give carriage demonstrations. This provided an opportunity for horses and riders that may have never been exposed to carriages to get an up-close view. The cross-country water element was a welcome relief for horses, whips and navigators on one of the hottest and most humid days of the year. We look forward to returning to Long Shadows farm www.harmonytraining.net

Our next event will be the Pleasure Driving and Dressage Show at Harmon Field in Tryon September 25-27. The judge will be Dana Bright, who will also stay to conduct clinics on September 28 and 29. For more details, visit www.carolinacarriage.org and look under Special Event Information.

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