



THE Wheelhorse

NEWSLETTER OF THE AMERICAN DRIVING SOCIETY

Lorraine Potter negotiates the Intermediate/Advanced hazard 6 (The Puzzle) at Elk Creek. Read about the new ADS-Advanced division in the August *Whip*. Photo by Jim Leiby

NL 211

Representing Carriage Driving in the United States and Canada

July 2013

In This Issue:

- ADS Includes All Drivers.....1
- Exec. Director’s Message.....2
- ADS and Disabled Drivers.....2
- Bev White, USDFD President.....3
- USDFD/ADS Clinic.....4-5
- ADS Para Equestrian Rules.....5
- From Between My Blinders.....6
- Classifieds.....6
- Joe Yoder at Belle Grey Farm.....7
- ADS Calendar.....8
- Omnibus Changes.....8

Special Issue: Making Driving a “Wondrous Sport” for a Wide Range of Abilities

This July Wheelhorse focuses on how ADS offers equestrians with physical limitations the opportunity to enjoy carriage driving as part of the overall driving community. “Driving is the wondrous sport that puts everyone on wheels behind an equine, allowing competitors to forget their impairments and the adaptive equipment that keeps them upright, to feel the wind in their faces and the rush of adrenaline and to compete equally with able-bodied folks,” writes U.S. Driving for the Disabled President Beverly White in her page 3 story about her own start as a driver. Learn about ADS Standards (page 2) and Rules (page 5) for Para Equestrians, and educational resources such as the USDFD/ADS clinic described on pages 4-5. Thanks, Bev, for summing it all up so perfectly.



Sally Wooldridge driving Jody Culter’s pony at the ADS/USDFD clinic for para drivers in Moorpark, California. Also on the carriage is Jody Cutler. Photo by Pat Kastama
See the full story about the clinic, with more photos, on page 4.

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A Message from the Executive Director



Recently, I have had the pleasure of having Elaine Kendig and Audrey Bostwick in my office for a few days, helping me go through our storage room—

eliminating a host of outdated documents, identifying historic gems and putting together a plan to preserve them. Elaine and Audrey have been active members in the Society since its inception in 1974 and have a wealth of institutional knowledge. In digging through the boxes, I would find a document with an interesting picture in it and Audrey could rattle off immediately who it was and their contribution to the Society. Sometimes she even knew the breed and name of the horse in the picture. Elaine found work she had done 20 years ago to help the Society better understand the ins and outs of liability insurance coverage, a valuable tool to the Executive Secretary and Board of Directors.

In some of the old letters we found the original handwritten purpose for the formation of the ADS, which was “to develop and further the art of driving and preserve its true sporting flavor”—simple, straightforward and uncomplicated. This was the premise that defined the ADS then and still does today. Still, the founding members had their struggles, remarkably similar to the issues we face today, some 40 years later. As we move forward into a new era for the Society and horse sports in general, it behooves us to look back and remind ourselves of the basic premise for why the Society was formed and not lose sight of that in this fast-paced modern world.

— Susie

ADS Standards for Accommodating Drivers with Disabilities at Driving Events

Definition of Driver with Disabilities: Those drivers who require adaptive equipment and/or require assistance in entering and leaving the carriage and/or must be accompanied or assisted in the carriage.

Certification standard for insurance: ADS provides skill level classification in Training, Preliminary, Intermediate, and Advanced levels. By choosing to compete at a certain level, the driver with disabilities has self-categorized their driving ability. By choosing to use adaptive equipment appropriate to their disability, the driver has defined the enhancement necessary to allow them to compete safely and well at that level.

In Pleasure competition, the driver with disabilities has self-characterized their driving ability and the ability of the horse to be safely driven in a pleasurable manner in the classes entered by the driver.

Event accommodation of Drivers with Disabilities: The beauty of carriage driving is the opportunity provided to persons with disabilities to compete on a level playing field with able-bodied persons. Any event is required by the Americans with Disability Act to provide a handicapped-accessible facility for spectators and competitors. Any other accommodations for drivers with disabilities are at the discretion of the event organizers.

The ADS Combined Driving Event Entry Form and Disclaimer clearly states: “If you require special dispensation at the above competition please state your needs below.” A driver with disabilities can list their desired amenities and include a list of their adaptive equipment, requesting that the Technical Delegate be made aware of this equipment and respond if he/she finds the equipment problematic.

The responsibility for the safety and ability of the equipment to accommodate a disability is the sole responsibility of the driver. The reasonableness of the accommodation is governed by the TD and event organizers.

ADS and USEF rules pertaining to driving with disabilities can be found on the USDFD Web site (usdfd.com). Revised and approved 5-15-2013



ADS member and USDFD President Bev White driving her Welsh Pony, Beaverwoods Balsa, at The Vineyard Classic this spring with Gabriel Garnica as groom. See Bev's story on page 3. Photo by Amy McCool of McCool Photography, www.mccoolphotos.com

“A Circuitous and Entertaining Journey” to Carriage Competition

By Beverly White, USDFD President

The Board of Trustees of United States Driving for the Disabled, Inc. was asked to write a document clarifying the accommodations for drivers with disabilities at driving events and submit it to the American Driving Society. The request was made to establish what “standards” exist for accommodating drivers. As President of the Board, I led the collaboration among members that produced that document. I want to tell you how I came to find myself in that position.

The journey has been circuitous and at times entertaining. We started driving with a mini that a granddaughter left at our house when she moved to Hawaii and a Shetland/Hackney pony we fell in love with at the training barn where we were teaching ourselves and that mini to drive. We acquired a couple of appropriately sized two-wheel carts and harnesses, heard about a competition nearby, stuffed it all in our horse trailer and pickup truck and appeared at the competition, supposedly ready to compete.

We got in the Meadowbrook behind Duchess, the Shetland/Hackney. My farm manager and reluctant navigator, Gabriel Garnica, and I drove the Training level pattern, tearfully asking the judge if we were eliminated when we went off course. We were assured we weren't and then drove the Cones.

No one told us that one needed to learn the hazards! With Gabe clutching course maps in one hand and using the other to hang on to me and the Meadowbrook, we bounced off to Hazard 1. We drove around until we spotted A, then B then C. No one told us that there was a time measurement involved, so Gabe brought us in to the end of E with our mare's nose right on the tail of the horse in front of her. We later—much later—learned that people were running along from hazard to hazard, calling out to friends, “Here come Bev and Gabe.” I told you it was entertaining.

We went to Ram Tap, Trinity, Happ's and Beaver creek, trusting Duchess to get us through the competition, which she did. Then we went to Shady Oaks, blissfully unaware that we had no business trying to compete in that rarified air. By then we had a four-wheeled carriage and knew enough to learn the dressage test and the hazards, and to time ourselves at each km marker. By then I was wearing a five-point race harness to keep me upright in the carriage while Gabe sat behind me.

At the end of E we met Hardy Zantke, who told me about USDFD after revealing that he had judged us entering Dressage and wondered aloud why I had that big guy behind me in the carriage being pulled by that little pony, then spotted the harness and knew he was judging a driver with disabilities. Until then I did not know I was one!

Five or six years later, I am a member of American Driv-

ing Society, the President of United States Driving for the Disabled and the organizer of the CDE at Inavale, which gives me a leg in each arena impacted by hosting drivers with disabilities.

Driving is the wondrous sport that puts everyone on wheels behind an equine, allowing competitors to forget their impairments and the adaptive equipment that keeps them upright, to feel the wind in their faces and the rush of adrenaline and to compete equally with able-bodied folks. As a result of input from myself and other drivers with disabilities, ADS changed the rules soon after I moved out of Training level. As a result, I could use my golf cart to drive through and learn hazards.

No official ever challenged my five-point harness with the quick release. I had a trailer equipped with ramps and accessible toilet and Gabe got me into and out of the carriage. My disabilities didn't impact anyone else and I liked it that way.

The document now being evaluated by the appropriate people at ADS pretty much reflects a trust in the disabled driver to use safe adaptive equipment and determine at which level of competition he or she should be judged, and acknowledges that ADS has been doing a fine job of accommodating those drivers all along. There is already a place on the entry form that says, “If you require special dispensation at the above competition please state your needs below.” The document and photos and descriptions of the adaptive equipment drivers have invented or adapted are available on the web site of USDFD (usdfd.org).

So I can continue to go to events and compete equally with everyone else—well, if I ever get the collected trot figured out—and never notice any disparate treatment because I am bouncing along in my scooter, using a bath chair as an elevator to get in the carriage, and am held in place by a big black belt.

My hazards may be a bit slow, but that is caused by old age—and that is not yet included in the definition of a driver with disabilities. Partly due to accommodations and in part to the credit of USDFD, I continue to be joined by an increasing number of drivers with disabilities. And for them as for me, the journey continues to be circuitous and entertaining



ADS/USDFD Clinic: A Group Effort

By Diane Kastama

U.S. Driving for the Disabled (USDFD) hosted a Developing Drivers clinic for para-equestrians March 16-17 in Moorpark, California. The clinic included a try-it-and-see-if-you-like-it approach to driving. There were nine participants including one junior driver and one rider who was trying out driving for the first time. Drivers were encouraged to bring their own horse and carriage, or use one of a variety of borrowed horses or ponies available.

The clinicians included Hardy Zantke, an FEI judge who has judged two Para-Equestrian World Championships and has been chef d'equipe for 2 Para-Equestrian U.S. teams. He was also an active pair and team driver and has served as chef d'equipe for many other driving teams. Jody Cutler, a Pleasure Driving and Combined Driving Judge for the ADS and U.S. Equestrian Federation (USEF), was also a clinician; she served as groom for Diane Kastama at the last Para-Equestrian Driving world championships in Breda, The Netherlands this past September. Diane Kastama, International Para-Equestrian, demonstrated Cones and hazards for the clinic and talked about procedures for competing as a disabled driver in local, national and international competitions. Joann Benjamin, a U.S. international classifier, was on hand Saturday to classify drivers for competition. Walt Ashford talked about carriages and modifications to carriages on Sunday during lunch.

Hardy started Saturday morning giving individual dressage lessons. He worked with current CDE drivers Stefanie Putnam (who drove Rupert, Diane Kastama's Welsh Cob), Katie Twohy, Karen Gorham and Ginny Leal. These four drivers were encouraged to be more accurate on their dressage tests, and to keep their horses going forward. Hardy also worked with Sally Wooldridge on basic driving skills, as she has only been driving for a short time. Meanwhile, in another area Jody Cutler worked with "first time ever driver" Adria Di Maria. She was driving a wonderful Warmblood, Freckles, who was loaned to the clinic by Advanced driver Geoff Gee and his wife, Sharon. Jody also worked with beginning drivers Karen Picard and Debbie Foster. All of these drivers worked on basic turning skills, control and tempo.

For Saturday lunch, participant Karen Picard brought a wonderful homemade lasagna and Ann McClure had picked fresh lettuce for salads. While everyone enjoyed lunch, Joann Benjamin talked about the classification system, in which every driver has a profile and then they are put into Grades to level the playing field. The system also approves adaptive equipment. For example, a driver with one arm is not able to hold the whip so the groom is permitted to hold the whip.

Diane talked about Para-Equestrians' letting organizers know what accommodations they need prior to entering.



Stefanie Putnam driving Rupert, a Welsh Cob owned by Diane Kastama, with Ann McClure on the carriage. Photo by Marcia Putnam.

Most show organizers and judges have no problems with making accommodations, but it is difficult for them to do on the day you arrive at a show. Let them know ahead of time if, for example, you need a level place to park if you are in a wheelchair, or if there is a need for a handicapped porta-pottie close to trailer or stall parking.

Saturday afternoon, a 20-cones course was set up in the dressage field. All participants walked the course and then hitched back up and drove the cones with coaching by Jody and Hardy. Sunday morning started with lessons from Hardy and Jody once again, with lunch provided by Geoff and Sharon Gee and a seven-layer dip from Karen Picard. Walt gave a talk on modifications to carriages based on one's disability. He then made himself available for consultation in the afternoon and many drivers took advantage of his expertise.

The afternoon began with a hazard walk and then drivers hitched back up and drove the hazards with input from Hardy and Jody. Hardy timed each effort and then gave advice on how to improve the time, either by better turns or entering the hazard at a quicker pace. Some of the drivers were driving hazards for the very first time. There was also a 3K course marked out around the property and in the park that the drivers could take advantage of to practice timing or to just have a pleasure drive.

It was exciting to be able to offer this outstanding clinic free of charge to the para-equestrians. The facility owners, Jody and Greg Cutler, provided the facility for free and Hardy and Jody donated their time and expertise. The Cutlers, the Gees and Diane Kastama donated ponies, horses and carriages. Whip 'r Snappers Driving Society donated money and their equipment trailer, Brass Oak Driving

ADS/USDFD Clinic: A Group Effort

(Continued from page 4)

By Diane Kastama

Society donated money. Frances and Carol Bowersock donated money and Karen Picard, Ann McClure, Pat and Frank Kastama and the Gees donated food and drink for the lunches and Patti DeVault donated videography to document the clinic. We can't thank the local clubs enough for coming out and supporting and volunteering so that we had many experienced drivers on hand to lend their support. To find out about future clinics and about disabled driving in general, visit

www.usdfd.org



Ginny Leal driving her pony, Maurice. Photo by Pat Kastama

ADS Rules Pertaining to Para-Equestrians

Article 1.8 Disabilities

Prior to the arrival at the show grounds, competitors are encouraged to advise management of any specific accommodations which may not be accounted for in these rules. Management is encouraged to accommodate these requests wherever possible and to advise the competitor accordingly. These competitors are expected to provide their own equipment and personal support staff necessary to participate and compete.

Article 917 Participation

Item 2.3

At ADS recognized events a Driver with Disabilities may be attached for support but must have a method of quick release.

Item 2.6

At ADS recognized events passengers—human or animal (service dogs exempted) may not ride on the vehicle during Competitions A, B, or C

Article 943

Item 3.5

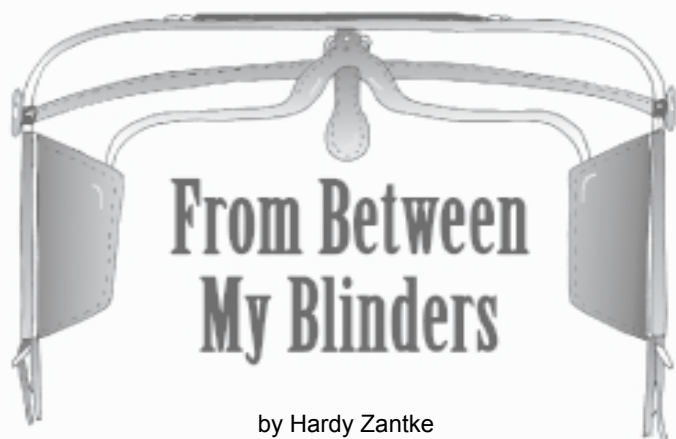
The obstacles may only be inspected on foot. No motor vehicles or bicycles may be taken inside any part of an obstacle. Failure to comply will be penalized by the issuance of a warning for the first infringement and a Yellow Warn-

ing Card for the second. Drivers with disabilities must obtain a dispensation from the Organizer to be exempt from this Article and their vehicles clearly identified. In ADS-recognized events drivers with limited mobility due to physical disabilities will be permitted to drive themselves through marathon obstacles at a walking pace in golf carts or similar vehicles. This article refers solely to the use of assistive devices to aid drivers with mobility issues during the obstacle course inspection.

Article 952

Item 7: Inspection of the obstacle cones course

The course must be open for inspection at least one hour before the start of the competition. Only Competitors, Chefs d'Equipe and Trainers are allowed to inspect the course on foot and they must be smartly dressed. Competitors, Chefs d'Equipe and Trainers are not permitted to use measuring wheels when inspecting the course. At an event a warning will be issued for the first offense and a Yellow Warning Card from the President of the Jury for subsequent offenses. At ADS recognized events, Drivers with limited mobility due to physical disabilities will be permitted to drive themselves through the Obstacle Cones Course at a walking pace in golf carts or similar vehicles. This article refers solely to the use of assistive devices to aid drivers with mobility issues during the cones course inspection.



Thanks to ALL Organizers! (...and a plug for ADS-Reconized)

I get the Wheelhorse by “snail mail” in hard copy, and by the time I get to read it sometimes the deadline for writing my column for the next issue has passed already. So please forgive me if I comment only now on two articles from the April Wheelhorse that I think deserve some special recognition.

The first one is the great article from our Treasurer, Bill Lawson: “The Road to Financial Security.” I think we all are really fortunate, not only to have been on the receiving end of some major memorial donations, but also in the wise way our leadership is using the money in establishing an Endowment Fund to secure our ability to support our goals in the future. I think we couldn’t have a better driver on the box seat handling our financial reins. Thank you, Bill.

Second, I would like to applaud our Executive Director on her Message, in which she outlined the advantages of attending ADS-recognized events compared to unrecognized events. Right on, Susie, well stated! Just going “mainly” by ADS rules does not mean an event offers the same level of professionalism as an ADS-recognized event. But while I have always tried to convince events to go ADS-recognized, I also want to acknowledge that lower-level small stable shows or club events do serve a valid purpose too, as they provide many drivers and organizers an easy entry-level stepping stone into our sport when they are not yet quite ready, or financially able, to run an ADS-recognized event. But as they do cut corners, that also means you as a competitor cannot rely upon the event being run by the ADS Rulebook. This can get really confusing for beginners who are introduced to the sport at unrecognized events where organizers and unlicensed officials take short cuts that differ from regular ADS rules.

So to all you organizers out there: I applaud you, as you really are the most important people and backbone of our sport. If you think you can’t go ADS-recognized, please do not make up your own games; try to stick to the proven ones from the ADS Rulebook. And if at all possible, do give a second thought to whether you really can’t go ADS-recognized. Yes, it is more work the first time, but your

event will benefit by it, too—as it will be a step up, will be published in the Omnibus, will draw more competitors and will be RECOGNIZED, not only by the ADS but by EVERYBODY in the sport.

And if you think you can’t make ends meet financially, why not look into the ADS Fund Grant Program? There is help available: We have a Regional Fund with “Assistance to new ADS recognized competitions.” We have Competitor Advisor Grants to help new and young competitions with expenses for advance TD visits, and we have Arena Driving Trial Grants to help the entry-level organizers.

So give it a try—you might like it. But even if you can’t yet, still a BIG THANK YOU for organizing!

Hardy

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 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)

COYALTIX CARRIAGE FOR SALE: Single/Pairs. Show/Marathon Conversion. Black/Red Pin Striping. Wooden Dashboard/Fenders. Expandable Wheel Hubs. Delayed Steering. Four Disc Brakes/Tool Kit. Showroom Condition. \$6,500. Call 303-423-6560 MST



Douwe Plantinga drives his Friesian pair, Teake and Tsalle, at the Houston Area Carriage Association’s Pine Hill HDT (Bellville, Texas), the second of three shows in the Three Amigos Challenge. Photo by Cheri Barr

Joe Yoder Leads New Driving Center in Upperville, Virginia

By Deb Stewart, Belle Grey Farm VP of Operations



Joe Yoder (in the red cap) teaching students how to walk an obstacle at a Navigators Clinic at Belle Grey Farm. Photo by Monicoz Photography.

This summer, options for drivers in the Mid Atlantic Region have grown with the opening of the Belle Grey International Driving Center. The facility, located in the heart of Virginia horse country in Upperville, Virginia offers full service board, training, lessons and show coaching for horses and drivers of all skill levels. The 125-acre property has both an indoor and outdoor ring, warm-up track and dressage field, as well as space for cones and marathon obstacle courses.

Joe Yoder, who is fresh off last year's team bronze at the World Four-in-Hand Championships, will lead the center. Growing up in Amish country, Joe learned to train and drive horses from a very early age and decided in 2001 to pursue his passion for competitive driving. His first job was for Alex and Kayo Fraser, where he gained invaluable experience and won his first competition in 2004. From 2004-2009 Joe competed on the west coast, primarily for Mark and Shirley Schmidt, and took their four-in-hand to the east coast to qualify for the 2010 World Equestrian Games. There he met and developed a close relationship with Michael Freund, who served as Joe's mentor and coach. Under Michael's tutelage, Joe won the 2011 National Pairs Championship and competed in the World Championships in Conty, France. Following that, he competed primarily in Europe until participating (with Chester Weber and Jimmy Fairclough) in the U.S. team bronze medal at the FEI Combined Driving World Championship .

Joe has hit the ground running since joining Belle Grey in April. He competed in this year's Upperville Colt & Horse Show with Kateland's Lucky, an American Miniature Horse. They placed second in both the Single and Pair Open Ponies Working and Reinsmanship classes. In addition, they continued Lucky's three-year Championship-winning streak in the Carriage Driving Grand Prix. Joe is

scheduled to compete with Belle Grey's American Miniature four-in-hand team at both the Morven Park and Walnut Hill shows. In addition to training clients' horses, Joe has been introducing the farm's 2-year-old fillies to the sport. In mid-June, Joe held his first clinic at Belle Grey Farm, a navigator clinic where participants learned basics such as course walking, keeping time and where to place your weight. They then got to put their learning into action with our CDE obstacle course.

This fall, Joe will be joined by Rachael Blanchard and Heather Briggs. The team, who successfully competed in both Pleasure Driving and Combined Driving here in the US until last summer, is currently competing in Europe, most recently placing fourth overall in Herford, Germany. Following the international competition season, they will return to Belle Grey to lend their expertise.

The entire Belle Grey team is very appreciative for the positive response to the new Driving Center and are looking forward to the future. Plans are underway to host additional clinics and return to hosting driving shows—both Pleasure Driving and Combined Driving—in 2014. Like you, the team has a passion for driving and would like to see it grow and prosper in this region. Ideas and suggestions are welcome. Contact Belle Grey at 540-592-3462 or by email at admin@bellegreyfarm.com.



Joe and Kateland's Lucky at the Upperville Colt & Horse Show, where they were Champions in the Carriage Driving Grand Prix. Photo by Monicoz Photography

2013 Calendar of Events 2013

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.

July

31 RCPs created and posted to ADS Web site for member comments.

August

17-18 Stone Bridge Carriage Driving Club Combined Driving Trial, Eagle Ridge Ranch, Innisfail, AB, Canada. Pre-training, Training, Preliminary & Intermediate. Accepting VSE's, small ponies, large ponies and horses—single, tandem and fours. Leanne McLeane, P: 403-578-3111, lmclean2010@gmail.com.

31 Member comment period opens – send to rules@americandrivingsociety.org.

September

26-29 ADS ANNUAL MEMBERS MEETING: Aiken, SC.

December

1 Advance copy of 2014 Rulebook posted to ADS Web site.

OMNIBUS CHANGES

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

July 12-14: **CDE at Inavale**, social events, Marathon updated

July 12-14: **CDE at Inavale**, fees and other small changes

October 10-13: **Shady Oaks CDE**, entry fee change, inspection clarification

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