



Barbara Sims and Flyer in the Southern Pines CDE water hazard. They came fourth in Advanced Single Pony. Photo by Pics of You

Wheelhorse

NEWSLETTER OF THE AMERICAN DRIVING SOCIETY

NL 194

Representing Carriage Driving in the United States and Canada

June 2011

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Plan to Attend 2011 BOD and Members' Meeting

The planning committee for the October 2011 ADS Board of Directors and Members' Meetings wants to make this the best Annual Members Meeting ever. Here is some basic information to get you as excited as we are.

Schedule

October 14: ADS BOD committee meetings at the Governors Hotel in Portland, Oregon.

October 15: ADS Annual Member Dinner and Meeting, and a play day** at Happ's in Ethel, Washington.

October 16: ADS BOD meeting at the Governors Hotel in Portland.

How we will make this the best ADS meeting ever—

For BOD members:

- * See a beautiful part of the United States and meet Northwestern ADS members.
- * Stay at a historic, fashionable hotel in downtown Portland, Oregon.
- * Special airport pickup and delivery to the hotel by Western Whips and Wheels members (with tour and hosted dinners if you arrive on Thursday).
- * Great local tours for spouses/significant others during the Board session and for early arrivals and those who stay later.
- * Fun activities for BOD members (and others) at the Saturday play day**.
- * Bus transportation available for trips between Portland and Ethel.
- * Personal benefits in attending the meetings, being an active part of our organization, interacting on issues and casting votes that count.

For ADS members from other areas:

- * All the above except pickup and delivery service from airport to hotel.

For Northwestern ADS members:

- * Chance to greet and meet ADS Board members and staff.
- * Good food on Saturday for a reasonable price.
- * Participate in Saturday play day activities**.

For potential ADS members: All of the above.

Check the ADS Web site for details and updates!

** Saturday Play Day

- Six educational clinics
- Chance to ride on carriages with local Northwest drivers (carefully selected)
- Special "Tea Cup" competition—obstacle driving using locally supplied VSEs
- Great food for lunch
- Local favorites for dinner
- Reasonably early finish gets you back to your hotel for a good night's sleep in preparation for the Sunday Board meeting.

A Message from The Executive Director



By the time you read this, you should have received—or are about to receive—an email inviting you to participate in a survey on behalf of the ADS. Please take a moment

and complete the survey. It is relatively painless and will provide the ADS with invaluable information about YOU—the carriage driving, equine feeding, land owning, truck driving member!

What do we do with this information? Well, to be perfectly honest, one of the uses for these fabulous facts and figures is to help us sell advertising in our magazines, Web site and other publications. Now you may say, “HEY, wait a minute! I get enough advertising thrown at me; I don’t want any more.” Well, that may be right, but if you page through your last issue of the *Whip* you will notice that we work very hard to strike an inequitable balance of MORE editorial content relative to the number of advertisements, and we will continue to strive to do so.

The hard reality, however, is that we NEED advertisers to help support the magazines. Without their advertising dollars we could not, would not be able to have an 80-page full-color magazine mailed to each of you to grace your coffee tables and other quiet areas of your house where serious reading goes on! As an example, we had a pony tack store very interested in advertising but we couldn’t answer a basic question: “How many of your members have ponies?” So, PLEASE help us win the next advertiser over by giving us the ammo to answer these questions with real data rather than a vague “lots of ponies.”

Another real benefit from this survey

Summary of May 25 BOD Meeting

By Ann Davis, ADS Secretary

The American Driving Society’s Board of Directors met via teleconference on May 25, 2011 at 7 p.m. Central Daylight Time. Complete minutes of the meeting, including reports submitted prior to May 25, can be found on the ADS website, www.americandrivingsociety.org. The following is a summary of the meeting.

President John Freiburger opened the session with brief comments regarding efforts to develop an endowed ADS Fund that will provide interest and dividend income to fund long-term ADS development programs. Such programs may include driver education, licensed official education, support for shows and development of recreational driving activities and alliances. The US Equestrian Federation is discussing matching ADS grants in driver and licensed official education and development and has placed a \$10,000 line in their 2012 budget to support ADS. This was followed by questions and answers from ADS officers and staff on reports previously submitted from Executive Director Susie Koos-Acker, Treasurer Bill Lawson and Vice President Mary Jo Stockman.

Following the officers’ reports, there were questions and comments on Standing Committee reports and a report from the Regional Directors Group (submitted by Ruthie Graves, Southwest Region). A member of an ADS ad hoc committee then gave highlights from a document submitted to update Board members on the planning of the October 14-16, 2011 ADS BOD and Members’ meetings in the Northwest.

The agenda then moved to Old Business with the approval of two simple motions: a resolution on approving additions to Standing Committees, and a second resolution on correcting errors made in the creation of four Standing Committees. Both resolutions were approved unanimously. Elaine Kendig, Director/Chair of the Bylaws and Governance Committee, then explained a third, more lengthy motion regarding ADS bylaw changes. The reasons for the changes were: (1) bringing the bylaws into compliance with New York code where the ADS is registered; (2) adding or deleting language to better conduct the business of the Board of Directors regarding standing committees, committee membership, bylaw changes and selection of the chair of the nomination committee. After discussion, these bylaw changes, as proposed initially on May 7 and revised on May 22, were then approved. (See page 8 for details.)

With no New Business, the meeting was adjourned at 8:00 PM CDT.

will be our ability to compare its results to our last survey, done in 2007. We want to know if we are still on the right track as far as your interests and priorities are concerned, or whether we need to make a course correction before we get the big E. Your participation in this survey is “mission critical” to the ADS Board in helping us determine our future priorities.

So what do you say, do you have 10 minutes that you can spare for the survey? Did we mention the fabulous prize for the first 10 completed surveys ... ?

... just kidding.

Susie

Long-Listed Drivers For 2011 Pair Horse and Pony Championships

Pony and Pair Horse World Championships will take place in late summer and early fall 2011. The Pair Horse Championship will be in Conty, France August 24-28. Pony Championships will be held at the Lipica Stud Farm in Lipica, Slovenia, September 22-25. Following selection trials in the United States this spring, the US Equestrian Federation has announced drivers who are long-listed for these competitions. In alphabetical order, they are:

Pair Horses

Alan Aulson – Georgetown, MA
J. Keady Cadwell - Southern Pines, NC
Miranda Cadwell - Southern Pines, NC
Kathrin Dancer – Woodside, CA
Fritz Grupe - Stockton, CA
Lawrence Poulin – Petersham, MA
David Saunders – Morriston, FL
Lisa Singer – Chadd’s Ford, PA
Misdee Wrigley-Miller – Lakewood Ranch, FL
Joe Yoder – Aiken, SC

Pairs Selectors: Elizabeth Keathley, Sara Schmitt, Wendy Ying (Chairman), Meghan Bengé, Lisa Stroud, Donna Crookston (Alternate)

Four-In-Hand Ponies

Laurie Astegiano – Roussac, France
Elizabeth Keathley - Woodbury, TN
Allison Stroud - West Grove, PA
Katie Whaley – Paris, KY
Esther “Boots” Wright – Ocala, FL

Pair Ponies

Meghan Bengé - Windsor, SC
Miranda Cadwell - Southern Pines, NC
Elizabeth Keathley - Woodbury, TN
Jennifer Matheson - Aiken, SC
Tracey Morgan – Beallsville, MD
Wendy O’Brien – Aiken, SC
Allison Stroud - West Grove, PA
Katie Whaley – Paris, KY
Esther “Boots” Wright – Ocala, FL

Single Pony

Leslie Berndl – Newcastle, CA
Miranda Cadwell - Southern Pines, NC
Vivian Creigh – Springfield, VT
Amy Cross – Aiken, SC
Sherri Dolan – Williston, SC
Dale Govus – Forest City, NC
Phyllis Grupe - Stockton, CA
Marilea (Pixie) Keating – Aiken, SC
Laura La Belle Lubich – Medford, OR
Doris Leacy – Oro Valley, AZ
Janelle Marshall – Williston, SC
Mary Mott-Kocsis – Baptistown, NJ
Jada Neubauer – Ames, IA
Samantha Orem – Supterville, FL
Sara Schmitt – Pittstown, NJ
Deborah Schuster – Chardon, OH
Barbara Sims – Prescott, AZ
Suzy Stafford – Wilmington, DE
Maggie Sullivan – Guilford, CT
Rochelle Temple – Windsor, SC
Charlotte Trentelman – Anthony, FL
Dirk Van Beckhoven – Windsor, SC

Pony Selectors: James Fairclough (Chairman), Sara Schmitt, Marcie Quist, Misdee Wrigley-Miller, Kate Shields, Kim Stover (Alternate)

Box Fan Recall Could Affect Horse Owners

Lasko Products Inc., manufacturer of home appliances such as fans and heaters, is recalling approximately 4.8 million box fans (similar to those frequently used in barns by horse owners) after an electrical problem in the fan motor has caused some of these fans to catch fire, reportedly causing several house fires and a barn fire.

According to a statement on the company’s Web site, affected fans were manufactured between July 31, 2002 and July 31, 2004, and “sold at major retail stores, home improvement centers, hardware stores, and other retailers nationwide between late 2002 and as late as 2005.”

The models affected by this recall are Lasko model numbers 3720, 3723, and 3733 and Galaxy box fans model number 4733. These fans will have “2002-03” or “2003-04” printed on the bottom of the frame. Lasko requests that anyone currently using one of the recalled fans discontinue use immediately and register the recalled product online at www.lasko-products.com/recall/fan11_recall.html or call 800-233-0268. Those affected will be provided with a fan protection cord adapter, which is designed to “protect against a potential hazard resulting from an electrical failure in the fan motor.”

The Officers' Report: On the Pleasures of Pleasure Driving

By Mary Jo Stockman, ADS Vice President

I am passionate about the sport of Pleasure Driving. It has brought me friends that I cherish, friends who work together as a team to enrich my understanding of art, history, bio-mechanics and wheel bearings.

I started in the Morgan breed ring and was one of the first drivers in the Midwest to try classes in the Carriage Pleasure division. It generally consisted of Working Driving and maybe an Obstacle class. We sort of made up the rules as we went (I recall one show where the judge was so unfamiliar with the rules that the competitors formed a committee and sent a spokesperson to explain to the judge what was going on in the ring). The Carriage Pleasure division continued to evolve and began to bring in top judges and have a clinic at the end of the show. That tradition still exists and is going strong.

I saw my first Carriage Pleasure competition at the Coplin Farm in the mid 1980s, and I was hooked. Carrie Kennedy was there with a four of Connemaras, Anne Leck was there with her Hackney horses and park drag, Robert Weaver brought his four—it was spectacular and exciting and so beautiful.

I knew I had to do this somehow. After my Shire mare put to a governess cart (don't ask), I got my Morgan mare, Royal Heart (aka the Queen of Horses), and a Meadowbrook—and we were off. At that time competitions were sparse enough that we did Pleasure and Combined Driving with the same horses and vehicles. We eventually moved up to a three-quarter-ton pickup with a rack my husband built to accommodate the two vehicles and pulled a two-horse trailer. The truck had a front seat that accommodated (sort of) three adults and two jump seats in the back, one for my stepdaughter and one for the Airedale.

Pleasure competitions started growing in Midwest: the Villa Louis Carriage Classic and the Columbus Carriage Classic in Wisconsin and the Harvest Moon Carriage Classic in Iowa. I was okay in the obstacles and cross-country courses but my ring classes needed work. We had always used dressage as a training discipline and I was so impressed that the Pleasure drivers used the principles of dressage, the unique talents of various breeds and the beauty of Pleasure turnout to create this visually rich sport.

I started going to clinics and asking any judge who would listen about carriages and harness, while trying to convince the Queen of Horses that she did not have to pull the entire turnout with the bit. I made lots of mistakes but they were all learning experiences. (Note to self: there is a reason carriages are cut under. If you are doing the rear wheel in a circle obstacle with a not cut under carriage, results may not be as expected.)

I started reading and looking at pictures. I think I still

have almost every calendar Bob Mischka ever published. I determined that four wheels were always better than two wheels and that full collars and hames were always better than breast collars. (Note to self: the horse, carriage and harness have to go together; put collar and hames with heavier vehicles. Further note to self: carriage weight is not directly proportional to the number of wheels.)

Eventually I went to watch the Canadian Carriage Classic and I saw the people and vehicles I had admired in the calendars. I was dumbstruck! It was so beautiful. They had a “turnout cross country.” These folks were tearing around obstacles with the same speed and precision as CDE competitors, but they were doing it in vehicles that looked like museum pieces and it was all done with breathtaking grace. The elegance with which the competitor completed the cross country was part of winning.

It was at that Canadian Carriage Classic that I got my first antique vehicle. I had put far less consideration and angst into buying our house than in deciding to bring home my wicker phaeton. I asked everyone, including the very gracious David Freedman (whom I had never met before), if this was the right vehicle for me and my mare. Everyone said “yes” and it came back with us to Minnesota. This was a whole new world. It is light, quiet, close-coupled for quick turns and beautiful. It is butter yellow and caramel with dark wicker. It floats; it makes me sit up straighter and, of course, ask more questions.

I learned about history, how vehicles were used and what you could tell about the original owner by the shape of springs, the seats and the length of the floor boards. Did they have grooms, what was their social status? Hubs could help you determine the age of the carriage and what it was used for. I learned about finishes and polishing, how the size of hubs and spokes could tell where the vehicle was intended to be driven and the kind of horse intended to pull it.

I also learned to have some control over my placings. My mare has a sense of humor. If she is channeling her inner dressage horse and the judge loves a dressage look, things go well. If she is channeling her inner park horse before the same judge—not so much. When she gets tired, she “dances” to the music in the ring. Whatever the beat, she adjusts her gait. Crowds are amused; judges do not necessarily appreciate a Samba. But I can always make sure that the brass is bright and everything fits correctly. Pleasure Driving boosts my confidence.

Then came the George IV phaeton. I saw it at Martin's auction and off-handedly mentioned to my husband that I had always wanted one of these. They have their own rules (if you read the ADS Rulebook you will note all sorts of

Pleasure Driving (cont'd)

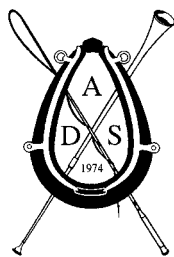
exceptions for George IV phaetons) and I had read that in some competitions “jewels and furs were to be judged.” A sport with jewels and furs has my attention.

Now, the spirit of my saying “I have always wanted” was like saying “I have always wanted a baby elephant.” They’re cute and interesting, but I know that it is not a good or practical idea. To my surprise, when I came to check out at the auction I was the owner of a George IV phaeton that “needed work.”

It took a professional carriage restorer an entire year to restore it. I spent that year bugging everyone with questions and doing research. I clearly had a baby elephant. It needs a special whip (black unless the vehicle is wicker) and a unique harness including lines that are long enough for the groom to drive from the groom’s seat at the back of the vehicle should the lady become tired ... or want a martini. Everything about this vehicle was new to me. I think Mickie Bowen and Audrey Bostwick would have liked to block my calls and emails as I pestered them for information.

Balance and self-carriage could no longer be fudged. With the weight of the vehicle, driver and groom, we needed to be working very correctly and truly balanced. Anne Councill started helping me to work on more power, less pull.

And then came Walnut Hill. I brought the wicker phaeton and the George IV and I entered the latter in the Park Division – Bonneted Phaetons. Of all the joy and beauty the sport has brought me, the best moment is the Bonneted Phaeton Evening Turnout Class. If you have not had the pleasure of going to Walnut Hill, the ring is on a hill with a lawn and trees and a flower-covered arbor at the base. This is where horses warm up. How Ed Young, the show manager, always makes the sun set just as we come to warm up for the class, I don’t know. The lamps are lit, and Tom Burgess with his Friesian pair, and Willard Rhodes with his Warmbloods are in formal evening attire. Mary Waller has her Warmblood pair and is in a spectacular gown. Each year one or two additional turnouts come and everyone is dressed for opening night at the opera and displaying their best formal manners. It is a Renoir painting that moves. It is Central Park, Hyde Park and the Bois de Boulogne a century ago. It takes my breath away.



Chester Weber’s WEG Ribbon, Donated, Comes Home

Chester Weber, the eight-time USEF National Four-In-Hand Combined Driving Champion who has competed for the U.S. in three World Equestrian Games, thought he was bidding farewell to his 2010 Alltech FEI World Equestrian Games Silver Medal ribbon when he donated the signed ribbon to a fund-raising event. The proceeds from the ribbon were going to benefit the Humane Society of Marion County, Florida, in Weber’s home town.

Weber said he felt content knowing his ribbon would be auctioned off on eBay and ultimately make a difference in the lives of the shelter animals. “I figured if the ribbon could raise money for a good cause, it would be much better than having it hang in my tack room,” he said.

While Weber’s attempts at “paying it forward” were acknowledged by fans everywhere, one fan took it a step further, bought the ribbon and returned it to Weber.

“I was really overwhelmed that someone was generous enough to help the Humane Society by buying the ribbon, but then they returned it to me with some very kind words,” Weber said. “I am very grateful and will proudly hang the ribbon in my tack room again, knowing it took a little journey and has made a difference along the way.”

Diane Charipar of Ocala, Florida, who spearheaded the fund-raising event by selling ribbons on eBay in order to donate the money to the Humane Society, said the ribbon was purchased, then returned along with the letter. An excerpt stated:

“When I read that you had donated your WEG silver medal to help a fund-raising effort for your local Humane Society, I decided that I wanted to buy it for several reasons. First, your gesture was so overwhelmingly generous that I wanted to jump right in and help support it. Secondly, I wanted to buy it out of respect for your exceptional horsemanship and sportsmanship. You show us all how it should be done!

“So, here is your medal back home. I feel that you deserve to keep it and I hope that you accept it in the spirit in which it is being returned – with gratitude and respect.”

Weber, who is preparing to head to Europe to compete his famous team of combined driving horses, said he will always be touched by the kindness of the stranger. “We live in a world where bad news seems to dominate the headlines,” Weber said. “But when something wonderful happens and someone steps out and is so generous, it is truly a touching experience.”

For more information on Weber and his combined driving team, visit their website at www.chesterweber.com.

From the ADS Rules Committee: How a Rule Change Evolves, from Start to Finish

By Simon Rosenman, Rules Committee Chair

The American Driving Society was founded for the purpose of developing and furthering the art and sport of driving for pleasure. A natural progression of the sport is the participation in competitive events. To maintain a sporting flavor and “pleasure” aspect to competitive driving, it is necessary to set forth certain standards for competition which guarantee that all competitors receive identical consideration at any American Driving Society recognized event. The following rules apply to all participants in ADS-recognized competitions.

The purpose of the ADS Rules and Regulations is to promote safety, welfare of the horse and fairness in competition through standards for conducting ADS-recognized events.

Does this sound familiar? We hope so! This is the introduction to your American Driving Society Rulebook. Considerations of safety and welfare come before all else. This is the guiding principle for the Rulebook.

At ADS-recognized events, the purpose of all competitions is to match the talents of horses and competitors against each other under fair and equal conditions.

And as groups of horses and their people come together for fellowship and competition more and more, fairness and consistency come together with safety and welfare. It's that simple. And that complex.

The first ADS Rulebook was published in 1974. Since that time, the sport of driving has evolved. Views to safety and liability have come into greater focus. Innovation in carriage and harness designs has thrived. An entire industry serves and is served by carriage drivers. Drivers and horses have discovered (or rediscovered) greater ingenuity in their sport. Organizers have promoted a feast of venues and changing conditions. Officials have faced ever-greater challenges in knowledge and application of rules in this now-international sport.

The ADS rules, then, must be expected to evolve in step with the sport. In order that rules and sport activities proceed apace, the ADS Rules Committee was instituted in 2007. Since that time, a regular, predictable, measurable process for rules evolution has been in place.

Unless some extraordinary action is needed urgently, the rules can be depended upon to change once a year only, prior to competition season. Any regular changes may be expected to become effective January 1 of the year following their ratification.

Sport rules are developed by those who engage in the sport. In the ADS, that means drivers, organizers, officials, and any interested members. To the extent that the ADS cooperates with national and international equine governing bodies, those rules may be incorporated as well. Anyone may make a suggestion for a rule at any time. For timeli-

ness and consistency in each year's Rulebook, a confirmed schedule is followed.

| Annual Deadlines | Requirement |
|--------------------|--|
| June 1 | Deadline for change suggestions. Rule Change Proposal Form |
| June 30 | Tech committees review, comment and forward to Rules Committee |
| July 31 | All suggestions posted to Web site |
| August 31 | 30 day Member review and comment period |
| September 30 | Technical committees review comments and finalize RCP language |
| Fall Board meeting | Rules Committee final review, submit to Board for approval |
| December 1 | Advance copy posted to ADS Web site |
| January 1 | Effective date |

Let's follow a hypothetical rule suggestion through its life cycle.

March 27 - You get an idea. Perhaps you talk it over with your fellow drivers. Maybe you talk with a judge or technical delegate at one of your events. It sounds like a good idea for safety, welfare, and fairness. Yes, everyone who competes in Combined Driving should wear an ADS arm band on the upper left arm and nowhere else. You do a bit of research and find that it takes a critical extra three minutes for EMTs to find emergency information if they have to hunt all over someone's body for it.

April 1 - Since you have read your Rulebook, you find that no such rule currently exists, and you think it should. Now you're cookin'! On the ADS Web site, you find that you can fill out a "Rule Change Proposal Form" and write to rules@americandrivingsociety.org. Upon e-mailing your suggestion to that address, you receive a reply from the Rules Committee confirming receipt of your suggestion.

April 2 - The Rules Committee logs in your suggestion and carefully assigns it a tracking number. It joins 93 other suggestions that have come in since last October, all of which are logged and tracked. The committee reads your suggestion and concludes that it deserves scrutiny from more than just one technical committee.

April 4 - The Combined Driving Committee receives a copy of your suggestion within just a couple of days, as does Event Standards. You receive a reply from those committees that they have received and are working on your suggestion. Those technical committees review the merits of your suggestion very thoroughly, considering such issues as safety, fairness, potential costs, consistency with existing rules and impact on other rules, and whether such a rule would improve the sport.

How a Rule Change Evolves (cont'd)

Prior to June 30 - The committees debate the merits of your suggestion and decide that it is worthy to go forward along the path toward becoming a rule. With this support, your suggestion returns to the Rules Committee, where it becomes a “proposal.” Now it receives a full “RCP” number, and your spelling of armband is corrected. It is now a formal Rule Change Proposal, ready to be sent forward for member comment for at least 30 days. It joins 70 other proposals that continue to be assiduously tracked.

By July 31 – Your suggestion is posted on the ADS Web site for member comments. During this time, all members may comment the pros and cons of your proposal. Perhaps someone will say, “This can’t be made a rule! My arms are too skinny and the arm band falls completely off me.” Someone else may say, “I can’t afford one more \$10 fee or I’m out of competition for good.” Another person may comment, “This will completely ruin the look of my dressage outfit.”

By August 31 - At the end of the open comment period, your proposal goes back once again to those committees, who now re-examine it, considering member input. The committees do not necessarily arrive at their decisions based on the votes of commenters, but all comments are fairly considered, along with practical considerations, input from officials and organizers, and long experience and expertise in the field.

By September 30 – The committees agree that your proposal should go forward to become a rule, but they amend your proposal, adding that the armbands should be bright orange for greater visibility.

By mid-October – The Rules Committee has kept scrupulous charge of your suggestion ... your proposal, the addition to your proposal ... has confirmed its coming rule number, and how it will fit into the book. Every suggestion and proposal receives this same careful attention.

At the ADS Fall Board Meeting – your proposal joins 30 others that have come this far. A consolidated document is presented to the Board of Directors for their scrutiny. It is the Board of Directors who ultimately decide the fate of the idea you came up with so long ago. The Board accepts your proposal, and back it goes to the Rules Committee for final formatting into the Rulebook.

By December 1 – There is the advance copy of the coming year’s Rulebook, up on the ADS Web site. If you’d like, you can print it out now or download it onto your laptop. It’s ready.

January 1 – Your rule, along with the others that were ratified, becomes effective. You’ve made a difference; the ADS is really “your” ADS.

April 1 – At an early-season CDE, a deer runs out in front of the first turnout on course. The pony pops, the navigator “exits” and lands in an ants’ nest. The driver summons help. Thanks to that flashy armband right there where it should be, emergency services deliver quick and proper care to the unfortunate navigator whose armband says she’s allergic to ants. You have made a real difference in the real world.



Boyd Exell driving the Dressage phase at the 2010 World Equestrian Games (Lexington, Kentucky), where he won the individual gold medal. Photo by Pam Knisley

Aussie, Aussie, Aussie! Exell Excels

World driving champion Boyd Exell has been named Equestrian Australia’s international athlete of the year after reinforcing his domination of his sport this year. He became only the second driver to win three consecutive FEI World Cup titles when he won the 2011 FEI World Cup in Leipzig, Germany in late April. He then returned to England, where he has been based since 1993, to win the Royal Windsor Horse Show’s Landrover International Driving Grand Prix for the second consecutive year in May, besting Isbrand Chardon of The Netherlands by less than eight penalties.

The 38-year-old whip from Bega, NSW holds every major title in carriage driving. Last year Exell won the individual gold medal at the 2010 World Equestrian Games in Lexington, Kentucky, the International Driving Grand Prix at the Royal Windsor Horse Show and the CAIO at Aachen, as well as the FEI World Cup crown. He is also a six-time British National Champion.

An Explanation of Recent ADS Bylaw Changes

Elaine Kendig, Governance & Bylaws Director/Chair

Our Bylaws and Policies & Procedures seem to always be a work in progress. The Board of Directors adopted the most recent proposed changes to the Bylaws at their May 25, 2011 meeting.

Most of the changes were of a housekeeping nature: spelling corrections, language corrections, and sentence restructuring to clarify intent, to name a few. Since the last rewriting of the Bylaws in 2005, New York State has changed its code for Not for Profit corporations. The American Driving Society, Inc. is incorporated in New York. We are bound by the laws of that state as well as all states in which we have members.

Bylaw changes of significance are:

- Inserts language confirming that all meetings are open except when the Board of Directors or a Committee calls an executive session, enabling them to discuss matters of a confidential nature such as personnel or applicants for Licensed Officials
- Removes the requirement that Committees must meet in person in conjunction with the Winter Board of Directors Meeting. It was never intended that in-person committee meetings were required to be held in conjunction with the Board of Directors' Winter Meeting. In-person committee meetings will continue to be held in conjunction with the Annual Membership meeting. In addition to meeting at the Annual Membership Meeting, Committees are free to meet at any time. If the Director/Chair of any Committee does want to hold a Committee meeting in conjunction with the Winter Board of Directors meeting, they may do so. They may also schedule teleconference meetings at any time through the Executive Office.

- The method of selecting a Chair of the Nominating Committee was changed from mandating that the Immediate Past President serve in this capacity. This was an innovation when the bylaws were rewritten in 2005. Quickly we learned, when an Immediate Past President resigned their duties, that this feature simply didn't work. This has now been changed so the presiding President will select the chair, the Board of Directors will select two (2) Regional Directors, and one member from each Standing Committee will be asked by the respective Director/Chair to serve. The presiding President now has the option of choosing a chair from either the membership at large or from the Board of Directors. Whoever is chosen must be confirmed by the Board of Directors.

- New procedures are now in place for changing Bylaws. Many sections of our Bylaws support other sections. Proposed changes must now be first presented to the Governance and Bylaws Committee, which will review them for continuity, make sure language style is maintained and—to the best of its ability—make sure the changes are in compliance with law. Any ADS member is welcome to submit suggested changes.

The revised copy of the Bylaws has been posted on the ADS Web site. This is the structure by which your Society operates. Please familiarize yourself with the Bylaws. Granted they are not the thriller that will keep you reading all night, but they may encourage you to become a more active participant in your organization. Should you have any questions, comments or suggestions, please feel free to contact us. We're here for you.



The Northwoods Harness Club of Wisconsin hosted a two-day Suzy Stafford clinic this spring that attracted a wide range of whips and equines. Here, Suzy (red and blue jacket) helps Bobbie Kieffman with her recently configured tandem, Ami and Breeze. Julie and Mark Dahlberg are helping from the ground. Look for more on this clinic in the August *Whip*. Photo by Candis Hankins

New USEF Program Encourages Youth to Volunteer, Offers Grant

Lexington, KY: Equestrian youth have a new opportunity to give back to the community—and a chance to win a \$1,500 grant.

The United States Equestrian Federation (USEF) Equestrians in Action program tracks youth volunteer hours that are aimed at improving the welfare of the horse or positively promoting equestrian sport. Sponsored by The EQUUS Foundation, the program encourages youth to give back to equestrian sport at horse shows, equine promotional events, equine businesses or organizations, trade fairs, therapeutic riding clinics, horse rescue and 4-H events.

All youth have the opportunity to earn one of three certificates depending on their participation level. Those who volunteer at least 50 hours will be awarded a Bronze certificate while youth who volunteer at least 100 hours will receive a Silver certificate. The highest level, the Gold certificate, will go to those who volunteer 150 or more hours.

In addition, the top 10 participants will receive special “Top Ten” certificates. The participant with the most volunteer hours in 2011 (minimum of 150 hours) will earn a \$1,500 grant for his or her education or training.

Participants of USEF Equestrians in Action must be 21 years of age or younger as of December 1, 2010, and need a current USEF membership. In order to ensure a level playing field, volunteer hours must be given freely, without payment or other compensation. Participants may create an account to track their volunteer hours at http://usef.org/_IFrames/Youth/EquestriansInAction.aspx. The Web site will also show which participants are currently in the lead for Top Ten status.

For more information, contact Jennifer Mellenkamp at jmellenkamp@usef.org. For volunteer opportunities and ideas, visit The Equus Foundation’s Web site at www.equusfoundation.org and join the carrots4acause network.

Equestrian Magazine Features Jacob Arnold

Jacob Arnold, the 18-year-old whip from North Carolina who electrified the US Combined Driving community with his February 2011 win of the FEI Single Horse division at Little Everglades International CDE, is the featured equestrian in the “horsepeople” column of the April/May issue of USEF’s *Equestrian* magazine.

The full-page profile of Arnold by writer Cynthia Grisolia traces his development as a driver and includes quotes from Kelly Valdes, who has coached him since he began attending Young Drivers Camp at Clare Reid’s Big Sky Farm.



Jacob Arnold is all concentration as he drives Cones at Little Everglades with Shadow, his family’s Morgan mare. Photo by Pam Knisley

Garden State CDE Returns to NJ Horse Park

The Horse Park of New Jersey is pleased to announce that it is continuing to host the Garden State Combined Driving Event in 2011. As in the past, this is an American Driving Society recognized event.

- The event will be held in the fall, on October 8-9, 2011.

- It welcomes drivers competing at Training, Preliminary, Intermediate and *Intermediate II* levels. Intermediate II will use Advanced level dressage tests and cones clearances, and the Intermediate marathon course.

Bill Long will be our course designer for the 2011 event. A force in the driving world for nearly 40 years, he has competed in six world championships (four-in-hand); most recently, in the 2010 World Equestrian Games. In addition, Bill is a respected carriage driving judge, clinician and course designer. We are very pleased to have him, along with officials Marcie Quist, Sue Mott and Ken Mott.

The event will be held in a two-day format, with Dressage and Cones taking place on Saturday, and Marathon to follow on Sunday.

Many volunteers are needed for this event. We are also accepting support in the form of sponsorships and donations. If interested in sponsorship or becoming a volunteer, contact Liz Kwasnik at carriagecoach@optonline.net.

Details and an Omnibus listing are now available from the ADS http://www.americandrivingsociety.org/06_omnilistings/10GardenState.asp. Entries open on August 5, 2011. For more information, please contact Karey Manner at karey139@gmail.com or (802) 356-0160.



by Hardy Zantke

Equipment Questions

There was a question recently on the CD-L regarding whether a certain new bit would be allowed in driving. I would like to address this; I think the question is bigger than just bits, as it relates really to all kinds of equipment and new inventions.

On the bit question, we have that covered under Art. 19 in our General Rules. It is fairly simple and straightforward, requiring a bridle with a bit for each horse, and not allowing bit burrs, gag and twisted wire bits. Our Pleasure Driving Rules don't say anything on bits, and our CDE Rules just say that bitless bridles (hackamores) are not permitted. Only our Driven Dressage rules have some more language stating that any kind or type of riding snaffle or driving bit is permissible, with drawings of some snaffle examples. This had prompted the question, of whether the new bit would fall under that "any kind or type" or not. We have a rule change proposal to strike that language, as well as the sample drawings, in the dressage rules and to simply refer to Art. 19 in the General Rules to avoid this ambiguity. I fully support that rule change proposal.

But we did have extensive discussions on the Dressage Committee—and I understand also on the Combined Driving Committee—over this issue. Many committee members felt the new bit that prompted the question could be used by inexperienced drivers in a wrong way in which it could be very cruel, and thus we should rule it out. I opposed the urge to rule it out, arguing that almost any piece of equipment can be used in a wrong way and become cruel. Just think of a traditional Liverpool bit with the reins on the lowest setting, and a twisted curb chain.

I believe we cannot enforce good horsemanship simply with the Rulebook. We do have Art. 4 addressing cruelty in our rules, as well as Art. 900 in the Combined Driving Rules about the welfare of the horse. Yes, I agree, the drawback there is that it is subjective, up to each official's own judgment on what he or she might rule out as being cruel. I can fully understand the competitor's desire to know if he will be allowed to use his new bit. But if we were to make rulings on each piece of equipment, that would add pages upon pages to the Rulebook, would create quite some enforcement issues (just think of how complicated the USEF Pony measuring rules are with an official measuring

stick, etc.) and would still not cover inappropriate use of otherwise legal equipment (such as the Liverpool bit setting described above).

So I believe the bottom line is, as always, YOU are the captain of your ship (the driver of your turnout). YOU must make sure that you keep the welfare of your horse in mind and use all equipment in the way it was intended. If you use something unusual—a new invention, a new design, have come up with a new idea—you must be prepared to face some questions by officials. If there can be the slightest question that this new piece of equipment might be unsafe, or have an adverse effect on your horse, or create an unfair advantage, or present a bad picture to spectators, you might not be allowed to use it. Unfortunately you must also be prepared that different officials might rule differently, as they are all human and might have different levels of tolerance. So if one jury allowed you to use that newly invented bit, the next might not automatically do so as well.

So, if you plan to use or do something unusual and out of the ordinary, don't just be prepared to answer questions about it. Do yourself a favor and ask the Technical Delegate in advance for permission—and, in case permission is not granted, have a Plan B to save your day of competition.

I fully understand that this might not be the most satisfactory answer to all who believe they have just found a great new solution to one of the age-old problems. Unfortunately, we must be practical and I don't have a better answer. I firmly believe we cannot make rules on all pieces of equipment and how to use them, and then be able to enforce those rules, without individual tolerances to be decided on a case-by-case basis. Besides enforcing our rules, this too is what we have our officials for—making such decisions.

Happy and safe driving to you all.

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 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.

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.

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.
- 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.indianhillstables.com
- 11 **ROCKIN TPADT**: Sanger, TX. www.northtexaswhip.com. Training, Preliminary. Mike Finney, P: 972-740-4967, finneybackhoe@yahoo.com.
- 12 **ADS PLEASURE DRIVING OFFICIALS CLINIC**: Fair Hill Natural Resources Management Area, Gallaher Road, Elkton, MD. Held in conjunction with Brandywine Valley Carriage Driving Show. Dana Bright, 717-246-2351, cdeponyz@comcast.net
- 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.

July

- 4-5 Mike McLennan Clinic at Crooked Pine Ranch, Sisters, OR. For more information, contact Kanoë Durdan-Godby, P: 541-977-4599, kanoedurdan@ykwc.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.)
- 23 Cypress Keep Navigator Clinic, Plant City, FL, www.cypresskeep.com. Contact Erika Matulich for more information, 813-982-2200.
- 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 and www.smhahorseshow.com. Mari Douglas Kehrig, P: 410-533-1406, smhahorseshow@aol.com.

September

- 3 Cypress Keep Everything Cones Clinic, Plant City, FL. www.cypresskeep.com. Spend the day learning about and practicing all versions of Pleasure and CDE obstacle classes. Contact Erika Matulich for more information, 813-982-2200.
- 4 Cypress Keep Hazards Clinic, Plant City, FL. www.cypresskeep.com. Spend the day learning about driving techniques and practice through different types of hazards. Contact Erika Matulich for more information, 813-982-2200.
- 17-18 Rocky Mountain Carriage Club Fall Follies CDE & 2 Phase, Greeley CO. Nancy Bruckhauser, 303-776-6246, nbruck@earthlink.net.

October

- 4-9 The National Drive, Kentucky Horse Park, Lexington, KY. www.nationaldrive.net. Kathy Blank, P: (270) 378-5330, tnd2010@live.com.
- 21-23 **ADS COMBINED DRIVING OFFICIALS CLINIC**: Payne County Expo/Fairgrounds, Stillwater, OK. Held in conjunction with the Oklahoma Harness Horse Association's Cowboy Country CDE. Dana Bright, 717-246-2351, cdeponyz@comcast.net.

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

- NEBRASKA PIONEER HDT: Waterloo, IA. Cancelled**
- PLEASURE DAYS CARRIAGE DRIVING SHOW: Lebec, CA. Cancelled**
- BRANDYWINE CARRIAGE DRIVING SHOW: Elkton, MD. Judge added. Awards, contact info updated.**
- COLUMBUS CARRIAGE CLASSIC: Columbus, WI. Changed to Columbus Horse and Carriage Festival under new management.**
- ORLETON FARM PLEASURE DRIVING SHOW: Stockbridge, MA. Additional day added, divisions updated.**
- BROMONT INTERNATIONAL CDE: Bromont, Quebec. Officials, other info updated.**
- SUMMER FESTIVAL CDE: Wilton, CA. Officials, fees updated.**
- SKUNK RIVER DRIVING TRIAL: Ames, IA. Intermediate division added, directions updated.**
- CAA CARRIAGE CLASSIC: Louisville, KY. Entry deadline extended.**
- LORENZO DRIVING COMPETITION: Cazenovia, NY. Fees updated.**

Sources for Latest Info on EHV-1/EHM

From the USEF Communications Department:

As of 12 p.m. EDT on May 20, cases of Equine Herpesvirus Myeloencephalopathy (EHM) had been confirmed in eight states and in Canada. Your state's veterinarian is your best resource for information and guidance regarding this disease. The USDA situation report also provides updated information: http://www.aphis.usda.gov/vs/nahss/equine/ehv/ehv_2011_sitrep_052611.pdf

Affected States: State Veterinarian Contact Info:

California: http://www.cdfa.ca.gov/ahfss/animal_health/equine_herpes_virus.html Phone: (916) 654-1447

Colorado: <http://www.colorado.gov/cs/Satellite/Agriculture-Main/CDAG/1167928197091> Phone: (303)-239-4161

Idaho: <http://www.agri.state.id.us/Categories/Animals/animalHealth/healthehv.php> Phone: (208) 332-8544

Oregon: http://www.oregon.gov/ODA/news_449105797.shtml Phone: (503) 986-4680

New Mexico: <http://www.nmbvm.org/> Phone: (505) 841-6161

Texas: <http://www.tahc.state.tx.us/>

Utah: <http://ag.utah.gov/news/EquineHerpesOutbreak.html>
Phone: (801) 538-7162

Washington: <http://agr.wa.gov/FoodAnimal/AnimalHealth/HotTopics.aspx> Phone: (360) 902-1881, (360) 902-1835

Additional Resources:

The **USDA:APHIS:VS** has recently posted 2011 EHV-1/EHM incident information, including situation reports (listings of suspect and confirmed cases, locations, etc.), recommendations for exposed horses and more: <http://www.aphis.usda.gov/vs/nahss/equine/ehv/>. Check this Web site weekly for updated situation reports.

If you anticipate transporting your horse across state lines it is recommended you contact each respective state/provincial veterinarian's office prior to departure to determine if there are any restrictions or enhanced entry requirements. To find your state or provincial animal health office, visit www.aaep.org/us_canada_statehealthoffice.htm.

In addition, the **AAEP** now has an updated Web page for horse owners with a very informative FAQ: http://www.aaep.org/EHV_resourcesowner.htm.

American Horse Council: <http://www.horsecouncil.org>.

The USEF has also received a number of inquiries about the protocol in Kentucky (a non-affected state). Visit this Web site for more information: <http://www.kyagr.com/stat-evet/equine/index.htm>

Please refer back to these resources frequently to ensure you have the most current information.

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