



This distinctive wicker phaeton was among the carriages offered at the auction of Louisa Plummer's estate. Story on page 6

# Wheelhorse

NEWSLETTER OF THE AMERICAN DRIVING SOCIETY

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Representing Carriage Driving in the United States and Canada

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Pennsylvania snowbird Claire Glenn won the marathon in the Intermediate Single Pony division at Black Prong HDT/CT (Bronson, Florida) with Briarmead Stars-N-Stripes. They came second overall. Photo by Louisa Emerick

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## A Message from The Executive Director



You can now follow the ADS on Facebook! The ADS launched its own Facebook page in the middle of March to a rousing 500 “likes” in the first three days

of launching. You can find the page by searching on American Driving Society. Make sure that you “like” us so you can start receiving ADS updates via your own Facebook page.

If you’re not a Facebook user, you might be a little confused about the purpose of Facebook, and why the ADS would want to be a part of it. In a nutshell, it’s an electronic way to connect the ADS with interested carriage drivers—but even more than that, it is a way carriage drivers can connect with other carriage drivers. Within the first few hours after we made the announcement that the page existed, members began reaching out to other members, looking for fellow carriage drivers who lived near them. Hopefully those Facebook connections will result in new club members for local clubs and old friends reconnecting with each other, making the vast North American carriage-driving community a little bit smaller, electronically speaking.

Facebook is public, free and open to anyone. I encourage clubs to post their shows, pleasure drives, clinics and other activities that are open to anyone in an effort to help non-members make connections with their local driving community and, ultimately, with the ADS. So if you have been thinking about getting your own Facebook account, now would be a great time to give it a try and join in the Facebook fun.

*Susie*

## Webinar Parties!

By Myrna Rhinehart

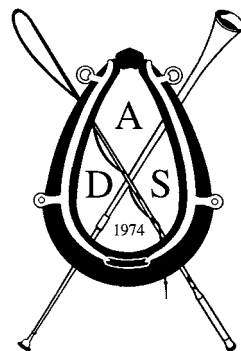
There are 10-foot-tall piles of snow in the yard, and fat unworked horses in the paddock. Unless you have an indoor arena in the Midwest, what do you do to get your driving horse fix? You host a Webinar Party! We all know that carriage driving isn’t only about driving, but about the good friends you make along the way, and this is one way to share your love of driving and your internet connection!

For last year’s ADS educational webinars, we figured out how to hook up our laptop computer to the HDTV using the wireless Internet connection and a couple of cords purchased from the local tech store or office supply. (This is not as hard as it sounds, so just check with your local computer “geek” to figure this out.) With three of us in the family who drive, it was much more enjoyable to view the webinars in the comfort of our living room than cramming ourselves in front of the computer at the desk. However, it seemed silly to enjoy the presentations all by ourselves, so we invited a few of our closest driving neighbors, fellow competitors and friends to come over. This turned out to be good for our friends who didn’t have a high-speed internet connection as well, as they may not have gotten the chance to view the webinars.

Well, all that company deserves some good food to go with it, and you can’t get a bunch of driving people together without discussing the latest news we all have about our horses, so we made sure to schedule time before the webinar to serve some hors d’oeuvres, open a bottle of wine, and chat. We left the food out during the webinar so we could go back and refresh our plates as necessary. This year, we are having pot luck dinners before the webinars, as some of our guests are coming from a distance away or directly from work, and may not get a chance to eat dinner otherwise.

Before the webinar started, I printed out any handouts that were going to be used during the presentation and handed each guest a freshly sharpened pencil. We made sure there were enough comfortable chairs, and put coasters on the end tables, too.

Once the webinar started, we quietly discussed some of the aspects of the information. Some of our discussions have led to good questions that we might not have thought of just watching it by ourselves. One of us typed questions into the webinar for the online expert to answer. There also has been a bit of time after the webinar to discuss some good ideas or problems we were having with our horses that we could help each other figure out.



# The Officers' Report: The State of our Society – a Financial Perspective

By Bill Lawson, ADS Treasurer

As I begin my sixth year as the Treasurer of the ADS, one thing has become very clear to me: The financial state of our Society is always a mixed story. We are not a wealthy organization, therefore vigilance is always required in setting our budget priorities. We have been successful in maintaining adequate financial reserves to carry on our activities. We are a volunteer-based organization, so we function by blending the efforts of our relatively small permanent staff with a larger group of Directors, committee members and other volunteers who commit their time and work only for the love of the sport and their genuine desire for the ADS to succeed in its mission of promoting carriage driving and providing services to our membership. Then there are those who offer financial assistance beyond the normal membership fees through donations of various types—but more on that later. It is a combination of all of these things that keeps us in business, and as your Treasurer I tend to view these things in terms of revenue and expenses. The proper mix of what comes in and what goes out keeps the lights on. Let's look at how we did in 2010.

Our largest single source of revenue is memberships; in 2010 we achieved a very modest gain over 2009, and with the general state of the US economy in 2010, I'll take it without complaint. Ignoring donations for now, the next largest income is from those who advertise in our various publications. At \$56,757, the 2010 ad revenue represents a 13 percent gain over 2009. Actually, *Whip* and *Omnibus* advertising slipped somewhat but that loss was more than offset by a very successful edition of the *Buyers Guide* produced for and distributed at the World Equestrian Games. ADS Fund donations for 2010 were down 15 percent at \$68,779, but this number also requires a closer look. Included in the total was \$16,844 donated specifically to support our presence at the WEG, further restricting the normal uses of ADS Fund donations. The good news is that between the ADS Fund and support from the Hoopes-Addis Trust, all but about \$1,700 of the total cost of our presence at the Games was paid for. What could have been a very large impact on our 2010 results was minimized.

Revenue from judges' clinics was way up because 2010 included a Super Clinic, which is not run every year. On the other hand, licensed officials' fees have trended down. Total revenue from all sources including donations was up by \$19,967 in 2010 to a total of \$391,231.

The less friendly side of this picture is expenses. Jumping to the bottom line, expenses for all uses total \$411,869, which created a loss for the year of \$20,639. Since this number is the net result from all sources including donations, we can explain this in various ways. We could say that if we did not participate in the WEG, we would be in the black for the year—but in truth the shortfall is a com-

ination of many things. Throughout the 2010 expenses there are increases—and some savings—when compared to 2009, but generally the trend is up. Contract services related to Licensed Officials Committee work is a new line item and came in at about \$2,200. Employment expense was up \$5,700, in part due to staffing during the WEG. Clinic and meeting expenses were up, but had increased revenue to help support them. Cost of goods sold, credit card fees and travel expenses were all up. Costs related to production of the *Omnibus* and *Wheelhorse* were down, but all publications combined was up.

Experience has brought me to the conclusion that as an organization, donated funds are a necessary part of our financial makeup. Looking back as far as 2000, we see that in each and every year of operations, removal of donated funds would have resulted in deficits—in many years, very serious deficits. Since I became Treasurer I have regularly reported on our finances, separating out the ADS Fund from all other operations. I have felt, and continue to feel, that it is a useful way to look at things for planning purposes. For example, each year when we're putting together a budget, the Fund has not been included. The feeling has been that we can't predict its results. To clarify my meaning, by separating the ADS Fund I mean separating donations made, grants paid out and direct expenses related to fund raising. Operations, on the other hand, refers to everything else other than the Fund. For several years now, we've made serious attempts to reach a break-even point for the operations side, and we have at times come very close. In recent years, for example, we made a number of changes in how our various publications are produced. We achieved cost savings without, I believe, compromising quality—but time has a way of working against us, with the cost of all things trending upward.

This brings me back to the subject of donated funds in general, and specifically the ADS Fund. Some view it as a separate animal attracting donations for special purposes such as supporting youth development and educational programs or helping to defray the high costs facing international competitors. Others point out that the Fund and our Society are in fact one and the same. This is of course true from a legal and tax code viewpoint. I think we need to accept any and all donations as an integral and necessary part of our financial makeup and look for new ways to improve our opportunities. Then, as we build up cash reserves, we need to hold the principle and develop investment earnings as an ongoing source of revenue to support all of the things we do. Improving our financial strength in this way will insure a solid foundation to support the activities of the ADS for years to come.

# ADS Breed Partnerships: What They Are, How They Work

By Ann Davis, ADS Secretary

For many organizations in the equestrian world, strong membership is the key to success. In most instances, increased membership along with additional dues revenue provides new opportunities to increase the value of each membership by being able to offer additional services and activities.

## The ADS Membership Marketing Plan

It was for this reason that ADS Executive Director Susie Koos-Acker asked the membership in the spring of 2008 for volunteers for a Marketing Committee whose purpose was the creation of a membership marketing plan. Volunteers for this committee were the Executive Director, myself, Jennifer Matheson, Paige Horine and John May. The stated purpose was “to ensure the strength and future of the American Driving Society by retaining existing members and increasing membership, both individual and ADS-affiliated clubs, from identified target audiences.”

One of the six target audiences was “breed show drivers who are not ADS members.” Breed show drivers are members of their respective associations and compete in shows that offer driving classes in carriage pleasure driving that use rules similar to ADS Pleasure Driving.

## Targeting Breed Show Drivers

Two separate developments several years prior to summer 2008 encouraged this focus on breed show drivers. The first was the creation of the USEF Carriage Pleasure Driving Committee. The second was the initiative of an event organizer in my Northwest Region.

The USEF Carriage Pleasure Driving Committee, established in 2006, evolved from an idea from ADS / USEF Judge Lore Homer of Pennsylvania. Some USEF affiliate breed organizations include driving competitions in their shows. In many of these shows, carriage pleasure driving classes (the term that came to designate ADS-type Pleasure Driving) were not offered. When these types of classes were offered, sometimes the rules were inconsistent with ADS/USEF Pleasure Driving rules. CAA Executive Director Jill Ryder has chaired the committee with heavy representation from the American Driving Society, including Jeff Morse, Chair of the ADS Pleasure Driving Committee. In addition to working with affiliated breeds on the inclusion of carriage pleasure driving classes with rules similar to the ADS / USEF, the committee has worked to ensure that breed judges are trained to properly judge these classes.

The promotional activities of organizer Maureen Harkcom of Happ’s, Inc. were a second indicator that a breed show driver focus had great potential for ADS. As a new organizer in 2000, Maureen came to believe that it was important for her events and the ADS to find drivers outside of ADS and welcome them into the organization. In 2001 she started attending meetings of local Miniature Horse



Miniature Horses and small ponies were among the first breeds targeted by the Breed Partnerships initiative. A partnership between ADS and American Miniature Horse Association was finalized in March. Gail Thomas is driving her pair of VSEs in this photo by Derith Vogt.

clubs and eventually was asked to give presentations on Combined Driving. In 2002, she held the first Introduction to CDE Clinic at Happ’s, Inc. with an emphasis on Miniatures. The first Happ’s Small Equine Event attracted only three miniatures and five small ponies. However, as a result of Maureen’s persistence in promoting the idea of Combined Driving for smaller horse and pony breeds, and her demonstrations and clinics at Miniature breed shows, VSEs now make up approximately one-third of entries to many of the Northwest CDEs (schooling as well as ADS recognized). Today, VSE and small pony owners are an important part of the Northwest Region’s ADS community.

## The Breed Partnerships Concept

In completing the ADS Membership Marketing Plan, the committee developed a list of suggested strategies for each of the targeted audiences. For Breed Show Carriage Drivers, these were the strategies:

- (1) Reciprocal marketing agreements with selected breeds
- (2) Set up ADS booths at selected breed shows
- (3) Continue to work through the USEF Pleasure Driving Committee
- (4) Offer ADS speakers or clinicians to the breeds for club meetings and/or shows
- (5) Provide competition data to breed organizations

## ADS Breed Partnerships (cont'd)

In its initial discussion of (1), the committee identified USEF-recognized breeds such as Morgan, Friesian, Welsh, Connemara, Arabian, and Andalusian/Lusitano, as well as other breeds that have a history of carriage driving such as Fjord, Haflinger, Gypsy Vanner and Miniature Horses.

The ADS Membership Marketing Plan was adopted in the fall of 2008, and a new ADS Marketing Standing Committee was created to implement it. The first director/chair of the new committee was Paige Horine, who served in this capacity for 2009-2010. Among many different elements of the Marketing Plan, the focus on breeds was to be the primary emphasis for the next two years.

The evolution of the emphasis on breeds to the concept of Breed Partnerships and Breed Stewards was an idea developed by the ADS Executive Director. Early in January 2009 she worked with the American Morgan Horse Association to create templates for a Breed/Discipline Partnership Agreement and the job description for Breed Stewards. The agreement included such items as Web site links, exchange of photographs, exchange of advertisements, co-brand marketing, invitations to meetings, providing promotional material for trade shows, complimentary organization memberships, and exchange of new items. She presented the idea to the Marketing Committee, and it was enthusiastically accepted.

### **The Breed Partnership Program's First Year**

During the next year, the Breed Partnership program developed slowly. After the initial Morgan partnership under Jeff Morse, I worked to forge the second ADS Breed Partnership with the Friesian Horse Association of North America.

FHANA's 25th Anniversary Show was planned for Reno, Nevada in the fall. Articles on Friesian participation in ADS CDEs were published in the summer edition of *The Friesian* magazine and the fall edition of *Friesian Blood and Baroque Horse*. An ADS booth at the FHANA 25th Anniversary Event became a big success, largely through the efforts of the ADS Executive Director.

### **The Program's Second Year**

By spring 2010, after some successes with initial breed agreements and renewed interest from other breed organizations, the ADS decided to expand the program. A sub-committee, chaired by Maureen Harkcom, was formed to focus on the Breed Partnership Program. There has since been impressive expansion of the program, due at least in part to Maureen's development of the Breed Steward concept. Rather than find stewards from the ADS Board, as the program did at the outset, she has gone to the breeds. She sometimes finds representatives who were once exclusively show ring drivers, then were invited to have an "ADS experience"—and stayed. Breed show participants "feel more special if there is one person assigned to take care of

them, and when it is 'one of their own' that is even more reassuring," Maureen said.

Currently, the ADS has these Breed Partnerships (and Breed Stewards): Norwegian Fjord Horse Registry (Ardeth Obenauf); Friesian Horse Association of North America (Ann Davis); American Haflinger Registry (William Hendershot and Chuck Hendershot); American Morgan Horse Association (Jeff Morse); American Miniature Horse Association (Al Bulgawicz); American Miniature Horse Registry (Dr. Pam Ripperda); American Shetland Pony Club (Diane Zmolek); Welsh Pony and Cob Society of America, Inc. (Marsha Himler); American Connemara Pony Society (Chris Knox), and the Gypsy Vanner Horse Society (Bill Ricci). There are also several breed organizations with which ADS is in the process of creating partnerships.

Breed Stewards have written articles for their breed periodicals about ADS activities, and articles about the partnering breeds have appeared in ADS publications (see the *Whip*, May 2010 and August 2010, and the *Wheelhorse*, March 2010). Breed shows with ADS booths in 2010 included American Miniature Horse Registry / American Shetland Pony Club in November. During January and February 2011, the ADS (with the help of the Breed Stewards) has been represented by booths at the American Morgan Horse Association, the Norwegian Fjord Horse Registry show, and the American Miniature Horse Association (see the upcoming May *Whip* for details; the same issue will feature a tribute to the Morgan Horse, written by Breed Steward Jeff Morse).

Breed Partnerships confer many possible benefits. As the Friesian Breed Steward, I am currently involved in developing a type of program that was not considered in the original agreement. Because of the agreement, the ADS is working with the Friesian Horse Association of North America to create a program whereby ADS Judges will participate in the FHANA Driving Sports Predicate program.

"The purpose of the Breed Partnership program is to build relationships and increase communication between the various pony/horse driving breed associations and ADS," says Maureen Harkcom. "This is a mutually beneficial undertaking: The breeds are finding more disciplines and events for their horses, finding new markets for their equines, and gaining access to wonderful educational opportunities. ADS benefits through increased membership and participation in the organization, and further dissemination of driving information."

## Louisa Plummer Estate Auction Stirs Memories

By Audrey Bostwick

The feelings of interest, excitement and apprehension were palpable among the people attending the Louisa Plummer Estate Auction on March 12. Many were friends or acquaintances from the driving world and many knew Louisa personally. They had shown with her and competed against her, always respecting the quality of her turnouts and admiring the training and condition of her horses.

There is a certain sadness in seeing personal property displayed on an auction table. These feelings often give way to curiosity when household items, memorabilia from early family life and awards from years of competition are available for scrutiny. Four-in-hand harness, displaying Louisa's distinctive fox-head monogram, brought memories of Devon and Walnut Hill to mind, including recollections of the hours of preparation and polishing necessary to achieve the appearance of perfection that was the hallmark of Louisa's presentation.

From competition carriages to sporting vehicles to formal pieces, Louisa's carriage collection reflected her varied interests in the sport of driving. There is always an element of surprise about which vehicles have the most appeal to buyers at an auction. In this case, there was no doubt that the Brewster Park Drag with its lamps and appointments, was the center of interest. The price climbed steadily with brisk bidding until a telephoned bid carried the day.

On March 11 (Friday) there was a preview of the horses. Each of them, save only Mac, was put to and driven in the indoor arena adjacent to the auction room. Tara Crowley drove the Gelderlander and Dutch Harness Horses skillfully, navigating around the steel columns that supported the roof. These "obstacles" demonstrated the training, responsiveness and suppleness of the horses.

On Saturday the horses were individually presented in



A four-wheeled Brewster game cart was part of the Louisa Plummer collection auctioned in March.

a small sawdust area in front of the auctioneer's podium. Tara led the horses in while P. J. Crowley gave a commentary. The audience was aware that they were reviewing Louisa's prize possessions. The last horse to be sold was Mac, Louisa's all-time favorite. She had retired him at Walnut Hill in 2010, and there was genuine concern for his future. A collective sigh of relief could be felt when it was assured that he would stay retired, remaining at Kendallwood Farm in Zionsville, Pennsylvania, where he will be supported by a group of his friends and fans.

The last part of the auction involved mechanical equipment—trucks, trailers, a golf cart—all of which was quickly dispersed.

*See Audrey's article in the May Whip for a detailed description of the Brewster Park Drag that was a highlight of the auction.*

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## Celebrating "Horses in History and at Lorenzo"

When horses and carriages were the norm of transportation, the village of Cazenovia, New York was characterized by numerous carriage stables, hitching posts and blacksmith shops. Today, Lorenzo State Historic Site is home to an extensive collection of horse-drawn vehicles and a renowned annual pleasure driving competition. In celebration of the 35th Annual Lorenzo Driving Competition, and in association with the Cazenovia Public Library's equine-centered series of programs this spring, a special family program will be held on Saturday, April 9 at the Lorenzo visitor center.

Program participants will learn how to identify breeds of horse, meet a miniature horse or two (courtesy Cazenovia College), receive a guided tour of the Lorenzo carriage and sleigh collection and find out how these vehicles were

used throughout the year. Special horse-related handouts and giveaways will be available to all participants 12 and under, and refreshments will be served. Admission is free and open to the public, but pre-registration by April 5 is required as space is limited. Sponsored by the Lorenzo Driving Competition, Inc. and Lorenzo State Historic Site, this event will occur, rain or shine, from 10 am to 11:30 am. To reserve a spot for "Horses in History and at Lorenzo," please contact Diane Voss at 315-436-7988. For more information about the 35th Annual Lorenzo Driving Competition July 16-17, please visit [www.lorenzodriving.com](http://www.lorenzodriving.com).

# Pink Slip: How to Make an Ending a Beginning

By Pamela Bailey



Pamela Bailey's Misty, after a successful career in the breed show ring, turned out to have an unsuspected aptitude for Combined Driving.

A pink slip—that's how my summer began. After a successful career of 17 years with the same company, I was one of many that the new owners found expendable. Younger associates were replacing the older, more experienced personnel. Seems to be the way of many businesses today. I was given six weeks to ponder my next move and for that, I was most grateful. I decided to approach my new circumstances with a positive heart and, as the old saying goes, when one door closes, another one opens!

Morningstar Shetlands & Miniatures is my small farm of a dozen ponies and miniature horses, founded here in Utah during the early 1990s. Most of my animals are double or triple registered, AMHR/ASPC/Foundation. I love the hardiness of the Foundation stock. They have proven over and over again that they can go the distance and keep a sweet disposition. However, as the AMHR breed evolved, my horses' time in the winners circle became less and less frequent. Judges' expectations for a more refined type of horse seemed to be the preference.

Like many small breeders, I found myself facing a dilemma. What to do in such a competitive market? Replace my stock and hope to get the new horses in the ring before another trend surfaced? Would I "pink slip" my older stock simply because they were no longer the style that judges were looking for in the show ring? The current economy played a big part of this equation also, and finding good homes for those that had served me so well was paramount. All of these issues were swirling around when I decided to sell Misty, my favorite mare and winner of my first blue

ribbon years ago. I immediately regretted my decision; luckily, I was able to buy her back.

As I now had time to volunteer, I agreed to help out at a Cross Country Event. During this event, I was introduced to the wonderful sport of Combined Driving Events (CDE)! This year the host location offered an Extreme Driving division, which my ponies excelled in. We also now drive in Dressage events—who would have ever guessed?! I had time to take my horses to local parades, open shows and community functions. We participated at my County Fair, where they offered driving classes for the first time in the history of the fair! And wonderful Misty, at 19 years of age, again showed like a trooper. She won Grand Champion Mare against all sizes and breeds in the Open Mares class.

All of these activities enabled me to showcase the breeds' versatility, and my horses are prospering in the winners' circle once more. I've met new friends and re-connected with my horses. People are constantly asking about the horses and are impressed with their docile nature, and quite frankly that's what I fell in love with!

The door I opened led to a world of new opportunities.... And now I put the question to you, "Will you "pink slip" your horse—or open a new door?"

*Do you have a small equine candidate for a "pink slip"—maybe because a child has outgrown him? Consider a career change instead of a layoff! You could have an undiscovered star in the stable. Think pink lemonade!*

## My Icelandic Odyssey

By Terri Jones



Terri Jones rescued five unbroken adult Icelandic geldings in hopes of fulfilling her long-time dream of a four-in-hand of ponies. A friend has dubbed the group the Icy Horde.

A call went out over the Internet last October to rescue 62 Icelandic Horses that had been sent to a holding yard for shipment to Canada. I receive these kinds of notices all the time; however, I had just been talking about the attributes of the Icelandic Horse with my daughter, Jill. To top it off, I live in Washougal, Washington, and these horses were in Zillah—practically in my back yard.

One of the things on my “Bucket List” is to have a four-in-hand of ponies. As anyone knows who has attempted a hitch this big, it takes years to find, train and assemble this many equines. I probably have about 10 more years to accomplish this challenge, so the chance to pick up five horses of like breed, like size, all one sex and at a reasonable price had great allure for me. Opportunities sometimes drop into our laps even if we aren’t ready for them, and we need to take the plunge or forever question ourselves.

With my daughter in tow, and after enlisting the help of a good friend who lives in the area where the Icelandics were, I hooked up my trailer and drove the three hours to Zillah and my very own Odyssey.

When I arrived at the yard, there were still 40 Icelandic Horses left. I wanted all one sex for my hitch and preferred geldings; there were nine in the herd and I chose five. Luckily they were all dark colors—two bays, two chestnuts and one brown. Not so luckily, they were totally wild: no luring with treats, no haltering, no leading. It took us all afternoon to sort them out, get halters on them and put them into the trailer. That they went in and stood tied as well as they did was an indication of their reasonable natures.

I worried all the way home how I was going to get these horses into their quarantine paddock. We used round pen

panels to get them all into the area where they would spend the next two weeks, and I was only dragged across the yard once. It took the whole two weeks for them to let me approach them. A couple wouldn’t let me within 30 feet of them. One slipped his halter the second day, which complicated things further. I worried about the horses the entire time they were quarantined. The weather had turned wet, and they had the paddock pretty mucked up in short order. But they are a hardy bunch with their wooly hair and bushy manes, and didn’t have any problems with the conditions.

Jill went out every day, talked to them and offered cookies. Within a few days a couple of them came to her and accepted the treats. The other three wanted nothing to do with people. During the quarantine, we decided on names: the two bays are Trick and Treat, the chestnuts are Shiloh and Bleu and the brown is Sam. They range in age from five years old to about nine (my veterinarian thinks). They had to be able to lead in order for us to move them up to my barn, so we started with the two friendliest—Shiloh and Bleu--and were able to move them first.

Everything was new to them. They had never been in a stall, they were jumpy about being touched, and quick moves made them throw up their heads and run away. Although only about 13 to 14 hands, Icelandics are considered horses. They are very strong and stout in their bodies; there would be no muscling these boys around.

I decided to keep a journal of my adventure and the training of these five horses from the beginning. A friend suggested a blog so that anyone who was interested could keep abreast of their progress online. You can view it at <http://icelandicodyssey.blogspot.com/>.

## My Icelandic Odyssey (cont'd)

I set up a round pen inside the quarantine paddock to help us catch the other three horses. I've used round pens before to help train horses and it worked very well for Trick, Treat and Sam; I was able to get Trick's halter back on. The problem was, these guys' favorite trick is to do a 180-degree turn and run away from you. They're very strong and there is no stopping them with a regular halter. However, I have a piece of equipment called a manning halter that works much like a bosal on the nose. It worked wonderfully, and I was able to get the three remaining horses leading within a couple of days. All of the Icys were now in the barn.

One friend dubbed them the Icy Horde, which will probably stick. They were not a herd when they were put together and they play very rough when turned out and establishing dominance. So started the slow work of getting the Icys to accept human control. I feel they have done remarkably well in the past three months. They all lead,

they all stand to be groomed, I can catch them all and two of them are learning to lunge. They are good movers and have standard gaits—walk, trot and canter—as well as a gait called the *tolt*. Because I am interested in Combined Driving, I want horses that have the basic gaits. These boys will do just fine in Dressage.

As my relationship with these horses develops, I am finding them to be very affectionate when they trust you. I am encouraged by their quick learning and easy-going natures. Hopefully several of them will be driving this summer. We plan to also put them under saddle. Trick and Treat, the bays, and Shiloh and Bleu are perfectly matched to be pairs. Sam is close enough to them to fit in wherever he will be needed. If all goes according to plan, I will have my four-in-hand in a few years and the Icy Horde will be ambassadors of this unique and fun breed.

## Training Level

### A column for new driving enthusiasts

By Deby Stewart

I hope those of you in the northern states are starting to thaw out from the winter. You have certainly had a tough one and must really be looking forward to digging out and being able to drive again. Down here in South Florida we got off pretty easy with only a couple of cold days and nights. We blanket if it gets below 50F, unless that's only going to be for a few hours. We only had to blanket for two nights this winter, so we were really lucky.

My New Year's resolution was to drive more but I'm not doing so well on that. I seem to keep coming up with reasons not to go harness and hitch TigerLily and take a drive—it's too warm out, I have too much other work to do, I'm too tired. But then when I do finally get out and start driving, even if it's only around my property, I always ask myself, "Why don't I do this more often?"

I have to say that being alone and not having anyone else to drive with is probably my biggest deterrent. If I had a driving buddy or even a trainer, it would certainly make driving a lot more fun and give me some impetus to just go do it. I need to figure out something to get me past the excuses and into my cart.

So I'll ask you, my dear readers, what makes you keep driving? Do you just love it so much that you can't wait to do it, or is there something else that motivates you? What makes it easy, or at least easier, for you to harness up and go, especially those of you who have no one else around to drive with? How do you combat that pesky little devil on your shoulder who tells you to put it off until another day? I could certainly use some help with that guy.

Till next time,

Deby



Experienced navigator Sarah Bright Phillips and relatively new whip Tony Phillips know safety is never to be taken for granted. Photo taken in front of Horse Guard post, London, UK, by Sarah's mother (and ADS Licensed Officials Committee Chair), Dana Bright.

## Darryl Leifheit Named to KY Horse Council

Darryl Leifheit of Lexington, Kentucky is one of three new members of the Kentucky Horse Council Board of Directors. A founder of the Illinois American Saddlebred Pleasure Horse Association, Darryl Leifheit drives a Saddlebred gelding who was the 2009 ASHA FEI Combined Driving Champion and the 2008 Reserve Champion Combined Driving. He has used his American Saddlebred horses as working western horses, western gaming competitors, saddle seat and fine harness show horses, dressage competitors, Combined Driving competitors, eventers and jumpers.



by Hardy Zantke

## The Rulebook: Your ADS at Work

One item always close to my heart is our rulebook. Our latest one came into effect January 1 and is on the Web site at [www.americandrivingsociety.org](http://www.americandrivingsociety.org)—with a couple of minor corrections dated February 10. The Rules Committee does a great job offering choices with different formats, including one with changes highlighted in red. I did not see too much red with major impact in the General Rules, nor in the Driven Dressage Rules, but don't take my word for it—I'm colorblind! Take a look for yourself. Also, Pleasure Drivers should check; I see more red in their rules and am not versed enough in that area to go over the changes.

My friends in Combined Driving have a few:

**Art.901.12.3** has a new safety item: No leading of a horse from a moving carriage, a practice that Advanced pair drivers sometimes used to exercise their spare horse while driving the pair.

**Art. 902.3.1:** Our officials should please note that when they eliminate or disqualify a competitor they are now asked to state the rule number under which they had to make that decision.

**Art 945.5** replaces the Elimination for cantering after the last obstacle with just the “break of pace” penalties.

**Art 952** has now axle width for the optional standard cones settings as well as bridge dimensions for VSEs.

**Art.957.22** added the important reference to **Art. 956.2.2**, to make clear that the Elimination for intentionally driving over any part of an obstacle only applies when making errors of course.

**Appendix A** now requires a licensed Judge to judge Advanced level cones in Driving Trials.

So much to the rules.

I hope you saw in the March Wheelhorse the 2011 ADS Committee Roster, with many new names of dedicated people who want to do their best to help our sport and our society. Ann Davis had a new ADS Officers Column, reporting on the Winter Board meeting and reminding us that all Board meeting minutes are available on the ADS Web site. Ann also reported that all committee chairs had been asked—for the first time, as far as I can remember—to come up with a game plan and present their goals for 2011

to the Board, which the Board then approved with minor changes. These committee goals are also posted on the ADS Web site.

If you are interested in our sport and what our new committees plan to do, here is your chance. Take a look and check it out on the ADS Web site. Just click on “Committees” on the left navigation bar, and then on the committee of your interest. You will find complete information about each committee: the chair, the members, the rationale for the committee, its responsibilities, its relationship with other committees, and its GOALS for 2011. What great information!

So don't sit around and complain about this, that or the other thing that the ADS should be doing or should not be doing—or complain on the CD-L that “they” are set in their ways and are doing what “they” want to anyhow. There is a lot of fresh blood in our leadership as well as in some of the key committees. For example the Combined Driving Committee has a new chair, all new members (except one) and quite a tall list of goals. So get involved: Make your views known to the Committee chairs. The Combined Driving Committee clearly states that they want your input. There is no better time than now to take them up on it and tell them the things you always wanted to see changed, or also not changed. As first goal they list “A friendlier ADS with emphasis on the competitor.”. They are open to your ideas. I will share some more of mine with you in my next column, in the May *Whip*.

### 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).

**JIM FAIRCLOUGH:** Accepting limited number of clinic students

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**2-WHEEL RALLI CAR, 4-WHEEL WAGONETTE** with shafts, pole and dickey seat, both show ring ready. 4 wheel, car tire all-terrain wagonette includes shafts and pole. 1 set Single Horse size deluxe Smuckers harness. lamps, whips, 5.5-in bits. Located in S. CA. 760-868-6400 or [venturefarms@verizon.net](mailto:venturefarms@verizon.net).

**COMPETITION FEI CONES:** \$27 each. Marker Balls \$2.70 each. For practice at home, Pleasure Driving Shows, and CDEs. Numbers 1-20 Red and White \$30 each. Letters A-D Red and White \$30 each. Accepting MC/Visa. Phone Gayla Driving Center 1-800-360-5774 (KY) or [gayla3329@aol.com](mailto:gayla3329@aol.com).

# 2011 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. 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](http://www.americandrivingsociety.org/calendar.asp).

### April

- 2 Gilcrest Farm HDT, Gilcrest Farm, Windsor, SC, [www.gilcrestfarm.com](http://www.gilcrestfarm.com). See website for details. Renie Gillis, 803-646-1175.
- 2-3 Schooling ADT, Black Prong Equestrian Center, Bronson, FL. Dressage (pick any 40x80 test) on Saturday. Cones on Saturday (timed competition) after Dressage. Hazards (4) on Sunday in arena. See [www.cypresskeep.com](http://www.cypresskeep.com) for details. Erika Matulich, P: 813-982-2200.
- 7-10 Carriage Symposium, "Rolling Through the West," Parks/Janeway Carriage House, Santa Ynez Museum, Santa Ynez, CA. [www.santaynezmuseum.org](http://www.santaynezmuseum.org). Chris Bashforth (805) 688-7889, [svvm@verizon.net](mailto:svvm@verizon.net); or John Crockett, [john.svvm@verizon.net](mailto:john.svvm@verizon.net).
- 23 **ROCKIN TP ADT**: Sanger, TX. [www.northtexaswhip.com](http://www.northtexaswhip.com). Training, Preliminary. Mike Finney, P: 972-740-4967, [finneybackhoe@yahoo.com](mailto:finneybackhoe@yahoo.com).
- 30-5/1 Larry Poulin Clinic, sponsored by the HUB Club, Rockton, IL. [www.hubclubdriving.com](http://www.hubclubdriving.com). Contact Sandra Nowicki, P: 262-889-4802, [sannowicki@aol.com](mailto:sannowicki@aol.com).

### May

- 14 A Different Drum Horse & Carriage Show and Mary Ruth Marks Clinic, Hayward, WI, sponsored by the Northwest Wisconsin Equine Club. Working Pleasure, Reinsmanship, Town & Country, Cones. For more information call Julie Dahlberg, H: 715-378-2383, C: 715-558-3768
- 21 GEORGIA DRAFT HORSE ASSOC. SPRING SHOW: Chicopee Woods Ag Center, Gainesville, GA. [www.georgiadrafthorse.com/upcoming.html](http://www.georgiadrafthorse.com/upcoming.html). Driving, halter, and riding classes. Draft, light draft/draft pony divisions. Jill Malone, 770-735-1549, [jill@cieloazure.com](mailto:jill@cieloazure.com).
- 21-22 **CARRIAGE CLASSIC IN THE PINES**: Harness Track, Pinehurst, NC. Pleasure, Obstacles, Marathon, Concours d'Elegance. Linda Long, H: 910-692-0943, W: 910-639-2359, F: 910-692-4203, [llong@nc.rr.com](mailto:llong@nc.rr.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](http://www.cypresskeep.com) or contact Erika Matulich at (813) 982-2200.
- 5 Outdoor Arena Driving Trial, Indian Hills Stables, Gilbert, IL: Indian Hills Stables is hosting this event at the Training, Preliminary and Intermediate levels. If you have a horse you are starting to compete, or you are thinking of moving up a level, come join the fun. And give us feedback on our venue! We could do something bigger next year if response is positive! Judge: Mary Ruth Marks. [www.indianhillsstables.com](http://www.indianhillsstables.com)
- 27-7/1 Youth Carriage Driving Camp, Belle Grey Farms, Upperville, VA: Session 1 begins. For children ages 6-10. Campers will be partnered with one of Belle Grey Farm's champion miniature horses to learn the fundamentals of basic horse care, as well as breed show, pleasure driving and CDE events. For details see our Young Drivers Camps page, or contact Belle Grey Farms at 540-592-3462 or by email at [admin@bellegreyfarm.com](mailto:admin@bellegreyfarm.com).

### July

- 4-5 Mike McLennan Clinic at Crooked Pine Ranch, Sisters, OR. For more information, contact Kanoe Durdan-Godby, P: 541-977-4599, [kanoeurdan@ykw.net](mailto:kanoeurdan@ykw.net).
- 5-8 Youth Carriage Driving Camp, Belle Grey Farms, Upperville, VA: Session 2 begins. (See above for details.)
- 11-15 Youth Carriage Driving Camp, Belle Grey Farms, Upperville, VA: Session 3 begins. (See above for details.)
- 18-22 Youth Carriage Driving Camp, Belle Grey Farms, Upperville, VA: Session 4 begins. (See above for details.)
- 25-29 Youth Carriage Driving Camp, Belle Grey Farms, Upperville, VA: Session 5 begins. (See above for details.)

### August

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

### September

- 17-18 Rocky Mountain Carriage Club Fall Follies CDE & 2 Phase, Greeley CO. Nancy Bruckhauser, 303-776-6246, [nbruck@earthlink.net](mailto:nbruck@earthlink.net).

### October

- 4-9 The National Drive, Kentucky Horse Park, Lexington, KY. [www.nationaldrive.net](http://www.nationaldrive.net). Kathy Blank, P: (270) 378-5330, [tnd2010@live.com](mailto:tnd2010@live.com).

## 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\\_omniblistings/adsomnibusindex.asp](http://americandrivingsociety.org/06_omniblistings/adsomnibusindex.asp)*

- OHIO SCHOOLING CDE: Sullivan, OH. Officials updated.**
- BRANDYWINE CARRIAGE DRIVING SHOW: Elkton, MD. Judge added.**
- COLUMBUS CARRIAGE CLASSIC: Columbus, WI. Changed to Columbus Carriage Festival under new management.**
- ORLETON FARM PLEASURE DRIVING SHOW: Stockbridge, MA. Contact info updated.**
- SUMMER FESTIVAL CDE: Wilton, CA. Officials updated.**
- SKUNK RIVER DRIVING TRIAL: Ames, IA. Intermediate division added.**
- CDE AT INVALE: Philomath, OR. Marathon, other info updated.**
- NEBRASKA PIONEER HDT: Cancelled**

# Celebrating Mt. Washington Carriage Road 150th Anniversary

By Lisa Derby Oden

*Pinkham Notch, NH*—On July 16-17, Mt. Washington Carriage Road Weekend will celebrate the early days of the Mt. Washington Auto Road, when horse-drawn carriages traveled up Mt. Washington. The weekend is a special event catering to horse owners and enthusiasts; it will feature horseback, wagon and carriage rides at the base of Mt. Washington as well as horse-drawn carriages and riders on horseback climbing the Mt. Washington Auto Road.

When the Mt. Washington Carriage Road opened in 1861, the preferred means of travel was horse and buggy and the natural choice for trips up Mt. Washington was the horse-drawn carriage. The Abbott & Downing Company, makers of the famous Concord Coach, developed the Mountain Wagon specifically for tours on Mt. Washington. Horses remained the preeminent means of conveyance up Mt. Washington for nearly 50 years. Mt. Washington Carriage Road Weekend is one of many events throughout 2011 that will commemorate the 150th Anniversary of the opening of the road.

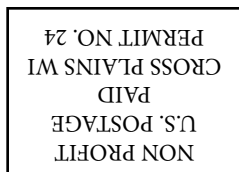
On Saturday and Sunday, July 16 and 17, through its partnership with Great Glen Trails, the Mt. Washington Auto Road will offer the general public horse-drawn vehicle rides and hayrides at the base of the mountain. Horseback riding will be available to horse owners. Utilizing the miles of carriage roads at Great Glen Trails, guests can enjoy the beauty of the White Mountain National Forest through a variety of horse-powered options. Regular mountain biking operations will be suspended at Great Glen Trails for this weekend.

On Sunday, July 17, the Mt. Washington Auto Road will close to motorized vehicles for horse-drawn carriages and riders on horseback to travel up Mt. Washington. This historic commemoration will be open to horse owners whose horses and teams are prepared for the arduous journey. The general public will be invited to enjoy horse-drawn vehicle rides and to view the horse teams, carriages and a historic display at the base of the mountain.

This early notice is to allow plenty of time for interested horse owners to prepare their animals for the adventure of climbing Mt. Washington. Stabling will be available at the base of Mt. Washington as well as at off-site locations. Final offerings and costs will be determined closer to the event. Some events will be open to the general public.

For more information about bringing carriage horses to Mt. Washington, please contact Lee Sawyer at [overvw@msn.com](mailto:overvw@msn.com). For more information about horseback riding at Mt. Washington, please contact Lisa Derby Oden at [lisa@blueribbonconsulting.com](mailto:lisa@blueribbonconsulting.com).

For more information about the Mt. Washington Auto Road and the year-long 150th Anniversary celebrations, please visit [www.MtWashingtonAutoRoad.com](http://www.MtWashingtonAutoRoad.com).



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