



Wheelhorse

NEWSLETTER OF THE AMERICAN DRIVING SOCIETY

Suzy Stafford and Shelly Temple drove a pas de deux at the 2012 Salute to Driving. Full story in the May Whip. Photo by Vicki Long

NL 201

Representing Carriage Driving in the United States and Canada

April 2012

In This Issue:

- Live Oak Draws FEI Singles1
- Exec. Director's Message.....2
- Directors' Column: "On Ramps"....2
- Nom Com Update.....3
- Canadian Radio Show.....3
- Driving With GPS Watch.....4-5
- From Between My Blinders.....6
- Calendar, Classifieds.....7
- Weber on Horse Park Board.....8
- Omnibus Changes.....8

Singles Go for the Glory at Live Oak International



Nifty Hamilton, driving Batteriea Rodney, came fifth in the hotly contested FEI Single Horse Division at Live Oak International with a score of 134.56. Nifty's daughter, Jan Jan Hamilton, came eighth with Jao Desperado. Leslie Berndt won the division with Uminco by only .12 points. Complete Live Oak coverage and more photos in the May Whip. Photo by Pam Knisley

Articles that appear in the Wheelhorse do not necessarily reflect the opinions or position of The American Driving Society, its Board of Directors or staff. Nor does publication of said articles constitute an endorsement of the view they may express. Accuracy of all material is the sole responsibility of the authors. Appearance of an advertisement in the Wheelhorse does not constitute an endorsement or recommendation by the American Driving Society of the goods and services therein.

A Message from The Executive Director



In March I was asked to do a presentation on the 2012 ADS Rulebook's new Draft Equine rules at the Norwegian Fjord Horse Registry's Annual Meet-

ing in St. Paul, Minnesota. The organizers of the conference were excited about the opportunities that these new rules would create for owners of draft style Fjords, and wanted their membership to learn more.

As part of my presentation I reviewed the rules, talked about the required equipment and then moved into how to encourage Pleasure Show organizers to include a Draft division. My point: I believe the "If you build it, they will come" theory does not hold water in this economy. If a division doesn't fill, the organizer is left holding the bag for the expenses and time required to include that division. Instead, if you want a Draft division, you need to go to the organizer with five entry forms in your hand and politely ask to be included. A commitment—including a financial one—will show that you are indeed going to be a competitive division that the organizer can count on.

Make your request as early as possible. Information about a show that takes place January to June needs to reach the ADS by September 1 of the previous year in order for the show to be included in the Omnibus; the deadline for July to December shows is March 1.

If the division you want doesn't happen the first time you try, be patient and ask again for next year. Draft horses and ponies are a magnificent addition to any Pleasure Show and it would be wonderful to see that division of Pleasure Driving grow.

— Susie

The Directors' Column: "On Ramps" to the Sport

By Jeff Morse, Pleasure Driving Committee Chair

Over the past several years I have been nudged by repeated questions about the sport of carriage driving. How do we make it grow? How do we keep it from shrinking? Where do new drivers come from? Where are the "on ramps" to the sport? How do we facilitate access to them?

In the background is this troubling reality: We are moving ever further from the days when members of our own family whom we actually knew really used horses. The "Horse and Buggy Days" are relentlessly receding into history. If it were not for the fact that my grandparents used and bred horses and believed that horsemanship was a valuable skill that every adult should possess, I doubt seriously that I would be in the sport today.

When I travel to clinics, competitions and recreational equine events, I ask people how they got into the sport. More often than not, horses were "in the family" when they were kids. I hardly ever hear: "I always wanted to drive and I begged my parents for a cart and harness and driving pony." That's a big leap for a young family to make for their kids, if horses are not already part of the family lifestyle. It's much easier to send them to a nearby lesson stable for riding lessons.

On the other hand, I have noticed repeatedly that once I get a horse person to ride with me in a carriage, they are immediately enamoured of the sport and willing to give it a try. Those who fear it are by far the exception to the rule.

The baby boomers of the 1950s have reached grandparent-hood and if they have been riders, they are beginning to slow down their riding activities as they age. It turns out that this age group comprises the majority of most equestrian membership organizations, including ADS. When they step down off their riding horses, they are, nevertheless, still "horse people." In fact, they are, as a group, probably the most educated and experienced of all horse people. We could not ask for a more perfectly positioned customer for the carriage driving experience. Most marketing consultants would kill for this kind of customer base positioning.

Yes, we all want youths to become involved in driving and we should provide the best 'on ramps' and participation opportunities we can for them: driving camps, mentoring programs, junior driving classes. But in our enthusiasm and joy at savoring the likes of the talented Jacob Arnold and other young skilled drivers, we risk overlooking what is staring us right in the face: the older equestrians climbing down off their horses in the sunsets of their riding careers. They, after all, have the time, resources and well developed equestrian background to become involved lovers of carriage driving. And best of all, they will usually bring their kids along!

So, encourage the older riders you know to climb up next to you and go for a drive. Put the reins in their hands as soon as you can; that's a guaranteed smile. Ask them to simply tag along with you to a competition or a Fun Day (promise them a nice lunch—works every time.). Entice them to participate as a volunteer in your club activities or at a driving event. Growing our sport is much easier if we guide them up the "on ramp," and no one is going to do it for us.

Drive on.

American Driving Society Annual Meeting

September, 28-30, 2012

Fitchburg and Madison Wisconsin

Join your fellow carriage drivers for a fantastic fall weekend in beautiful Wisconsin. Friday will be kicked off with special *Taste of Wisconsin* party, featuring locally grown products and special beer tasting. Saturday will be an educational smorgasboard, with clinicians, such as Jeff Morse, Boots Wright and many more. Sunday will feature a special multiples clinic for those interested pair and tandem driving. Mark your calendars in ink to attend this special event!

Registration and more information is available on the ADS Web site and will be coming with the *May Whip*.

www.americandrivingsociety.org



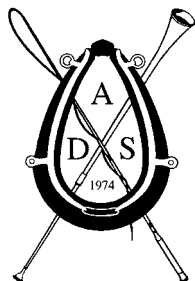
Nomination Committee Updates, April 2012

The ADS Nominating Committee has been hard at work putting together a slate that will serve the Society well. We do have several vacancies that need to be filled.

They are: Regional Directors for the Northeast, Midwest, Southwest, and Northwest Regions.

We could also use one or two more at-large directors. This is a good way to become more directly involved with the ADS and learn about its workings before stepping up to a committee chairmanship, or becoming a Regional Director or an officer!

—*Natasha Grigg for the Nom.Com*



Join a Radio Community

By Kim Logue

Are you interested in being a journalist, a poet and story teller? Would you join a hoofbeats! international radio + media club? Think ENTERTAINING EQUESTRIAN EDUCATION for any age, all abilities and all equine interests. Let's talk horse, and create Canada's Horse Talk Radio show: a volunteer driven, one-hour music and spoken word, weekly show, broadcast Sunday mornings from 9-10 on 93.3FM in Guelph, and live at cf.ru.ca. The radio reaches the general community and can inspire others to share our passion! CFRU, and the national network of stations called the NCRA of which it is a part, support engaged and dynamic communities that celebrate diversity and a sustainable world. We would love to hear and consider broadcasting one-time contributions of recordings that are sent to us from phones, computers, CFRU loaner recording devices or self-owned. Personally, I would be interested in one about learning to drive, and also maybe a series guiding someone through the process of becoming an official.

If interested, contact hoofbeats.radio@gmail.com.

I Learned How, and You Can Too: Tips on Driving With a GPS Watch

By Deby Stewart

I have to start by admitting that I am a major procrastinator. As much as I love driving, for some reason it's not always easy to talk myself into going out, harnessing up my horse and actually doing it. Couple those character flaws with the fact that I'm the only driver in a horsey community where everyone else is a rider, and it means I don't drive nearly as much as I should. But I decided in January 2011 to try to drive at least an hour, at least three times a week. I also decided to try to earn my ADS 200 Hours to Drive pin. I had already logged about 85 hours, so I figured it was a good goal.

My challenge became how to make my solitary drives more fun and more productive, as well as to keep better track of my time doing it. I'm a sucker for a new gadget and I decided to check out GPS watches. I was fortunate in having a fellow Florida Whips member who competes in Marathon to advise me, and I purchased a Garmin Forerunner 205, mainly because that is what she uses and recommended. (This is listed as a discontinued model but it does everything I wanted it to do, and has the added advantage of being less expensive than newer ones.)

I found plenty available on Amazon (both new and used) at prices from \$99 to \$169. You can also find these or similar GPS watches on eBay. When my watch arrived, I skimmed through the user manual to check that it did everything I wanted: tell me how fast I'm going—check! tell me how far I went—check! tell me how long I've been going—check! show me a map of where I went—check! tell me what time it is (well it is supposed to be a watch after all)—check! And then I saw it would also tell me when sunrise and sunset are for the day, let me set laps and do a few other things that I don't know if I need.

OK, now let's see exactly HOW to make it do all that.

I'm a computer person and nothing annoys me more than trying to learn something "computer" and feeling stupid, but I quickly realized I needed someone to show me what to do and how to do it. Unfortunately, the user manual wasn't doing that. So I Googled "Forerunner 205 instructions" and a few other topics to try to find something that would help. I found Web sites and manuals and "how-tos" and YouTube videos (which were maybe the most useful). But nothing I found was quite what I was looking for.

So I looked at the watch. I turned it on and pushed its buttons (it has five). This gave me lots of different menus, so many that I couldn't remember how I'd even gotten to them. It made me feel *really* dumb. So I emailed the friend who had recommended the watch and asked if she could give me some pointers. She put together a little "crash course manual," which did help, but I still just wasn't getting it. I couldn't figure out the menu system or even how to set it up to do anything at all, much less something useful. I gave



up and put the watch away with all my other unused but way-cool gadgets (like the sunglasses with the built-in video cam, but that's another story) and forgot about it for about a year. Then last November I thought about the watch again. I pulled its box down from a shelf in my closet and opened it up for another look. It still intimidated me—rats! I started searching again for "how to use Forerunner 205" and this time found a few new sets of instructions. I looked again at the YouTube vids (several times), and slowly things started making sense.

The first thing I figured out was what each button did. OK, duh! I know all the user manuals say what each button does, but for some reason their functions just didn't sink in before. There are five buttons: two on the left and three on the right with the watch face (or screen) in the middle.

So the button on the upper left turns the whole watch off and on and also toggles the backlight off and on. Then the button below it (Mode) lets you cycle through the three main menu choices. The Up and Down buttons on the right let you cycle through the three data/info screens (first mode choice), let you change the zoom level of the little map (second mode choice) and also let you move up and down on the Individual Settings screens (third mode choice). Then finally, the Enter button helps you to select items in the menus.

There are three main modes that the "Mode" button cycles you through. The first mode you see is the data/info mode. There are at least three data/info mode screens and you can cycle through using the up and down buttons once you are on this first screen. Each of the data/info screens can display up to four different pieces of data/info, which you can choose from the Main > Settings menu.

Pressing the Mode button a second time displays the little map (track) of where you have gone. You designate the default Start place (again in the Settings menu) and the map shows where you were when the timer was started and where you ended when you turned the timer off in relation to that Starting place. The first time I tried to use it I thought it wasn't working because I couldn't see a track, but I finally realized that it was zoomed out so far the track wasn't visible.

Tips on Driving With a GPS Watch (cont'd)

When you turn the timer on it automatically tracks you, so if you can't see your track press the Up button until it's zoomed in enough that you can see at least a part of your track. It will probably be easiest if you do a short loop (maybe around your house) and press the Up button until you can see it. Once you set your desired zoom level, it will likely be the one you use most of the time.

The third press of the Mode button takes you to the Main menu, which has four choices. Pressing the Enter button when one of the choices is highlighted will take you to that choice's sub menu(s). In some cases there are several levels of submenus. To back out of a menu press the Mode button and you will go up one level at a time in the menus to return to the Main Menu.

So far I have not yet explored the History menus in any depth, but it is interesting to know that the watch saves info automatically and allows you to compare current data with that from previous dates. I'm not sure how I can use it with driving, so I haven't played with it much yet.

Pressing the Down button highlights the Training menu choice. Press Enter and you will see a menu with four choices: Training Options, Workouts, Courses, and Auto Multisport. Training Options let you set Alerts, Auto Pause, Auto Lap and Virtual Partner. Again I haven't played with any of these settings or found a use for them. The Auto Pause senses when you stop (to wait for traffic, chat with a friend, etc.) and stops the timer until you move again. I haven't used it but it does sound as if it might be useful. The Mode button returns you to the Main Menu one click/level at a time.

The Navigation menu has five submenus. This is where you mark your current location, set waypoints, navigate to your waypoints, set your Starting point, find you way back to Start, build a route of waypoints and see the satellites you are using.

The last Main Menu choice, Settings, is a set of four submenus: General, Running, Biking, and Other. Selecting the first choice, General, opens a submenu which contains nine choices (are you starting to see how I got lost in the menu?). Anyway, this submenu allows you to set most of the customization features of the watch. Data Fields is where you make the choices that determine the display on the data/info screens that you see when you first press the Mode button when you start the watch. Press the Enter button to set the number of data fields you want displayed on the first (Main 1) data/info screen, and then do the same for each of the other four data/info screens. Once you are back to the start-up of the watch, you can scroll through the different data/info screens that you set here with the Up and Down buttons.

System lets you set time zone and units such as miles or kilometers while User Profile allows you to enter your per-

sonal information if you want. Display is where you specify how long the backlight remains on and set the contrast of the display.

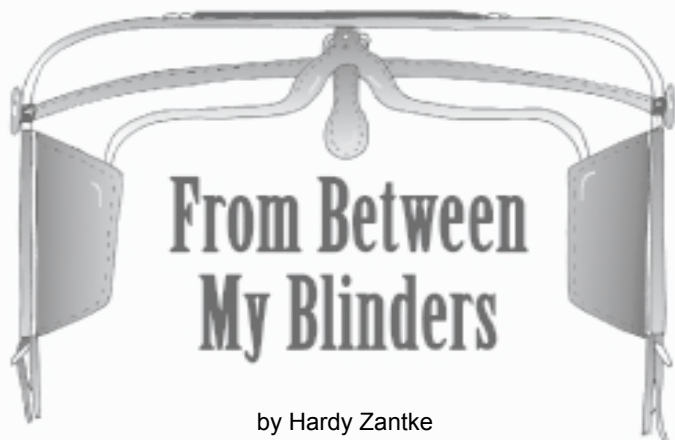
The Map selection gives you the option of 'North' up or 'Track' up in the mapping page, of showing or not showing waypoints, and whether or not to show the map in the rotation of screens or not. As always, just use the Mode button to back up through the menu levels.

Once I had finally sorted out all the menus and their sequencing in my head, I was ready to change some settings. The main things I wanted to keep track of in addition to my time were my Speed and the Distance driven, as well as Average Speed. So I set it to display four data fields in each of the five data/info screens. In the Settings > General > Data Fields > Main 1 screen, I chose Time Elapsed (the stopwatch), Speed, then Distance and Time of Day. There are lots of other choices but these are the ones I am mainly interested in so I left the other screens pretty much as they came. I did make sure to set a Time of Day to display on all of them and on the second one (Main 2) I added Sunset Time because I like to drive in the afternoon rather than the morning and it's pretty cool to know exactly when the sun is going to set and it will start getting dark.

The funny thing is that now that I finally understand how the watch works, it really does seem intuitive—but since I also still remember how frustrated I was not all that long ago, I wanted to write it all down before I forgot. It was intimidating to me and I'm a total geek computer consultant/teacher, so I can only imagine how difficult it might be for someone who is a bit tech challenged. The teacher in me dedicates this instructional article to those people.

Now, you probably want to know just how this GPS watch is making driving more fun and interesting! Well, I now know that my lazy TigerLily's favorite walking speed is a consistent 2.3 mph and that while she trots on the road at 5.3 mph, if I take her on the grass track near my house she hustles along at between 6.5 and 7.3 mph. So now I can use this knowledge to try to increase her walking speed, to add another speed or two to her trot (both slower and faster), to know how far it is from one end of my street to the other or from my house to the grass track. I can gauge how much TigerLily is worked by keeping a record of our average speed. And I can even see a little map of where we went. It makes my solitary driving something more than just aimless wandering around the neighborhood. My only complaint is that the text on the screen is rather small and isn't always easy to read, depending on available light.

As an investment of at least \$100, a GPS watch isn't cheap, but I am very much enjoying mine and it's making my driving trips a lot more fun and productive. And when you have to drive alone, having the watch somehow also makes it a little less lonely.



Stuff Happens at Times

We are all human, nobody is perfect, everybody makes mistakes. This is not meant as an excuse—I do want things as perfect as humanly possible. But errors occur. Every competitor, every volunteer and every official experiences them, even though we all strive to keep them to a minimum.

Article 912.7 in the ADS Rulebook explains the procedures for objections and appeals at CDEs. Among the procedures is that scores become official within 30 minutes after they are posted, with the exception of mathematical or transcription errors, which may be corrected up to one hour after the final classification of the event.

In order to make this meaningful, I am very much in favor of giving out the scored dressage tests as soon as possible after Dressage is finished. Not only are the judges' comments more meaningful to the competitor who has his test still fresh in his memory, but only then can he also check that the calculations were done correctly—as even the best scorer at times will make a mistake. Such an error then can still be corrected fairly easily. If it is only discovered on the trip home, or even the following day, then unfortunately nothing can be done about it any more—which then I think is truly sad. But yes, I do realize that giving out dressage tests early creates additional work for the already overworked scorer and event secretary and might make some judges uncomfortable, as it opens up the possibility to be questioned by competitors about their scores. Nevertheless, I think the benefits far outweigh the downside. Organizers should make the effort, competitors should check their scores, and mistakes should be corrected, as long as that is still possible under the rules.

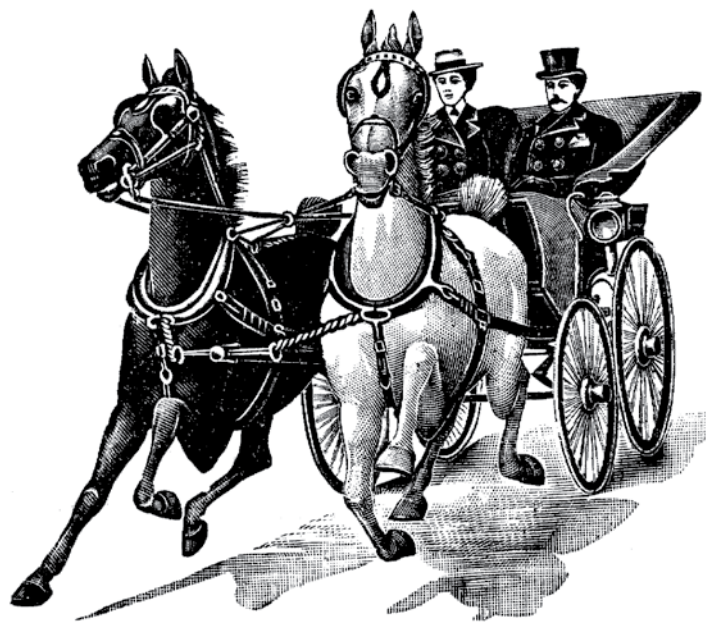
Along the same lines, I wrote a column for the September 2010 Wheelhorse about why I think every competitor (and every official, too) should have a digital watch, and should synchronize it with the official marathon course watches. That is the best way for the competitor to make sure that he starts at each section at the time that is entered on his green card, and also for him to check that each finish time is entered correctly on the green card. This keeps green card entry mistakes and section timing errors to a minimum

and facilitates getting them corrected right away when they occur. Marathon obstacle as well as section penalties can, and should be, double-checked by competitors right after they are posted, and possible errors should be brought to the attention of the officials to get them corrected.

Cones penalties are fairly straightforward for the most part, as anybody can see from the sidelines and count the balls down and can run his own stopwatch to see if any time penalties assessed are correct or not, never mind the two decimals after the full seconds. Having been a member of the jury at an event recently where we all did not notice a ball down, I was grateful that observant spectators pointed it out to us right away when it could also still be confirmed by the cones setters, so that our mistake could easily be corrected.

All of this means: In my opinion, a good competitor should also make an effort to understand the scoring process. How can you compete in something to achieve the best possible results, if you don't understand how the results are arrived at? Towards that goal, I will give some explanations on how driven dressage is scored in my next column in the *May Whip*. Once you do understand the scoring, then check the numbers.

Trust me: Trust is good; control is better—see above. Everybody is human and mistakes do happen. If we can prevent them from happening—or, if that can't be done, then at least correct them right away—the overall outcome is better, the results are more accurate and everybody goes home happier.



2012 Calendar of Events 2012

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.

April

7 Gilcrest Farm HDT, Gilcrest Farm, Windsor, SC, www.gilcrestfarm.com. See Web site for more details. Renie Gillis, P: 803-648-4500

May

5 Delmarva Driving Club Spring Pleasure Show, Denton, MD. Divisions include VSE, Pony, Horse, Novice, Multiples, Draft. Jane Ramsey, 302-659-2827, ramseyjb@yahoo.com.

12 Red Bricks and Roses Spring Flowers Horse Drawn Carriage Parade, Oxford, OH. Come join us for a step back in time as we enjoy elegant horses and beautiful flower-decorated carriages as they work their way among the red brick university buildings and brick-paved historic streets of Oxford, OH. Alyce Sheehan, 513-967-6687, parksideac@aol.com.

12-13 Glacier Trails Competitive Distance Driving Event. Southern Kettle Moraine State Forest, WI. Event headquarters at Horseman's Park, Palmyra, WI. www.umecra.com. Saturday 12 mile drive, Sunday 25 mile and 12 mile drive. Horse camp ground. Link to ride flyer: http://www.umecra.com/2012RideFlyers/04-GLacier_Trails.pdf. Ramona Radtke, 608-222-5200.

19 Prairie Home Carriage Festival - The Landing, Shakopee, MN. www.MNWhipsandWheels.com. Come and join us as Minnesota Whips and Wheels Carriage and Driving Society celebrates our fourth annual Carriage Festival at a new location: The Landing, an 88-acre living history museum with the Minnesota River as its northern border and with great areas to drive amongst the 1800s village, by the 1889 and 1857 farm buildings and the fur post. Heidi Block, 612-875-1004.

26-27 Annual Cypress Keep Schooling HDT in Plant City, FL. www.cypresskeep.com. Dressage/cones Saturday, Marathon (4-6K, 5-6 hazards) Sunday. A Florida Whips/Cypress Keep event. Erika Matulich, 813-982-2200, ematulich@ut.edu.

June

2-4 ApDRA Competitive Driving Event, Palmyra, WI. Southern Kettle Moraine State Forest, Horseman's Campground. www.umecra.com. Link to flyer: http://www.umecra.com/2012RideFlyers/08-Apdra_Ride_Flyer_2012.pdf. Dawn Haas, 262-495-8105 or 262-751-4443, jehass@centurytel.net.

9 Indian Hills Outdoor Arena Driving Trial, Gilberts, IL. www.indianhillsstables.com. Judge: Mary Ruth Marks. Training, Preliminary, Intermediate. MaryAnn Carter, 847-769-5191, ihdrivingtrial@gmail.com.

9-10 **CENTRAL NY DRIVEN DRESSAGE FESTIVAL:** Madison County Fairgrounds, Brookfield, NY. www.brda.us. Training, Preliminary, Intermediate, Advanced, Musical Kur. Karen Nowak, H: 315-899-7778, C: 315-520-9204, knowak5170@aol.com.

9-10 Equestrians Institute 2nd Annual Driving Trial and Pleasure Pace: Washington State Horse Park, Cle Elum, WA. Contact Leslie McGinnis for more information at 425-770-1145 or meginnisl@frontier.com.

June (cont'd)

16 MY LADY'S MANOR DRIVING CLUB GROUND WORK BASICS, Saturday 10-3, RendezVous Farm, Hereford, MD, with Marjorie Richmond & her horses. Members only, \$25. This clinic is designed for drivers interested in starting their own driving horses & drivers interested in learning new training techniques for Intermediate horses. Contact Marjorie Richmond, marjorie.b.richmond@gmail.com, 443-934-3573.

16 Continuous Drive hosted by JRDA, Sabine Hall Plantation, Warsaw, VA. www.jamesriverdrivingassociation.com. Dress sage, cones, marathon (section A only). Lynn Legg, 804-229-9708, lmlegg@vcu.edu.

23 Susquehanna Valley Whips & Wheels Pleasure Driving Show, Lycoming County Fairgrounds, Hughesville, PA. www.svwwdriving.com. Divisions: VSE, Pony, Horse, Draft Type & Novice. Championships in all divisions. Tina Cornell, 570-204-5536, andtylertwo@hotmail.com.

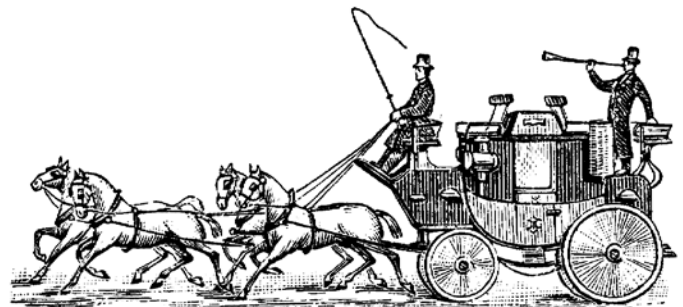
24 Susquehanna Valley Whips & Wheels Horse Driving Trial, Lycoming County Fairgrounds, Hughesville, PA. www.svwwdriving.com. Divisions: VSE, Pony & Horse. Classes offered: Dressage, Cross Country & Timed obstacles. Limited to the first 30 entries. Tina Cornell, 570-204-5536, andtylertwo@hotmail.com.

30-7/1 Amesbury Carriage Festival, Bob-Lyn Farm, Amesbury, MA. www.amesburycarriagefest.com. Enjoy dinner and live band plus support a good cause - tickets only \$25 by advance sale. Free festivities indoors and out, rain or shine. Sporting Day of Driving demo, antique carriage displays, demonstrations, vendors, restoration evaluations and more. Christine Miller, 978-518-5681, c.miller@newwatersmarketing.com

Classified Ads

Classified ads are offered in 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 YELLOW CONES: \$27 each. Orange Marker Balls \$2.70 each. Number Boxes 1-20 Red and White; \$30 each. Letter Boxes A-D Red and White; \$30 each. Complete Dressage Arena with Letters now available. Accept MC/Visa. Phone Gayla Driving Center 1-800-360-5774. (KY)



Chester Weber Joins Florida Horse Park Board

Combined Driver Chester Weber, the nine-time United States National Four-In-Hand Champion, has been named to the Board of Directors at the Florida Horse Park Foundation, located in Ocala, Florida. Weber, a favorite son of his hometown of Ocala, is one of America's most decorated Combined Drivers as well as a strong supporter of the equestrian community.

Weber and his award-winning team of horses kicked off 2012 by driving into the winner's circle at the Sunshine State CDE, which took place at the Florida Horse Park. He followed Sunshine State with a victory at the 2012 Little Everglades CDE, taking the FEI Four-in-Hand Division with a spectacular dressage test. Weber also had a great deal to celebrate in 2011 as the United States Equestrian Federation (USEF) named him a 2011 Equestrian of Honor and he was also the recipient of the Becky Grand Hart Trophy. He was named the 2011 Driving Horseman of the Year in The Chronicle of the Horse magazine's annual American Horses In Sport issue. Weber's successful 2011 included a European tour that kept him in the winner's circle, with wins at CAIO Veces, CAI Altenfelden and CAIO Riesenbeck. He won his ninth national title at Live Oak International in March 2012

OMNIBUS CHANGES

View Omnibus Web pages for complete updated information.
http://americandrivingsociety.org/06_omnilistings/adsomnibusindex.asp

April 13-15: [Southern Pines CDE](#), Carolina Horse Park, Raeford, NC. Secretary's info, marathon info, Rule 917 info updated.

May 5-6: [Carolina Carriage HDT](#), Windridge Farms, Mooresboro, NC. Secretary info updated.

May 18-20: [Carriage Classic in the Pines](#), Pinehurst Racetrack, Pinehurst, NC. Venue changed, marathon info updated.

May 19: [Jameswood Spring Pleasure Driving Classic](#), Belle Grey Farm, Upperville, VA. Canceled.

June 15-17: [Metamora CDE](#), Windrush Farm, Metamora, MI. Secretary info, accommodations updated.

June 15-17: [Orleton Farm Pleasure Driving Show](#), Orleton Farm, Stockbridge, MA. Secretary info updated.

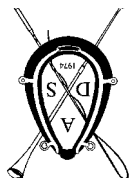
June 22-24: [Bromont International CDE](#), Parc Olympique E'questre de Bromont, Bromont, QC, CAN. officials, other info updated

June 22-24: [Summer Festival CDE](#), Clay Station Horse Park, Wilton, CA. Date corrected.

July 7-8: [Gladstone HDT](#), Hamilton Farm, Gladstone, NJ. Date changed.

July 13-15: [CDE at Inavale](#), Philomath, OR. Dressage tests updated, small pony division added.

www.americandrivingsociety.org
e-mail info@americandrivingsociety.org
Fax 608-237-6468
Phone 608-237-7382
Cross Plains, WI 53528
P.O. Box 278



THE AMERICAN DRIVING SOCIETY

NON PROFIT
U.S. POSTAGE
PAID
CROSS PLAINS WI
PERMIT NO. 24