



Wilson Groves at the MCDS Scurry. Story on page 7.
Photo by Brenda Martin

THE Wheelhorse

NEWSLETTER OF THE AMERICAN DRIVING SOCIETY

NL 190

Representing Carriage Driving in the United States and Canada

December 2010

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Looking Forward to 2011



Allyn Carman driving her Clydesdale Hackney pony, Bud Lite, at Shady Oaks. Photo by Christie Benninghoven

By Allyn Carman

September 20, 2010: I was the last rig out of Shady Oaks (Lodi, California) last night, and stopped at the corner gate to hose off my windshield. I stood for a moment and looked out at that great big empty field that had been so full of life this past week, and then scanned over to the silent barns. Sure enough, rather than the happiness I should have felt for the absolutely wonderful time I'd just had, I suddenly felt forlorn and tired. Just then a flock of migrating birds went over and the pink-and-orange cloudy sky reminded me that it's fall, and our horsey season is almost done.

Then one of the Grupes' farm employees came by with a big smile and a wave. I don't think she speaks a lot of English, but she said, "All gone?" I replied, "Yes, I'm the last one." "You have fun? See you next year?" "Yes, thanks, I had a great time. I'll be here."

Then, as I was just driving off, she smiled and waved again, and yelled out after me, "God Bless You!"

Suddenly I felt happy again.

A Message from The Executive Director



Since the ADS membership unanimously elected the nominated slate of directors for the 2011-2012 term at its October

Membership Meeting, the outgoing Board has been busy preparing the new Board members for their respective duties. Using our webinar technology, we have hosted one Board of Directors meeting and two new Board member training sessions since October 28. Our Board of Directors meeting agenda was focused on discussion of the 2011 proposed rule changes and the eventual approval of the new 2011 Rulebook. The ability to view the documents together, make comments and vote on motions without having to travel is a tremendous saving of time and money for both the Society and the individual Board members.

On November 11, we held a special training session for incoming and returning committee chairmen. President-elect John Freiburger, Secretary Ann Davis and myself focused on chairmen's responsibilities, populating their committees and proper goal-setting techniques. With clearly defined and measurable goals in place, committees will be more organized and able to tap into the vast resources we have within our membership to better accomplish the goals of the Society.

Pat Cheatham, outgoing Vice President, led a training session designed for new Board members. Pat began with an overview of the ADS including the purpose, structure and general operating procedures that the Board follows. Vice President-elect Mary Jo Stockman gave a 'Reader's Digest' version of the ADS corporate structure, while Treasurer Bill Lawson

ADS Fund Update: The Annual Appeal

By Jamie O'Rourke

The American Driving Society Fund Annual Appeal has arrived in your mailbox. It is a request that is vitally important to the continuation of the programs of the Fund, benefiting every aspect of the driving sport. Thanks to many generous individuals, clubs, competitions, businesses and foundations, the Fund has moved forward over the years with greater certainty, increasing our commitment to enhance every facet of driving. We are extraordinarily grateful to all of the charitable donors who are helping secure the future growth and improvement of driving through programs of the ADS Fund.

The successful programs of The ADS Fund cover a multitude of areas within the driving sport: education, youth programs, regional development and training programs for all levels. Much has been achieved; every area that the Fund supports has expanded. Regional meetings, training opportunities and youth programs are all growing. Highlights of 2010 have included very successful regional meetings, the opportunity for youngsters to attend driving camps in four areas of the country, outreach to new members and training for hopeful international-level competitors.

As 2010 comes to a close, we look forward to continuing and expanding the ADS Fund's programs in 2011. They are making an important impact on our sport, but much more can be done. Our year-end appeal in your hands will make the difference. Thank you to everyone who has already generously contributed this year. If you have not yet joined the list of donors, please give it your utmost consideration. Your help is a key element in the success of The Fund, its programs and the development of driving.

It is only through your help that we will be able to continue the expansion of the important programs the ADS Fund undertakes for driving. Please help us to grow and improve the sport through your contribution.

Thank You!

Executive Director's Message (cont'd)

explained the financial statements that Board members review. The information this training session provided will be essential for enabling new Board members to hit the ground running at their first meeting in January.

The ability to host training sessions and attend to some of the board business remotely is a great advantage for the Society. By enabling the ADS to move more quickly through narrow topics, it frees up precious face-to-face time for more creative and innovative work during Board of Directors and members meetings.

Susie

The American Shetland Pony Club and American Miniature Horse Registry Partners with the American Driving Society



Photo courtesy of Kathleen O'Grady, Pegasus Photography

By Johnny Robb, ASPC/AMHR Director of Marketing

Fans and owners of Shetland Ponies and Miniature Horses know that their small but mighty equines make great driving partners, a fact that is proven at shows and farms all across the country. The American Shetland Pony Club and American Miniature Horse Registry (ASPC/AMHR) is now celebrating the driving skills of their small equines in a big way—by partnering with the American Driving Society (ADS).

The ASPC/AMHR is becoming a Breed Partner with the American Driving Society as a way to promote Shetland Ponies and Miniature Horses and the discipline of carriage driving. "Through this partnership we will be on our way to helping each other grow the Shetland and Miniature Horse presence in the American Driving Society," said Susie Koos-Acker, ADS Executive Director.

"I am so pleased that the ASPC/AMHR is joining into the ADS Breed Partnership program. It should be mutually beneficial," said Maureen Harkcom, ASPC/AMHR Breed Steward.

Dr. Pam Ripperda, the Miniature Horse Representative for the AMHR, said she is looking forward to building the program between the two organizations.

"So many of our members are involved in Combined Driving, Pleasure Driving or recreational driving, which makes this partnership a win-win for both organizations," said Diane Zmolek, American Shetland Pony Breed Representative.

Owners of small equines will also be able to enjoy educational webinars on the ADS Web site.

Started in 1888, the American Shetland Pony Club is one

of the oldest equine registries in the United States. Incorporated in 1972, the American Miniature Horse Registry was the first registry for Miniature Horses in the United States and continues to be one of the foremost organizations committed to the preservation and promotion of these small equines. For more information on small equines, visit their website at www.shetlandminiature.com or call (309) 263-4044.



Gail Thomas in her winning dressage test at Skunk River HDT (Ames, Iowa) with her VSE pair, Lil Bit of Country and DM Rajas. Her groom is Jenny Dougan. Photo by Derith Vogt

Where We Are and Where We Need to Go: An Outgoing ExCom Member's Perspective

By Pat Cheatham, ADS Vice-President

My first column for the Wheelhorse—four years ago—focused on personal, member ownership of our Society. Whatever good qualities we enjoy, or persistent shortcomings we bemoan, are entirely in the hands of ADS members. It's our organization and no one else's.

The unprecedented turnout for the 2010 Members' Meeting at the Gayla Driving Center shows that you share this sense of ownership—at least when the location is convenient and food, drink and camaraderie abound. So, since Jim Keathley gave us his final President's message in the November *Whip* and it's time that others set our Society's course under new ADS leadership, I'm going to take this opportunity to share my thoughts on how we're doing and what I (although perhaps no one else) believe we should consider changing.

First, here's how I think we're doing:

**** Our ADS does a good job of providing service for the cost of membership.***

By comparison with the CAA and other countries' driving organizations we've reviewed this past year, the ADS does well. Our money returns to us primarily in the form of dedicated, full-time staff and world-class publications. Take a careful look back through the last year or so of the *Whip* and you'll note that we consistently have more pages of content than any other driving periodical provides in its entirety. It's an extraordinarily good magazine that continues to improve. The Wheelhorse now comes to you in color and with photos. The ADS Web site—with links to all our committees, Webinars, the ADS Rulebook and the ADS Guide to Driving Trails—is of ever-increasing value.

**** The ADS is in good financial shape.***

While this isn't very exciting, the result of good stewardship shows up in two very direct benefits to the ADS membership. One is that membership costs have been stable. The other is that, in contrast to earlier days, the contributions of members and organizations go largely toward outreach and development programs rather than to running the Society.

**** The ADS Fund has dramatically changed the ADS for the good.***

Whether or not I can prove "cause and effect" is irrelevant—the ADS now funds developmental and outreach functions like never before, and the ADS Fund is our tool to do so.

**** We're a more open, responsive ADS with heightened member involvement and participation.***

The new Board of Directors has a large number of new faces, attendance at both Board of Director and Members'

Meetings has significantly increased, we had more than 90 recommendations for changes to our Rule Book this year, hundreds of drivers watched ADS Webinars—all signs of personal ownership.

**** Our relationship with equestrian sport's National Governing Body, the USEF, is better than at any time in my experience.***

The ADS has taken a very active role in selecting highly qualified, competent individuals for those Technical Committee seats which are ours to fill. Although I'm still not sure that I can provide a succinct answer as to the direct benefit the ADS and its members derive from the relationship, I'm convinced that the ADS is the right organization to represent driving. Some organization will be the National Affiliate for Driving—I'd rather it be the ADS.

**** The CAA makes the ADS a better organization (and t'other way 'round, too).***

Driving is a small community with two national organizations—three, when we include Drive Canada. While there are differences in organizational focus, having a "competitor" organization helps keep the ADS searching for more and better ways to serve the sport and the membership. In short, competition—whether from CAA or the Driving Digest—benefits the organization, the sport and our members.

Next, some changes I think we should consider:

**** The ADS should provide personal insurance coverage as a membership benefit.***

USEF has figured out how to provide this service to members, as have all three of the countries whose driving organizations we looked at—and so should we. While we're at it, a "deal" with USRider as part of ADS membership is the way to go.

**** We need an ADS "home" separate from wherever our Executive Director resides.***

The Board considered and rejected a proposal to relocate to the Kentucky Horse Park prior to the WEG, but in my opinion KHP remains the place to be. I won't fill this space with reasons that KHP is the best choice, but will say that no other location has the "critical mass" of equine organizations to be found at KHP, nor has had as many drivers visit the place in any of the past four years.

**** I'm not sure the benefits of our 501c(3) Not For Profit (NFP) organization outweigh the effort required, and urge the incoming Board to review continuation of that status.***

The ADS may well benefit from donations from some foundations, certain individuals or estates and other organizations which choose to only provide funding to 501c(3)

An Outgoing ExCom Member's Perspective (cont'd)

organizations—if so, that may be reason to retain the status. I do not believe the NFP benefits—claiming contributions on my tax filings—have influenced my personal donations and doubt that it's made a difference for many others. What I do know is that the Board and some committees spend an overwhelming portion of their time and energies on issues, questions and activities associated with our NFP designation and we should weigh benefits against the needs of our sport and the ADS.

**** The ADS should institutionalize the Driver Proficiency Program in partnership with the CAA.***

We passed on the opportunity to make the program ours, and by now you're likely tired of hearing me say so. However, many have wanted ADS/CAA partnerships for years and I believe this program at this period in time is our best opportunity in many years to cement that relationship.

**** We need to find a reason and a way for The National Drive to be an ADS event.***

Mike Lyon and the Board of The National Drive made it so once, at considerable inconvenience to themselves and their organization. The National Drive got nothing except extra work for their troubles while the ADS benefited enormously. The Drive has contributed more money to the ADS and wields more influence with recreational drivers than any other event. Ever. As with the CAA's Driver Proficiency Program, we're in danger of letting someone other than the ADS take the lead. The ADS is a group of competitors—I got it. But where do we think driving competitors come from?

**** Our recently inaugurated educational Webinar program is the best service provided drivers since The National Drive.***

I'm unsure what balance we should strike between Webinars as a membership service and keeping them available—for free—to one and all. We also need a way to reward those who spend time and energy to put together these educational programs. This is an extremely good and effective service for the driving community, but it comes with a price tag of huge amounts of volunteer time and energy. Just as with the folks that organize and run the events we all enjoy, there's an inherent danger of exhausting that enthusiasm.

While Webinars, magazines, websites and the CD-L are great sources of information, driving is a hands-on sport. We've got several islands of drivers throughout the country that continue to thrive, expand and grow the sport. It's a different story away from these areas. Availability of safe, affordable driving horses; having reasonable access to Trainers and finding places to drive can easily overwhelm many that may want to join our sport. Don't have the foggiest notion how to solve this but a good, sustainable answer could really affect the future of the ADS.

My last two – I promise.

**** The ADS should host Preliminary and Intermediate Driving Championships as an organization***

—and I do not mean Paper competitions. Further, hand-in-hand with Prelim and Intermediate Championships . . .

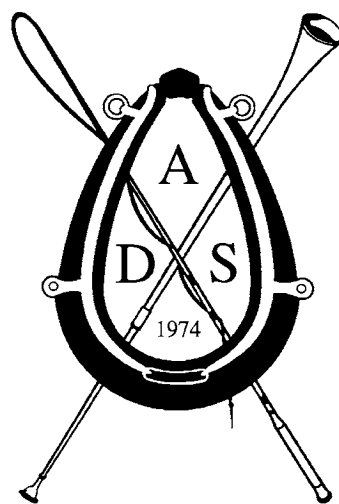
**** The ADS should develop, fund and run a program aimed at increasing the number and competence of upper level drivers and officials (licensed or not).***

This is our sport, if we don't improve it, we'll lose it.

Finally, I must say that this remains my ADS and I intend to help make some, most or all of the above a reality.

Happy Trails to you . . . and your pony.

Pat



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. 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

FOR SALE: SLEIGH, HEARSE, THREE CARRIAGES
All original nothing broken. Please call Teresa at 413-668-5652 or email hiddenspring1@verizon.net

Training Level: A column and forum for new driving enthusiasts

By Deby Stewart

I'm watching weather as always as the holiday season begins, and see that the Midwest has already gotten snow. We are just starting up our driving season here in south Florida as people in much of the rest of the US are packing up their equipment for the winter. Here it's still in the 70s at night and 80s during the day, which is just about the best weather we ever get. Do those of you who drive in these areas with "real" winter break out sleighs when you have snow? Growing up in West Virginia, I rode in the snow but driving sleighs in it must really be a blast!

A big thank you to Russ and Wanetta Dyer of Dyer Buggy Works, who made me a cart to fit TigerLily's ample measurements and even widened my carriage shafts. Did I mention TigerLily measured 87 inches around her girth? So thanks to my brand new cart I've been taking advantage of the great weather by putting her back to work to try to regain her girlish figure.

She's been a pasture potato since April and was not thrilled to be in harness again. The first few times I worked her, she threw a hissy fit every time we turned back towards the barn. Due to my work schedule and the time change I usually can only drive on the weekends, but I'm fortunate that I have room to drive in the safety of my own property. I don't have to go out anywhere until she reconciles herself to being a well-behaved driving horse again.

After driving the cart a few times, I pulled my carriage out of the garage and found the tires low enough to need some air. The side of the tires says they are supposed to be inflated to 32 pounds of pressure—

Deby, in Florida-style winter driving attire, puts TigerLily back to work between the newly widened shafts.



should I go with that? This made me wonder what other kind of maintenance I should be doing on a carriage that has been sitting in the garage for the past six months. Carts and carriages are not cheap and I'm wondering if there are some things I should be doing to keep mine safe and useful. As a newbie, I'm not sure what to do other than make sure my tires are properly inflated and knock off the major layer of dust.

What do you do for your vehicles when they have been sitting for a while? Do you do anything special when you know you are going to put them away for the season? Advice, as always, is greatly appreciated.

Have a wonderful holiday season!

Deby

deby@justusdriving.com

New Moon Carriage Classic Report

Mother Nature gave us a brutal test of our mettle for NMCC (held at the Iowa State Fairgrounds in Des Moines) on September 18-19: constant rain and/or drizzle, cold, grey, an afternoon of lightning, stalls flooding, a stabling tent nearly blown away, by all accounts miserable.

But the competitors were fantastic, ditto volunteers—and the judges, well, they blew us away, too, with their generosity, unflinching professional attitudes and dedication to the sport of carriage driving.

I cannot recommend Kail Palmer Miller and Lore Homer more highly. They spent time with each exhibitor after each class and gave them input into how to improve their performances. They spent all day each day in the bone-chilling rain without ever losing their composure and good spirits. I could not have survived the weekend without them.

Many of the exhibitors commented that they learned more from Kail and Lore in those two days than they would have learned in years of competing. I know I certainly did.

Many Thanks,
Michelle Blackler. Show Secretary

MCDS Holds Successful Scurry

By Kate Bushman, MCDS President

The Massachusetts Carriage and Driving Society held one of the first scurry challenges in New England on September 26, in the Dickson Rings of Weston, Massachusetts. It was a huge success. Fourteen turnouts came and played in our five scurry classes. While there are few restrictions in a scurry about pace or direction, most of the patterns required skill and accuracy, and even the ability to come back and stand still for five seconds, so the five different classes spread the ribbons out among the many talented drivers.

Feedback was that it was a lot of fun and terrific cones schooling. We awarded three championships: Single Horse Champion was Mug Tomany, Reserve was Robin Groves; Single Pony Champion was Wilson Groves, Reserve was Leona Anastasi; and Multiples Champion was Bonnie Jean.



Bonnie Jean (above) was Multiples Champion and Mug Tomany (left) was Single Horse Champion in the MCDS Scurry. Photos by Brenda Martin.

USEF Announces Dates and Locations for the 2011 USEF National Combined Driving Championships

Lexington, Kentucky - The United States Equestrian Federation (USEF) is announcing the following dates and locations for the USEF Pony and Pair, Four-in-Hand and Singles Driving National Championships.

The *USEF Pony and Pair National Championships* will be held at the Live Oak International CDE in Ocala, FL, March 24-27, 2011. Held annually since 1993 at Charlotte Weber's Live Oak Plantation, the Live Oak International CDE regularly attracts the nation's top drivers and played host to the 2010 USEF Four-in-Hand and Singles National Championships.

The *USEF Four-In-Hand National Championships* will be held at The Laurels at Landhope CDE in West Grove, Pennsylvania September 9-11, 2011. The Laurels at Landhope CDE has been a mainstay on the U.S. Combined Driving calendar for nearly 20 years and has hosted mul-

multiple USEF Selection Trials and National Championships.

Rounding out the year will be the *USEF Singles National Championships*, taking place at the Katydid CDE in Aiken, South Carolina November 4-7, 2011. A fairly new event in the growing driving community of Aiken, this will mark the first USEF National Championship held at Katydid.

For more information on combined driving programs please contact Elizabeth Staller at estaller@usef.org.

Judges List Update

Emery Hinkley is an ADS Learner Combined Driving Judge

More Glorious Moments from Kentucky in October: A Last Look Back at World Equestrian Games Driving



George Bowman, 19-time British National Champion in Combined Driving and the winner of numerous individual and team medals in World Driving Championships since 1972, delighted the audience at the WEG driving's dressage phase with a post-competition demonstration of the movements of the FEI dressage test.

George also delighted US carriage drivers and ADS members Mary Ruth Marks (left) and Ann Katona with a photo op in the WEG Equine Village.



Tucker Johnson secured the team silver medal for the US with his Cones round: he stayed within the time allowed and incurred only three penalties for one ball down. Photo by Jim Leiby

A Last Look Back at World Equestrian Games Driving (cont'd)



Representing Canada were Deb Laderoute (left), one of only two women driving at the WEG, and Darryl Billing (below, in Cones). They finished 21st and 22nd individually, respectively, and the Canadian team was sixth. Photos by Jim Leiby



Chester Weber (above), here looking tense in the eighth and final hazard, had a disappointing marathon. Photo by Jim Leiby



Koos de Ronde (left), who drove for the gold-medal-winning Dutch team, executes a one-handed circle in Dressage. He finished fifth individually. Photo by Jim Leiby



by Hardy Zantke

Not Tracking Up in the Collected Trot?

In my column in the November *Whip* I wrote about some of my thoughts on the Collective Remarks in our dressage tests. I had one statement in there on which I received some questions. Under “Impulsion” I wrote that I think it is important that the horse “tracks up,” e.g. the hind feet step into the print of the forefeet—or beyond, but not less—except at the Collected Trot. I was rightfully questioned on this last part, so am happy to explain this statement a little further.

People who come from a ridden dressage background would correctly reject this statement, as in ridden dressage tracking up is always required, including in the collected trot. However, in driving most of our judges realize that in contrast to the ridden horse, it is so much harder for a driving horse to properly collect that most of us don’t mark down the driving horse for not tracking up in the collected trot, but only in the other gaits. Why is that so?

If we look at the Rulebook requirements for the Collected Trot (Art 934.4) we see that the horse should move forward with a greater degree of engagement and a lightening of the shoulder, and if we look further under Art 100.1 in our Dressage Section of the Rulebook, it explains further that the center of balance should be shifted more towards the rear. All of this is, of course, accomplished much more easily by a ridden horse, where the rider sits on his back and can help the horse with shifting the balance more to the rear and lightening the forehand. In contrast, our driving horses don’t have the weight on their back (at least they shouldn’t, with a well-balanced vehicle); instead, they always need to push the weight of the carriage with their shoulder. Accordingly, it is very difficult—to say the least—for them to shift the balance further back and to lighten the shoulder. Sure, a very well trained four-in-hand or tandem leader can do that, but hardly the wheelers, at least not to the extent of a ridden horse.

Accordingly, when we ask the steps to be more engaged and elevated for the collected trot, we’ll often see that the driving horse might not be able to track up any more, and most of us are willing to forgive him that. We simply cannot expect as much collection from a horse pulling a carriage as we can from a ridden horse.

All of the above is, of course—as usual—just from between my blinkers. However, the FEI handout of Dressage Terminology for Driving Officials (dated March 2003) also gives this definition: “Tracking up - The hind-legs must reach or pass the imprint left by the forelegs, except in the collected gaits.” Again, you will notice that in all other gaits tracking up is required, so our driving horses don’t get a break there and should track up.

You will find further good explanations of the limited amount of collection expected from a driving horse, as well as how to train him towards it, in the ADS Manual of Driven Dressage.

Save the Date: 2011 Garden State Combined Driving Event

The Horse Park of New Jersey is excited to announce that Combined Driving will continue to take place on our grounds in 2011. The Horse Park will host the Garden State Combined Driving Event on October 8-9, 2011. This event will be recognized by the American Driving Society, and will welcome drivers competing at the Training, Preliminary, and Intermediate, and Intermediate II levels. The Intermediate II level will use Advanced level dressage tests and cones clearances, and the Intermediate marathon course.

The event will be held in a two-day format, with Dressage and Cones taking place on Saturday, and Marathon to follow on Sunday. Other highlights will include a Saturday night Competitor’s Party, and a Welcome Reception and briefing on Friday afternoon. We hope that the driving community will continue to support the Garden State CDE, keeping this terrific venue open for carriage driving. Secretary/ Organizer Karey Manner, well known for her work at the Green Mountain Horse Association, was able to fit Garden State into her schedule because its 2011 date comes after the last GMHA event.

Many sponsorship and vendor opportunities are available for Garden State. If you are interested, please contact Liz Kwasnik at carriagecoach@optonline.net. Details and an Omnibus listing will be available this winter at www.horseparkofnewjersey.com and from the American Driving Society. For more information on the event, please contact Karey Manner at karey139@gmail.com or (802) 356 0160.

2010 Calendar of Events 2011

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. 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.

December 2010

- 4 Gilcrest Farm HDT, Gilcrest Farm, Windsor, SC, www.gilcrestfarm.com. See website for details. Renie Gillis, 803-648-4500.

January 2011

- 2 Gilcrest Farm HDT, Gilcrest Farm, Windsor, SC, www.gilcrestfarm.com. See website for details. Renie Gillis, 803-648-4500.
- 9 Little Everglades Ranch Country Fun Drive, Little Everglades Ranch, Dade City, FL Take a Sunday drive through 2000 acres of scenic ranchland rich with wildlife. Ten scored driving challenges along the way. See www.cypresskeep.com for more information or contact Katie Carris, (813) 244-0724.
- 29 Gilcrest Farm HDT, Gilcrest Farm, Windsor, SC, www.gilcrestfarm.com. See website for details. Renie Gillis, 803-648-4500.

March

- 5 Gilcrest Farm HDT, Gilcrest Farm, Windsor, SC, www.gilcrestfarm.com. See website for details. Renie Gillis, 803-648-4500

April

- 2 Gilcrest Farm HDT, Gilcrest Farm, Windsor, SC, www.gilcrestfarm.com. See website for details. Renie Gillis, 803-646-1175.
- 23 **ROCKIN TP ADT**: Sanger, TX. www.northtexaswhip.com. Training, Preliminary. Mike Finney, P: 972-740-4967, finneybackhoe@yahoo.com.

June

- 4-5 Cypress Keep Schooling HDT, Plant City, FL. All levels, all equine sizes. 4-5 Km, 4-5 hazards. Dressage/cones Saturday, Marathon Sunday. See www.cypresskeep.com or contact Erika Matulich at (813) 982-2200.

August

- 6 Southern Maryland Plantation Carriage Show, Prince Georges Equestrian Center, Upper Marlboro, MD. www.showplacearena.com and www.smhahorseshow.com. Mari Douglas Kehrig, P: 410-533-1406, smhahorseshow@aol.com.

CORRECTION TO BUYER'S GUIDE LISTING

Central Valley Harness Association
PO Box 1192, Clovis, CA 93613-1192
Brent Patten, P: 559-289-4124, bwpatten@gmail.com
www.centralvalleyharnessassociation.com

ADS Publications: Deadline Schedule

For the convenience of contributors, these are the dates in 2011 by which we need material for the ADS magazine, the *Whip*, and for the Wheelhorse newsletter.

January Wheelhorse -	December 27
February <i>Whip</i> -	December 18
March Wheelhorse -	February 25
April Wheelhorse -	March 25
May <i>Whip</i> -	March 18
June Wheelhorse -	May 25
July Wheelhorse -	June 25
August <i>Whip</i> -	June 18
September Wheelhorse -	August 25
October Wheelhorse -	September 25
November <i>Whip</i> -	September 18
December Wheelhorse -	November 25

A note on photos: Please send high-resolution digital images, at least 300 dpi when no smaller than 4x6 inches. Bigger is better! Email stories and photos directly to Sandra at sandra.cooke@americandrivingsociety.org, or burn on a disk and mail to PO Box 457, Winterport, ME 04496.

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

TAMPA TRIALS: Tampa, FL. Cancelled.

BLACK PRONG HDT: Bronson, FL. Date corrected to 3/12-13/2011.

LIVE OAK INTERNATIONAL CDE: Ocala, FL. Opening/closing dates updated.

OHIO SCHOOLING CDE: Sullivan, OH. Officials updated.

ORLETON FARM PLEASURE DRIVING SHOW: Stockbridge, MA. Contact info updated.

SUMMER FESTIVAL CDE: Wilton, CA. Officials updated.

CDE AT INVALE: Philomath, OR. Marathon, other info updated.

ADS Annual Board of Directors Meeting

January 30, 2011, St Paul, Minnesota ; 8:00-11:30 am at the Hilton Garden Inn St. Paul/Oakdale (held in conjunction with the CAA Winter Sleigh Festival) Please Register on the CAA form http://americandrivingsociety.org/meeting_Docs/caa_brochure.pdf if you would like to participate in some of the CAA events including brunch on Sunday. If you are only coming for the meeting, please just let the ADS office know to expect you; there will be no charge. All members are welcome to attend the ADS BOD meeting.

This January, the city of St. Paul celebrates the 125th anniversary of its Winter Carnival, "The Coolest Celebration on Earth." There are parties, a parade, snow-sculpture and ice-carving competitions, a sleigh & cutter festival, and more.

Conference Highlights

The CAA Winter Conference will feature something for everyone. Fourteen speakers will give talks on a variety of sleigh-, carriage-, and driving-related topics. Those who bring horses and sleighs will be able to participate in two sleigh rallies, and everyone else will be able to watch. There will be the traditional Carriage/Sleigh Showcase competition, along with contests for sleigh bells, lap robes and photography. We will also have a trade fair and a number of social gatherings. Come join the fun!

Our host hotel: Hilton Garden Inn St. Paul/Oakdale. Connected to the Prom Center by a 41-foot walkway, the hotel is nine miles southeast of downtown St. Paul, and many restaurants and shops are within walking distance. The hotel rooms have free high-speed and wireless Internet access, microwaves, refrigerators, coffee makers, ironing boards, and hair dryers. The hotel offers an indoor heated swimming pool and a well-equipped fitness center. Our group's room rates: \$109 per night for rooms with one king-size bed or two queen-size beds; or \$149 per night for a king suite. To reserve a

THE AMERICAN DRIVING SOCIETY



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