



Emily Pip Block was the smallest driver at the Frostbite ADT (Newton, NH) but she was the smartest and fastest on the obstacles! Coach Marc Johnson is navigator.

Wheelhorse

NEWSLETTER OF THE AMERICAN DRIVING SOCIETY

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Representing Carriage Driving in the United States and Canada

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There and Back Again: US at World Singles



US Singles Team driver Kim Stover finished the World Championships on a high note, driving Laughlin ('Lucky') to a fourth-place finish in Cones. Photo by Jeff Stover

By Louisa Emerick

More than 70 international Single Horse competitors met this summer in Pratoni del Vivaro, Italy, to contest the World Singles Championship. The US team finished 11th overall, repeating its performance at the 2008 Worlds in Poland. Kim Stover earned the highest individual placing among the US drivers; her ultimate 19th place reflected a dramatic comeback from a disappointing dressage score as she and her Connemara/Thoroughbred finished 17th in Marathon, then came fourth in Cones (always a strong phase for Kim). Her fellow team members Robin Groves and Bill Peacock finished 47th and 53rd overall, respectively; of the US individual drivers, Bob Koopman finished 55th while Donna Crookston unfortunately eliminated in marathon.

Final selection of the US team was delayed after one selected driver declined a spot on the team when it was announced in late June. The team that went to Italy was not named until July 8, leaving just 20 days for Singles drivers to make

(story continues on page 9)

A Message from The Executive Director



The countdown to the Alltech FEI World Equestrian Games is bearing down upon us. Under the leadership of John Freiburger, Dana Bright and Andy

Marcoux, we have put together two separate demonstrations that will be feature presentations during the event. One is an "Intro to Carriage Driving" and the other is a fast-paced, entertaining Driving Derby.

Is the WEG an expensive activity for the ADS? Yes, but we will reap the benefits of this investment for years to come in new interest, future memberships and, most importantly, new friends. Nowhere else in the United States will there be such a high concentration of horse-centric people, ever! This is the ultimate opportunity to let people in on one of the best-kept equestrian secrets: Driving is fun, and driving is for every breed and every person—both young and mature, serious competitor or recreational driver. Whatever your experience or level of commitment, there is a place for you in the ADS.

Other benefits from our involvement in the WEG:

- *A new, professionally-designed booth that is easy to use and can be shipped for other regions to use at Equine Affaires, and Horse Expos.

- *A new video, produced by the Education Committee, that can also be used by clubs to introduce the ADS to new members.

We owe a special thanks to our wonderful advertisers; because of their support, we were able to expand the 2010 *Buyer's Guide* to include a

Local Clubs Are Base of German Driving

By Pat Cheatham, ADS Vice President

So let's pretend that your company or family decides to relocate to Germany. You figure out how to ship your pony and carriage, or make the decision to start anew once you're settled. What would you find for a driving community and support structure in the nation that brought us Aachen, Michael Freund, Tobias Buecker, Benno von Achenbach and so many others? Would it reveal a formal, highly centralized driving organization structure? *Im Gegenteil!* (That's "Quite the contrary!" in German.) It turns out that Germany's driving community is rooted in the local club, with a multi-tiered system linking upward to the German Equestrian Federation (FN)—their USEF equivalent.

Founded in 1905, the German Equestrian Federation regulates and monitors all facets of "sanctioned" Equine sport from breeding to national championships including all riding disciplines, vaulting and driving. The FN is completely competition-oriented, with breeding as the basis of competition (no horse = no horse sport!).

The FN links through State and "regional" associations to the backbone of the entire system: the local club. This "membership" system makes members of (for instance) local club Der Neustaedter Reit- und Fahrverein part of the Regional "Riding and Driving Association" of Franken, which in turn is a member of the Bavarian State Riding and Driving association which—you guessed it—is a member of the German Equestrian Federation. As in the US, membership fees are set by local clubs and range from \$25 to more than \$100. Reduced fees for minors and students (equivalent to our Juniors) are often offered as well as family fees. In addition to belonging to your local club, individual membership at the regional level is available, although State membership consists only of regional organizations and local clubs. In most cases, the individual driver is a member of his local club and that is all.

As we've seen in all the other countries whose national driving organizations we've reviewed in this column, club membership provides some level of personal insurance protection. In Germany, it seems the State level organizations offer a form of accident and liability insurance for club members, but only while at the club or official functions such as shows, seminars, etc. and while traveling to and from the event. That's not as much bang for the buck as we've seen from England and Australian memberships, but still better than what we have for the ADS.

Competitions, at least those of the Combined Driving type, appear similar to what we have in the ADS. Events offer competition at one of four levels: E (Training), A (Preliminary), M (Intermediate) and S (Advanced).

(continues on page 3)

synopsis of the new ADS Trail Guide, more editorial and even a full-color harness chart. This publication will be mailed to members, but will also be available for WEG attendees to purchase at the nominal fee of \$2.

If you are planning on going to the WEG, don't forget the annual ADS Members Meeting at the Gayla Driving Center. Information is available on the ADS Web site. We hope to see many of you there!

Susie

(continued from page 2)

While one of the principal functions of the ADS is developing, maintaining and synchronizing rules, the German rules for the lower levels—E, A and M—are set by the German Equestrian Federation (a driving committee is my assumption), while the rules for Advanced (S) level are the same as FEI rules. All shows are sponsored by local clubs; they are sanctioned at the State level for lower levels and sanctioned by the FN for Advanced, much like the US system.

One aspect of driving in Germany that appears different from ADS driving and more resembles the organization of the British Horse Driving Trials Association (BHDTA) is a rather more strict segregation of competitors. The FN monitors the results of all sanctioned shows and designates the “Performance Level” of each individual driver. These competitive results and the ensuing designation from the FN are the basis for determining the level at which an individual may compete during the following season. State, Regional and some local championships are held, mostly at the Intermediate or M level. Competition costs look similar to what we’ve come to expect here in the States.

One area that’s become a personal interest in which I’d like to have (read, should have) done more research is the accreditation (my word, not the Germans’) of individuals and trainers. My Germany-based source tells me that the German Equestrian Federation sets the standards for the training of *trainers*, as well as that for individual riders and drivers. If you look back to your March 2009 *Whip* (I know you kept it), you’ll see Jeffrey Westney’s explanation of the process for obtaining a “Permission to Compete License.” Two comments and I’ll leave this issue for another time. First, Germany’s system requires that you earn a Class II Driving license before you apply to become a Judge. Although I agree with the concept, I’d have to know more about the driving proficiency required for the Class II license; some folks are better at judging performance than they are at performing. Second, I’d like to recommend (again!) the CAA’s Driving Proficiency Program. I know the program is run by our sister driving organization: The ADS should’ve taken up the challenge and didn’t; the CAA did. To date, fewer than 200 drivers have taken advantage of the program. It’s good—go do it!

While the USEF and ADS run separate but similar officials’ programs, the German Equestrian Federation sets training standards for all judges and course designers. Apparently, Technical Delegate responsibilities are considered part of being a Judge in Germany. The training for applicants is done at the State level, while exams are administered by the FN. The road to become a Judge and/or Course Designer begins with a recommendation by your regional organization, which in turn recommends you to the State Federation. The prospective judge then must appear before a committee for a day of interviews and “mock

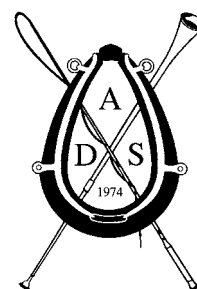
judging.” Assuming everything goes well, you’re listed as an Apprentice Judge and are required to assist select judges at shows for about two years. After all requirements are met, your state federation presents you for the next national Judges Test. The tests last three and a half days and (by all accounts) is a B ____! Assuming you pass (about 50 percent do), you are listed as a Judge (or Course Designer) by your State Federation. The process for Course Designer is the same. Continuing educational requirements are set by the State Federations. In Bavaria (Jeffrey Westney’s State Federation) a Judge must attend an annual one- or two-day schooling, which deals mostly with odd decisions of the past season, new or changed rules and some practice judging.

Recreational Driving events in Germany (like the National Drive in the US) are offered by local clubs.

The German Equestrian Federation issues regular bulletins (newsletters) online, as well as the rulebook for all events; dressage tests; and rules for training officials, trainers, and individuals. It also maintains the records of all registered horses. The FN offers registration for shows on-line, and debits the cost to the exhibitor’s bank account (very handy, and a great service the ADS could offer to event organizers).

Finally, a couple of big differences between the driving cultures in our countries. One thing missing from the German driving picture is an ADS-like organization. The German system dovetails into their USEF equivalent without a national driving organization such as we have in the US, and in the other countries we’ve reviewed. No doubt there are some efficiencies, but—from my box seat—it just doesn’t seem right. The other big difference (really, the elephant in the room) is the sheer numbers. The US (“home” country of John Wayne and all those great cowboy movies) has about 70,000 USEF members; the German FN has 10 times as many, yet that country only has one-third the population of the US. Also, every year about 6,000 Germans get their basic horse driving license (which is more involved than the CAA test and costs more money). This is yet another reason to celebrate our sport and the ADS at the World Equestrian Games—we gotta catch up with Germany!!!

Thanks to Jeffrey Westney for the information in this column, and to Hardy Zantke for reviewing and keeping me out of hot water.



Big Sky Camp: ADS Fund/USEF Joint Success

By Jamie O'Rourke

Big Sky Young Drivers Camp in Southern Pines, North Carolina is a standard for our sport's future. This year, it brought together both young and seasoned drivers to train under world-class coach Peter Tischer. For three days, USEF long-listed drivers mentored youngsters while they themselves improved their skills in anticipation of future competition at the highest level. The opportunity for both provided an important prototype for the training of our World Championship hopefuls, while encouraging the young drivers who are essential to the future of our sport.

The drivers, from many parts of the US, represented a broad cross section; they included ADS Young Driver Champions, upcoming youngsters and former and future World Championship competitors. An example of the importance and benefits of cooperation among our equestrian organizations, Big Sky Camp is a joint undertaking of the ADS Fund and the US Equestrian Federation, made possible through the hard work and support of Claire Reid, Kelly Valdes, Tucker Johnson and the Fund's many generous donors. Many were able to participate through ADS Fund need-based scholarships offered in memory of Mrs. J. Austin DuPont, a founder of the ADS and an early force in the revival of driving in the 1960s and 1970s. Other aspects of the camp were supported by the Scott Schinn Memorial Fund for Young Drivers and by USEF.

Help us to encourage the future participation of youth in our sport and recognize the achievement of those who are dedicating so much to driving. Your contribution is important to the success of our World Championship drivers, the development of the next generation and the future of the ADS. Your contribution supports each facet and your gift will be gratefully recognized in the *Whip*.

Thank You!

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

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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)

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Still Time to Apply for 2010 USEF Youth Sportsman's Award

This award recognizes young equestrians who demonstrate exceptional leadership potential and other characteristics that exemplify positive sportsmanship principles. Candidates must also demonstrate commitment to the USEF or a USEF Recognized Affiliated Organization (such as the ADS), and to equestrian sport.

Each Recognized Affiliated Organization will select a National Winner, who will be invited to attend the USEF's career workshop. There they will have a hands-on opportunity to explore careers in the equine industry, visit area horse farms, and tour equine businesses, with all meals and accommodations provided.

Of the national winners, one will be selected as the overall USEF Youth Sportsman and will receive a trophy, a \$1,000 scholarship to the educational program of their choice and a USEF Life Membership valued at \$2,500. The winner will also be considered as a nominee for the 2010 USEF Junior Equestrian of the Year Award.

Applications should be submitted to the ADS office no later than September 15, 2010.

For an application and more information, please see: http://www.usef.org/_IFrames/Youth/sportsmansAward.

Chester Weber to Speak at CHA

Combined Driving star Chester Weber will be a speaker the Certified Horsemanship Association International Conference at The Oaks Equestrian Center in Lake City, Florida October 21-24. Olympian and USEF President David O'Connor will also be there.

Chester, whose name has become synonymous with Four-in-Hand driving throughout the world, achieved a record-setting win in October, 2009 when he became the first driver to win the USEF National Four-In-Hand Driving Championships seven years in a row. He is competing at the World Equestrian Games in Kentucky this fall.

David, whose resume includes three Olympic medals in 3-day eventing (including the history-making individual gold aboard Custom Made), two Pan American Games medals and many other wins at the international level, has established himself as one of the most successful international competitors of our time. David's consistent performances also led to his being awarded the USEA Rider of the Year title in both 1996 and 1997. As the president of the United States Equestrian Federation (USEF), David is passionate about the promotion of all horse sports.

For more information, on the Certified Horsemanship Association, please visit www.CHA-ahse.org or call toll free 1-800-399-0138.

Iron Horse CDE Pulls Out All the Stops

Story and photo by Susie Koos-Acker

"Turn right onto Wyman School Road," Lucy (my GPS unit) ordered. I quickly did as I was told to avoid another accusatory "Recalculating" statement from her. "Arriving at address 778 Wyman School Road," Lucy announced and I couldn't have been more excited. I was happily back at the finest Combined Driving facility in the Midwest, to see not one or two four-in-hands, but TEN teams compete at the Iron Horse CDE.

Farm manager Jeff Ladue and a small army of landscapers and volunteers had the place looking absolutely spectacular. Barns were freshly painted, and lawns were mowed with the precision of a PGA golf course. Flowers bloomed all over the farm and around the obstacles, creating patches of brilliant color. Ron and Joanne Swenson had definitely rolled out the red carpet to all their carriage driving guests and welcomed them to Sherwood Farms like royalty.

On Wednesday night all Iron Horse participants were invited to a top-shelf barbeque at the home of Jack Wetzel, long-time carriage driving enthusiast and owner of the team of Gelderland drivers by Bill Long. Guests enjoyed the beautiful grounds and lively conversations with old friends and new.

Dressage started on Friday with two rings going simultaneously, which was a blessing for competitors on such a warm day. Chester Weber did not disappoint the crowd who gathered to witness the eight-time National Champion drive his test. He posted the best score of the day with a 39.25.

Saturday's marathon was prefaced by two inches of rainfall the night before, making the course sticky and hard pulling in some places. The rising humidity and temperatures throughout the day prompted the jury to lengthen the time in the vet box and extend the overall course time for the Advanced competitors.

Josh Rector came into the marathon with a mission to win. He drove clean and smooth through all the hazards, not winning any but placing second in five out of seven. His consistency was enough to edge out Eugene Hug with his agile Haflinger/French Trotter team. Gavin Robson, driving Larry Denny's team, was fastest in obstacles five and seven, earning third place. Chester Weber got hung up on a post in the first obstacle but came back strong to win four later in the course, putting him in fourth.

Cones were held not on the usual gentle sloping field next to the spectator tent, but in the advanced dressage arena. Course Designer Jamie O'Rourke put together a challenging series of circles near the end that got soupier as the competition went on, due to the saturated ground. Time faults were plentiful. Sterling Graburn drove an American Saddlebred, Singsation (owned by Darryl Leifheit), to one of only six double-clear rounds, displaying amazing bursts of speed but still maintaining the ultimate in control. None of the team drivers survived the cones course unscathed; Mike McLennan won this phase with only six penalty points, guiding his team of Friesian/Quarter Horses through the deceptively simple circle series quickly and efficiently. Chester again finished a strong second, making him the overall champion of the Iron Horse CDE Advanced Team division.

The Iron Horse CDE is definitely saved in my "favorites" on my GPS and I hope to be able to return next year to experience some of the finest and friendliest driving in the Midwest. It's unlikely that there will be 10 teams there in the near future, but the level of competition in Intermediate and Advanced Singles and Pairs is tough. Many competitors make Iron Horse their pinnacle goal for the year and begin training and conditioning while snow is still on the ground to prepare for this event. I hope the Swensons, Jamie O'Rourke, Jeff LaDue and the vast army of volunteers that come together for this event are aware of the driving community's appreciation for their hard work. We applaud you!



Sterling Graburn drove Singsation, an American Saddlebred, to win the Intermediate Single Horse division.

Training Level: For new driving enthusiasts

By Deby Stewart

I have been having an ongoing issue with my dear chubby TigerLily who, although she is only 15 hands, seems to be expanding sideways into a full-sized Percheron. She has gotten to the point where she barely fits between the shafts of my carriage and I'm at a bit of a loss for what to do. For one thing, I was curious about exactly how much room should there be between the side of the horse and the shafts (right now there is none!) as well as whether or not I can get my shafts widened or will need to order a whole new shaft piece for my carriage. My carriage shafts consist of fixed parallel metal bars with the singletree at the back. The whole one-piece thing connects to the carriage with cotter pins so it doesn't appear that modifications will be simple.

I posted my question on the CD-L and by the next day I had gotten many thoughtful as well as helpful replies. I still haven't decided for sure how I'm going to proceed but it's really nice to know that if I have more questions I now have another resource to go to. In fact, I'm looking at another cart to buy and am hoping to find transport from the seller to me this way.

I strongly encourage everyone to go check out the CD-L and sign up. I can guarantee you will be both enlightened and entertained. If you don't know how to sign up, just check out last month's Training Level column for step-by-step instructions. Isn't it amazing that no matter how much time goes by there are always new questions to ask and new resources to find?

Which reminds me to remind you to renew your driving club memberships. I just sent off my annual dues for the FL Whips, the Aiken Driving Club, and the local Trailriders' club as well as the ADS. All of my memberships renew in the fall, so maybe that's the general rule. In any case, you will get no better resource for help than the ADS and your local driving club. For your annual dues you get newsletters, magazines, access to knowledgeable people, photos from all the events (both big and small), history lessons, training and travel resources and even great shopping. Especially for those of us who aren't in the middle of "driving country" --it's the best deal in town.

Enjoy your end-of-summer drives!

Deby

deby@justusdriving.com



Brandywine Carriage Driving Show (BCDS) Comes to Fair Hill

By Margaret Grillet

Fair Hill Natural Resources Management Area in Elkton, Maryland was the new home this year to the ADS-recognized Pleasure Driving Show hosted by the Brandywine Valley Driving Club. The 5,633 acres of Fair Hill are situated just south of Chester County, Pennsylvania and less than half a mile west of Delaware. Fair Hill was formerly owned by William duPont, Jr., an avid equestrian who acquired the farmland as a means to enjoying riding as well as fox chasing. The property was purchased by the state of Maryland in 1975 from Mr. duPont's estate and is known for its pristine fields, woodlands and natural beauty. Fair Hill is open for riding and driving throughout the year and we encourage competitors to come early to the show next year (or stay late) to take advantage of the area. For more information about Fair Hill, please check the Web site <http://www.dnr.state.md.us/publiclands/central/fairhill.asp>.

The 16th BCDS was held at the Gallaher Road area of Fair Hill, where competitors enjoyed the grass areas and the all-weather footing in the main arena on Sunday, June 13. We had a wonderful Draft Division this year with Tina Cornell, Tanya Macke, Pao Lin Hatch and Jane Bailey competing. The Junior Division was well represented by Jesse Bickel, Theresa Alexander, Heather Colket, Christie Little and Jenna Miller. For fun, the Costume Class and the Carriage Dog Class were featured.

BCDS was the third show in the Mid-Atlantic Whip Challenge, which is a point-based championship based on results from four Pleasure shows in the Mid-Atlantic Region. Our appreciation goes to Coachman's Delight and Fleck Whip of Germany for sponsoring the Challenge. Congratulations to Deborah Camplone for winning the 2010 Whip Challenge!

Thanks, too, to all of the fabulous volunteers (including many members of the Old People's Riding Club of Oxford, Pennsylvania) who helped make the show happen—and to officials Billie Hill, Margot Clark, Phil Ferro and Jim Erbacher, who all did a marvelous job in the heat.

For information on the 2011 BCDS or other BVDC activities throughout the year, please check our Web site: <http://www.bvdc.org>.

Margaret Grillet is Co-Chair of the 2010 Show Committee.

Maine Junior Drivers Camp: A Hit Despite the Heat



According to organizer Cathy Gray, young whips who attended the Maine Junior Driving Camp (held the week of July 5 in Topsham, Maine) had a wonderful time. “They learned so much.” She reported. “The week started with a Safety Check by Judith Bean-Calhoun, then it was off to a Pairs Theory class taught by Curt Bonney.

“Following the class, the juniors took turns driving a pair with an adult mentor. On Tuesday and Wednesday, clinician Andy Marcoux gave private lessons, then a group lesson in Combined Driving in hazards—using a golf cart! I think this was the favorite activity.



“The campers learned to drive using Coachman’s Position and Hungarian Position. Because the weather was so hot, there were some adjustments to the original schedule. Andy taught for several hours from the Driving Proficiency Book (donated by CAA) indoors, where it was nice and cool. The week was enlivened with fun games, karaoke, a braiding demo by Margaret Bailey, and LOTS of prizes!”



Andy Marcoux leads campers dressed for the heat on a Cones course walk (top left); paying close attention are (left to right) Simeon Gray, Anna Bigelow, Olivia Fowler, Jordan Davis and Sarah Buckley. Above right: Olivia, Jordan, Anna, Sarah and Simeon gather ‘round the golf cart for a discussion of driving timed obstacles; Andy, in foreground, holds the camera. At left, Andy takes the opportunity to re-hydrate while coaching Sarah as she navigates around Jordan.

Update: WB Saul Students Debut in Driving Show Ring

By Deborah George



Ima Chilly Girl gave Jordan Powell (in the cart) and Josh Veloz (heading) a great first show experience. Photo by Sarah Del Ricci

It has been said that good things come to good people, and when other good people bring about those good things it is especially wonderful. Such is the case with the students in the equine science program at WB Saul Agricultural High School in Philadelphia, Pennsylvania. (See my article in the August *Whip* for details about the school and its Horse Club, where students can learn to ride and drive.

Much of the club's equipment—especially the heavily-used old cart—is well past its prime, but with little funding available, the students are accustomed to making do. However, their efforts recently got a boost from Mike Lyon, who is well known to the driving community as not only a former ADS Board member, but as an organizer of the National Drive. Mike contacted equine science teacher and Horse Club mentor Jane Arbasak to offer not one but two carts for the program! Mike and his late wife Sue have long had a special place in the Philadelphia area horse community; his interest in the Saul driving program and his donation are just another example of their generosity and caring. He has arranged for the carts to be delivered to the school next month. As can be imagined, the students are very anxious to try their new vehicles and are excitedly awaiting their arrival.

Meanwhile two Horse Club students, Josh Veloz and Jordan Powell, made their show ring debut in August. In addition to their other responsibilities, which include taking turns caring for the Saul school's many animals, these young men spent a great deal of time in the ring and on the trail this summer, practicing with Jane Arbasak and their volunteer driving instructor, Sarah Del Ricci. Despite having just delivered a beautiful baby boy in June

and recovering from chicken pox, Sarah not only helped to prepare the boys for the show, but also drove the rig from Philadelphia to the upper Bucks County town of Tylersport, where the show took place. (Baby Rocco slept contentedly through most of the excitement.)

One of a new series of driving shows held by the BuxMont Riding Club, the competition was organized by Quarter Horse breeder and exhibitor Lisa Cwenar, who also stands a lovely Welsh pony driving stallion at her farm. This series has become quite popular and is known for top judges, a beautifully prepared ring and fun classes. Officiating this day was respected ADS Judge Audrey Bostwick.

Both boys arrived at the show impeccably dressed and ready to win, despite the fact that it poured rain on and off much of the day. Chilly (the Quarter Horse mare who is the foundation of Saul's equine program) and Walter (a miniature donkey) were groomed

until they glowed; their harness was spotless. Wearing borrowed aprons and gloves and looking like the fine young whips they are, both Josh and Jordan did a great job in the ring. Josh drove Walter—not always an easy task—and Jordan, with my husband Bob George up as groom, drove Chilly, put to our road cart. (Sarah could not resist having a go at the cones with Chilly and she had a blast!) At the end of the day, both boys took home a nice collection of blue and red ribbons along with some valuable experience and plenty of new friends. Spectators, show volunteers, Judge Audrey Bostwick—all were impressed by these young men, their equines and the Saul program. Their support for one another and the good sportsmanship demonstrated by Josh and Jordan were a reminder of what showing is really all about: not competing against others, but rather challenging themselves to be better horsemen. After the show, I asked Jordan's mom if she was proud of him and her big smile said it all. It may have been raining, but in Tylersport, Pennsylvania, it felt like a sunny day.



Bob George gives Jordan some tips in the parking lot before he goes into his class. Photo by Sarah Del Ricci

Metamora Was Mah-vellous

By Jerry Zaetta

The Metamora (Michigan) Pleasure Driving Show was a success in all respects this summer, its fourth year. Not only did the weather man cooperate, but the event went off almost flawlessly according to plan.

The show took place July 9-11 at Windrush Farm, owned by Frank Andrews and Dr. Barbara Chapman. The farm, nestled in the rolling hills of hunt country, provided a beautiful backdrop for the competition. More than 55 exhibitors brought more than 60 horses, ponies and VSEs, all ready to compete in the friendly sunny atmosphere. Competitors came from Michigan, Ohio, Wisconsin, Minnesota, Illinois, New York and across the border in Canada. That sure was a nice mix.

Thanks to Co-Chairs Mack Lawrence and Linda Piette, time schedules and classes moved smoothly for the entire three days. John Greenall of Vermont and Ann Leck from Minnesota were the Judges with Deborah Bevan of Wisconsin as the Technical Delegate. Our Learner Judge was Mary Ann Boyden from Arizona.

The show offered a good combination of classes including Cross Country, Dressage, Cones, a Marathon Vehicle Class, a Dog Class, a Costume Class, Multiples classes and an Antique Class in addition to the usual ring classes.

Friday evening started with an abundance of appetizers followed by a traditional Cowboy Cookout: giant (and I do mean giant) hot dogs along with all the fixings and homemade baked beans. Music set the background for the cookout and if anyone went home hungry, they have no one to blame but themselves. There was much laughter and conversation. The evening ended with a presentation to the winners of the dressage classes and, as usual, there were a few surprises.

Saturday was a full day of ring classes, Cones, and Cross Country. It was so nice to see the beautiful sparkling brass and silver harness put to spotless elegant carriages and horses.

The Cross Country class was exciting because several competitors were only separated by one or two clicks of the stop watch. The Antique Class had a variety of vehicles whose quality was so good you could almost see the Judges scratching their heads to pick a winner.

Saturday evening's banquet was followed by a live auction. We sold numerous items and the bidding was brisk on items contributed by club members, competitors and friends. Our club has worked hard to keep costs down and we truly thank both the donors of auction items and those who bid on them. The income from the auction was very helpful in keeping the cost of the show in line.

The final winner of the Concours d'Elegance and Grand Champion went to Raymond Cable. Congratulations Raymond, your turnout and performance were great.

The Metamora Carriage and Driving Association members have worked very hard to make our show fun as well as elegant. We think we did that in 2010. But without the help of club members and volunteers it would be impossible to put on a show of this caliber. There is much that goes on behind the scenes and thanks to all that made our show a success.

And finally, thanks to all the competitors that showed up and spent endless hours getting their horses, carriages and harnesses in top-notch shape.

US World Singles Team

(continued from page 1)

complicated arrangements for international travel for themselves and their horses and equipment. Bob Koopman was named as an individual on July 8; he and his family stepped up and did a "turn and burn," making the arrangements to get to Italy.

High Performance drivers aiming for a spot on the Singles team had benefited from clinics with Coach Koos de Ronde, offered in conjunction with most of the selection trials; these were followed by a three-day clinic for intensive work with a small group of drivers before final selections were made. Later the selected team spent six days in Holland at the de Ronde farm, where they received two days' training with Koos de Ronde in dressage and cones. The whole team enjoyed the hospitality provided by Koos and his wife Marie, who was the team Chef d'Equipe, and

the chance to see a beautiful and historic part of the world.

Official coverage of the Singles Championship was thin. A USEF press release written by Marie de Ronde appeared on horsesdaily.com but was not circulated to ADS or posted on the USEF Web site. There was a one-sentence mention of Kim Stover's accomplishment in a USEF press release August 4 summarizing the week's international equestrian events. The ADS was able to forward to its members email communication and pictures provided by Tom Harkness, who traveled with the Peacock Team. Kim Stover's website, Lucky Stover (http://www.luckystover.com/Lucky_Stover/Our_Blog/Our_Blog.html), provided a daily blog and pictures to document the event and update stateside friends. Detailed results and other links were also available at <http://www.drivingnews.us/results/results2010/Pratoni/>.



by Hardy Zantke

Whips, Synchronize Your Watches!

Yesterday was my birthday. My grandson gave me a new watch. It's not a Rolex, it's a Timex. That's fine with me. It has the same ending and tells the time. He got it at my favorite jewelry store, "Tarjay" (Target, for those of you who don't speak French). I had mentioned that my old watchband was coming apart, and instead of a new watchband—for which he didn't know the exact size to fit the old watch—he bought a new watch for only little more money.

Why do I tell you this? Well, for one thing I need to fill this column. But now to the real point: It always amazes me how many CDE competitors (and by the way, officials too) don't have such a simple inexpensive digital watch, which to me is essential when you participate in our sport. Sure, we all have stopwatches, but that's not enough.

Our marathon clocks are synchronized to official time of the day. As a competitor (and groom and official), I think it's important to have a digital watch synchronized to the second to that official time too. And don't go by the announcer's time, nor by the clock in the show office, even if both claim to have "official" time. Cell phone time doesn't work either. Most phones don't show seconds, and hard as it is to believe, different phone companies have different cell phone time.

Go ONLY by the official time of any of the marathon clocks on course on the day of the marathon. I often have seen all others on the grounds to be different—yes, this shouldn't be, but often is. The start of A, the finish of E or any other section's start or end usually isn't all that far away from the show grounds. So go to one of those points on the marathon and synchronize your digital watch there to that official time, politely asking the timer to let you take a look at his official clock without disturbing him in his duty if he is busy already. And please synchronize yours to the SECOND. It's not that hard. Yes, maybe some of us need to ask our grandchildren how to do that on a new one as they all work slightly differently, but if you can learn a dressage test, you can learn how to set your digital watch to the second.

Why all of this? Well, trust is good; control is better. Volunteers make mistakes, and sometimes clocks get screwed up. When you have yours set to official time, then you can

catch such mistakes right away and politely bring it to the attention of the volunteer and next official. Otherwise all you have got is your stop watch reading differently than your green card, and then it is very difficult to prove at the end of the marathon who was right, your stop watch or your green card.

It's usually not a couple of seconds that create a problem—if you plan to come in at the middle of your windows, then a few seconds up or down won't hurt anybody either. It's being off by full minutes that creates the problems and costs the penalties. Volunteers get easily distracted at times, and count you down a minute earlier or later than what they had planned to do and what they entered in your green card. So if they tell you they want to start you at 09:15 and write that in your green card and on their back-up sheet, and then count you down for a start at 9:14 or 9:16, you can politely point out the missing minute right away and hopefully get it corrected right away. Similarly, if a finish timer enters the time wrong in your green card, you can catch it when it happens. And in case their clock is off by that one minute, you see it latest at the next section, if theirs was off or yours. And if theirs was off, you can please report that to the next official—and it will show up then with all other competitors too, so you'll be off the hook for that missing minute.

And yes, synchronizing your watch to within just a couple of seconds is important. We don't need to argue over a couple of seconds, but when you set yours inaccurately by, say, 20 seconds (or even a full minute) just because you were too busy (or ignorant) to set it properly, thinking, "No problem, I'll keep that in mind, and will remember that it's just 20 seconds fast"—trust me, it doesn't work. It keeps your mind from focusing on other more important things. Under pressure, you surely don't remember—what was it, 20 seconds fast or slow?—and you can't show your watch to the volunteer as good proof, either.

So have a digital watch, synchronize it to the second with an official clock of the marathon course, and take a look at it at the start and finish of each section to make sure we all are in agreement and your green card is as well.

Now if my grandson would only come by and show me how to get this new thing going. And does anyone reading this know anybody upstairs at Tarjay or Timex, so we can get them to sponsor our events too?

UPDATE TO JUDGES LIST

Steve Holm is an 'r' Pleasure Driving Judge and an 'R' Coaching Judge.

2010 Calendar of Events

Bold Type Indicates an ADS Recognized Competition or Event of Special Interest

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. ADS recognized events that are printed in either Omnibus will not be listed in the Wheelhorse calendar.

For a complete up-to-date calendar listing, visit www.americandrivingsociety.org/calendar.asp.

September

- 1** **SPRING 2011 OMNIBUS ENTRIES DUE:** See the Organizer Information page for details.
- 11** James River Driving Association ADT, Doswell, VA. Training, Preliminary horse mini/pony, multiples division. ADS rules apply. Cutoff date for entries 9/5/2010. Contact Sally Sutherland 804-784-3168, ssutherland.ppp@juno.com or www.jamesriverdrivingassociation.com.
- 14-19** National Drive: Franklin, IN, www.nationaldrive.net; The Drive is the largest gathering of recreational drivers in the US. Kathy Blank, 270-250-2581, or tnd2010@live.com.
- 18-19** RMCC Fall Follies CDE and 2-Phase, Greeley, CO. Nancy Bruckhauser, 303-776-6246.
- 25-10/10** **WORLD EQUESTRIAN GAMES:** Kentucky Horse Park, Lexington, KY. www.alltechfeigames.com. Driving events scheduled for 10/7-10.

October

- 2-12/31** **LICENSED OFFICIALS APPLICATIONS DUE:** Will be reviewed and acted on by February 2.
- 8** **ADS ANNUAL MEMBERS' MEETING:** in conjunction with WEG, at Gayla Driving Center (Georgetown, KY). For details call ADS office, 608-237-7382.
- 17** **THE JAMESWOOD CLASSIC AT BELLE GREY FARM,** Belle Grey Farm, Upperville, VA; www.bellegreyfarm.com. Pleasure, Obstacles, Marathon, Concours d'Elegance. Heather Briggs, H 540-592-3462, C 703-774-4688, admin@bellegreyfarm.com
- 28** **ADS BOARD OF DIRECTORS MEETING:** Online meeting, 7:00 pm CDT

November

- 13** Festival of Driving Pleasure Driving Show, Queen Creek, AZ. Division Champions, obstacles classes. Two arenas, classes for everyone. Prize list: Dana Moore, 602-361-4561.

January 2011

- 22-23** **NATURE COAST HDT and CT:** Black Prong Equestrian Center, Bronson, FL, www.blackprong.com; Training, Preliminary, Intermediate, Advanced. Ellen Ettenger, W: 352-486-1234, C: 352-615-6460, F: 352-861-0400, shorty1956@gmail.com

February 2011

- 3-6** **SUNSHINE STATE CDE:** Florida Horse Park, Ocala, FL; Training, Preliminary, Intermediate, Advanced. Susan Gilliland, H: 352-489-6586, s_gilliland@msn.com
- 19-20** **FLORIDA CARRIAGE MUSEUM DRIVING COMPETITION:** Florida Carriage Museum and Resort, Weirsdale, FL, www.fcmmr.org. Pleasure, Obstacles, Concours d'Elegance. Kacy Tipton-Fashik, H:352-598-3034, W:352-750-5500 ext. 229, C:352-409-1398, F:352-753-3105, kacy.fashik@fcmmr.org
- 24-27** **LITTLE EVERGLADES INTERNATIONAL:** Little Everglades Ranch, Dade City, FL; Preliminary, Intermediate, FEI. Susan Gilliland, H: 352-489-6586, s_gilliland@msn.com

March 2011

- 12-13** **BLACK PRONG HDT and CT:** Black Prong Equestrian Center, Bronson, FL, www.blackprong.com; Training, Preliminary, Intermediate, Advanced. Ellen Ettenger, W: 352-486-1234, C: 352-615-6460, F: 352-861-0400, shorty1956@gmail.com
- 24-27** **LIVE OAK INTERNATIONAL CDE:** Ocala, FL, www.cailiveoak.com; Intermediate and FEI. Susan Gilliland, H:352-489-6586, s_gilliland@msn.com

April 2011

- 2-3** **NTW SUNRISE RIDGE HDT and Driving Weekend:** Sunrise Ridge Ranch, Paradise, TX, www.northtexaswhip.org; Training, Preliminary. Kate Morgan, H: 817-523-4616, C: 817-688-9580, katermorgan@gmail.com
- 16-17** **SPRING FLING DRIVING TRIAL:** Little Everglades Ranch, Dade City, FL, www.cypresskeep.com/springfling; Training, Preliminary. Erika Matulich, H: 813-982-2200, C: 813-784-8484, F: 813-982-9709, ematulich@ut.edu

May 2011

- 14-15** **FLYING B RANCH HDT:** Flying B Ranch, Prescott, AZ; Training Preliminary, Intermediate, Advanced. Bliss Knight, H&C: 989-899-4193, F: 928-441-6533, fbr@commspeed.net.
- 20-22** **GAYLA BLUEGRASS CDE:** Gayla Driving Center, Georgetown, KY, www.gayladrivingcenter.com; Training, Intermediate, Advanced. Debbie Banfield, H: 502-863-5113, C: 502-542-0032, F: 502-867-0081, gayla3329@aol.com
- 28-29** **CAROLINA CARRIAGE CLUB HDT:** FENCE, Tryon, NC, www.carolinacarriage.org; Training, Preliminary, Intermediate (HC Only). Price Story, H: 828-242-7571, C: 828-242-7954, F: 828-891-9453, p_story@bellsouth.net

June 2011

- 4-5** **ELK CREEK CDE:** Fair Hill, Elkton, MD, www.fairhillinternational.com; Training, Preliminary, Intermediate. Diane Trefry, H: 410-755-6785, W: 410-755-6855, F: 410-755-6110, dtrefry@equestriaire.com
- 12** **BRANDYWINE VALLEY CARRIAGE DRIVING SHOW:** Fair Hill Natural Resources Management Area - Gallaher Road, Elton, MD, www.bvdc.org; Pleasure, Obstacles, Concours d'Elegance, Draft. Margaret Grillet, H: 610-255-4102, C: 302-465-2200, margaretgrillet@yahoo.com

JULY 2011

- 1-3** **THE CDE AT INAVALLE:** Inavale Farm, Philomath, OR, www.cdeatinavale.sitesvp.com; Training, Preliminary, Intermediate. Bev White, H: 503-829-7828, C:503-799-2845, F: 503-829-7850, grovenhurst@mollala.net



Mariah Carlson, daughter of ADS Director of Advertising Stacy Carlson, manned the new ADS booth during its test outing at Iron Horse CDE. The booth will be part of the ADS presence at the WEG next month. Photo by Susie Koos-Acker

OMNIBUS CHANGES

In response to ADS member comments, the Wheelhorse Calendar of Events will henceforth 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

SHADY OAKS CDE, Lodi, CA, Sept. 16-19: Updated.

NEW MOON CARRIAGE CLASSIC, Perry, IA, Sept. 18:
Location, accomodations info updated.

LITTLE EVERGLADES INTERNATIONAL, Ocala, FL, Feb. 24-27, 2011: Date change.

PINETREE CDE, Southern Pines, NC, Oct. 23-24, 2010:
Officials Updated

HALLOWEEN HUSTLE, Thousand Oaks, CA, Oct. 30, 2010:
Contact information updated, corrections made.

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