



Wheelhorse

NEWSLETTER OF THE AMERICAN DRIVING SOCIETY

NL 210

Representing Carriage Driving in the United States and Canada

June 2013

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A Hands-On Introduction to Driving for Kansas Youth



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Rick Norland, president of the Carriage Driving Society of Greater Kansas City (CDSGKS), helps a student ground drive a pair of miniature donkeys at the Yes, I Can Drive Youth Hands-On Driving Clinic held April 20 in Olathe, Kansas at the Historic Mahaffie Stagecoach Stop and Farm. The clinic was attended by 45 youngsters ages 8 to 16. See the full story on page 3.

A Message from the Executive Director



At the beginning of May I attended the National Pedigreed Livestock Council conference in Lexington, Kentucky.

The purpose of the NPLC is to provide an opportunity for the executive officers of different species and breed groups to share ideas and learn each other's techniques of fulfilling their individual associations' objectives. There were some swine and cattle breed registries represented, but the majority of the attendees were from horse organizations.

The Arabian Horse Association sponsored the event. Other horse organizations attending included the American Quarter Horse Association, Appaloosa Horse Club, American Saddlebred Horse Association, American Paint Horse Association, American Shire Horse Association, Belgian Draft Horse Corporation, Pinto Horse Association, Pony of Americas Association, Tennessee Walking Horse Breeders and Exhibitors Association, and the United States Trotting Association. The ADS was the only multi-breed equestrian discipline present.

My biggest take-away from this gathering is that we all face common challenges in our associations today. One of the most important is the lost connection with agriculture in our younger generations—and this includes the horse industry. The NPLC hosted a panel discussion of young men who had been members of their respective cattle organizations and are now professionals. The common thread between all of them was the importance of mentors in their lives,

Carriage driving is no different. Most young people driving today have some connection to the sport through a parent, grandparent or even a club. Whether they are 14 or 40, to get more people involved in our sport we are going to have to take them under our wing and help them get started by giving lessons, providing equipment, locating or loaning suitable ponies or inviting them to events and clinics. All these things can help an individual get involved in our sport—thereby helping to ensure our relevance for the future. . . — *Susie*

The Officers' Column

Event Standards Committee: What It Is, What It Does

By Esther 'Boots' Wright, Event Standards Committee Chair

When the Event Standards Committee was formed, donkey's years ago, by then ADS President Natasha Grigg, we were charged with oversight of all ADS competitions: Driven Dressage, Pleasure, Recreational and Combined Driving. Meaning, we were asked to look at the TD reports and, if there was anything which needed attention, to contact those who were involved. We were also asked to help first-time competitions over whatever bumps their organizers incurred putting on the events. We were also to give advice on whatever rules apply to our section of the Rulebook. Originally these pages were gray in the color-coded Rulebook and we still call it "the gray area." Our little joke . . .

We are a very small committee; Debbie Banfield and Ellen Ettenger join me. We converse by email, and face to face when we are all together. We interact with the Licensed Officials Committee as well as the Rules Committee, on which I sit as the ESC rep. When they come to us, we chat about things that happen in competitions and if we see a solution, we try to communicate with the people involved.

Try the Carriage Quiz!

1. How many bobs on a bob sleigh?
2. How many people will a pony sleigh seat—2, 4, or 8?
3. What was manufactured by the Clark Company?
4. What are the titles of 2 U.S. driving periodicals?
5. Name one of two lap robe makers.
6. What country was known for diligence coaches—South Africa, France or Germany?
7. In 1910 cost of a top buggy was \$25, \$50, or \$100?
8. What was under the Royal Coach guard's feet—spirits, mail or livestock?
9. Where is the boot hinge on a park drag—top, bottom or side?
10. What does "4 in 8 up" refer to—horses, reins or passengers?
11. Who would drive a Landau or brougham?
12. What vehicle was an 1890 London taxi?
13. Where is the entry door of an Omnibus—front, rear, or left side?

1. 2
2. 4
3. *foot warmers, rein clips, or umbrellas*
4. *Whip, Driving Digest or Carriage Journal*
5. *Stroock or Chase*
6. *France*
7. *\$50*
8. *mail*
9. *bottom*
10. *passengers*
11. *coachman or servant driven*
12. *Hansom Cab*
13. *rear*

A Hands-On Intro to Driving for Kansas Youth

By Matthew Romero and Theresa Burns

The Yes, I Can Drive Youth Hands-On Driving Clinic was held April 20 in Olathe, Kansas at the Historic Mahaffie Stagecoach Stop and Farm. Forty-five youngsters ranging in age from 8 to 16 spent the day getting acquainted with horses, ponies and miniature donkeys. The members of the Carriage Driving Society of Greater Kansas City (CDSGKS) helped Theresa Burns and Harley Weyer of Perry, Iowa with this youth clinic.

Many of these young people had never been close to an equine. Their first session was about getting acquainted with their equine partner on a lead line. Then they learned which brushes or combs to use on the different areas of the horse. Following that, they took turns learning how to lead their equine partner. Turning, stopping and backing were part of that lesson. Each youngster was instructed to use the same verbal command to be used in driving when he was leading the horse, to develop consistency.

To give the children an idea of how to communicate with the horse when it is driven, they were paired up. One became the horse and held the horse's bit in his hands behind his back; the other child had the lines and was the driver. The child who was the horse was asked to close his eyes and trust his driver as they wove through sets of pylons, circled a pylon and returned through the weave pattern.

Next the children learned the different parts of the harness and how to put them on the equine. Along with that process they learned the functions of the main harness parts. Once the harness was in place, the children took turns ground driving the equines with an adult supervising. There were sets of cones to weave through and a cone to circle for the return route.

Marsha and Tim Mendenhall of Leavenworth, Kansas brought miniature horses and donkeys from their Rocking M Miniatures for the children to work with. All of the children



(Above) One of the younger participants puts the harness on the miniature horse.

(Below) Theresa Burns helps a brother-sister team learn about contact on the reins.

(Below, left) miniature donkeys

Caption for image 3144. Theresa Burns helps a student ground drive her pair of Quarter Horses.



had the opportunity to drive a miniature horse and a pair of miniature donkeys. Theresa Burns had her pair of Quarter Horses and some of the children took the reins and drove figure eights and circles with her guidance. Don Johnston brought a pair of Haflingers.

Matthew Romero and Steve Ohmes, who are staff at the historic site, took the children on a tour of the historic vehicles and the horse-drawn farm equipment. Many thanks go to the members of CDSGKS who helped with this event, and to the staff at the Mahaffie Stagecoach Stop and Historic site. The American Driving Society helped sponsor this clinic.

The ADS Breed Partnership Program: An Update

By Ann Davis, ADS Board Secretary

The ADS Breed Partnership Program, developed in 2009, has continued to grow and thrive; today, the ADS has signed Breed/Discipline Partnership agreements with 17 organizations: American Connemara Pony Society, American Haflinger Registry, American Miniature Horse Association, American Miniature Horse Registry, American Morgan Horse Association, American Quarter Horse Association, American Shetland Pony Club, Friesian Horse Association of North Americas, Gypsy Vanner Horse Society, Norwegian Fjord Horse Registry, Saddlebred Horse Association, Welsh Pony and Cob Society of America, U.S. Trotting Association (Standardbred), U.S. Lipizzan Alliance, International Friesian Horse Association, All-American Andalusian and Lusitano Show Horse Alliance, and Arabian Horse Association.

The purpose of the program is to facilitate dialog between the ADS and the breed organizations. From the ADS viewpoint, the goal is to increase awareness of the sport of carriage driving. The breed organizations' goal is marketing a particular horse or pony breed as a driving equine. In addition to staff from the ADS and the different breed organizations, an important component of the program is selection of breed stewards who suggest and help promote the various projects to the satisfaction of both the ADS and the breed organizations.

One reason for the program's success is regular (mostly via telephone) conferences to report and exchange ideas. This year began with a face-to-face meeting at the USEF annual meeting in Louisville, Kentucky with breed partners who are also affiliates of that federation, including the Welsh Pony and Cob Society of America, the Arabian Horse Association, the International Friesian Horse Association and the American Morgan Horse Association. In May, the Breed Partners had their first telephone conference with representation from nine organizations.

Two types of strategies have contributed to the program's success. The first type comprises several elements common to all 17 agreements. These include links on Web sites, exchanges of photos, exchange of print advertisements in magazines, promotion of breed and driving programs, promotional/educational material at meetings and trade shows, and exchange of news items for use in magazines, newsletters, Web sites and email blasts. The second type of strategy is a number of innovative alternatives that have evolved.

Here are five basic strategies and some examples of their implementation:

Educational material and stories in the *Whip* and in breed publications:

- Past issues of the *Whip* have featured the Morgan Horse, the American Shetland Pony, the Norwegian Fjord Horse

and the Welsh Pony, giving history and information.

- The current (May) issue of the *Whip* features the Arabian breed.

- The Lipizzan Horse will be featured in August, followed by the Connemara Pony (November) and the Standardbred (February 2014).

- Most of the breed publications—such as *The Fjord Herald* and newly published *The Vanner*—use driving stories.

ADS education booths and speakers at breed shows and expositions:

- ADS Executive Director Susie Koos-Acker was the featured speaker at the March 2013 annual membership meeting of the Friesian Horse Association of North America.

- For the past several years, the Norwegian Fjord Horse Registry reports that it has had an ADS speaker and booth at its annual meeting.

- ADS hosted a booth, staffed by Arizona Driving Club members, at the Scottsdale Arabian Show. A large show with thousands of spectators, it provided the opportunity to talk to people from all over the U.S. and Canada.

Facilitate creation of joint educational webinars:

The following breeds have organized, or are working with the ADS to present, driving education webinars to their memberships: American Morgan Horse Association, U.S. Trotting Association and the Norwegian Fjord Horse Association.

ADS driving demonstrations at breed shows and meetings, and beginner driving clinics:

- Driving demonstrations were used successfully over the last four years to attract breed show drivers (including drivers from the American Miniature Horse Association and the American Miniature Horse Registry) to ADS competitions.

- The U.S. Trotting Association reports that it promoted a Carriage Driving 101 clinic in February 2013.

Organize Carriage Pleasure Driving Classes at breed shows:

- In cooperation with the USEF Pleasure Driving Committee, the ADS has helped promote Carriage Pleasure Driving Classes at USEF affiliate breed organization shows.

- The Norwegian Fjord Horse Registry now features ADS type Pleasure Driving classes at its breed shows.

- The Standardbred Pleasure Horse Organization will offer Carriage Pleasure Driving at two national shows in 2013 (as reported by the U.S. Trotting Association).

In addition to these basic strategies, here are some examples of unique projects that several breed organizations have developed jointly with the ADS or on their own to benefit both organizations.

(continued on page 5)

Breed Partnership Program Update (cont'd)

ADS/Friesian Horse Association of North America

FHANA and the ADS developed an opportunity for FHANA members to obtain "Driving Sport Predicates" for their Friesian driving horses through the ADS. In cooperation with ADS organizers and willing 'R' judges, FHANA members can earn this certificate by driving evaluations using FEI test 9.

ADS/Gypsy Vanner Horse Society

Gypsy Vanner Horse Society Breed Steward Bill Ricci, owner of a farm near Ocala, Florida, helped the ADS at its 2013 Super Clinic in Florida by providing much-needed driving ponies for officials to use in their pony measuring certification tests.

ADS/U.S. Lipizzan Federation

The USLF's annual member meeting will coincide with the ADS 2013 annual member meeting September 27-29 in Aiken, South Carolina. Muffin Smith of USLF reports that they expect Lipizzan owners and enthusiasts to attend and will encourage local owners to bring their driving horses to introduce the breed to the ADS members in attendance.

ADS/American Shetland Pony Club/American Miniature Horse Registry

• ASPC Breed Steward Diane Zmolek reports that Breed Partnership with the ADS has been an emerging success, particularly where the integration of the ADS Small Pony navigator rule change is concerned.

• Further, these organizations have: developed internal ADS Committees; purchased vests with the ASPC/AMHR/ASPR logo intertwined with a place for the ADS pin to be worn; furnished champion ribbons to any carriage driving events upon request, and funded ads in breed journals that lists all ADS clubs by Region to help members locate active clubs.

In closing, the ADS Breed Partnership program has been a success story for all participating organizations. It has helped breed organizations' members find new disciplines and events for their horses, find new markets for their equines and gain access to educational opportunities. Benefits to the ADS are increased participation in the organization at events and activities, and growth in membership.

Back East, and Back at Prelim, with a New Pony

By Doris Leacy

Here's the latest from Arizona carriage driver and ADS grant recipient Doris Leacy about her travels back East to become more competitive in the sport.

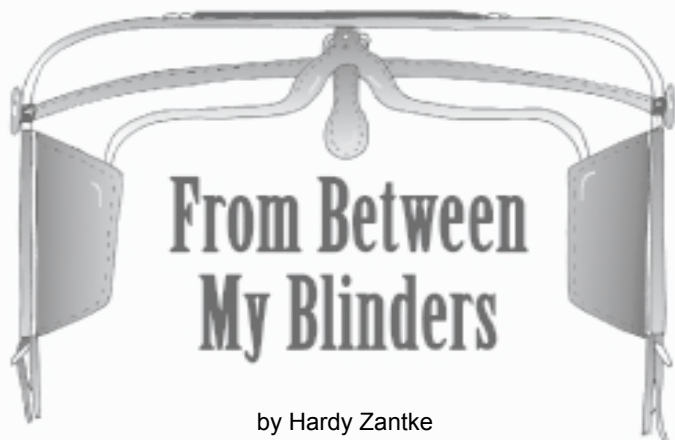
I had been looking for a new pony to replace Melody's Moment, my partner at Advanced level in Combined Driving, and was fortunate last November to find Katydid Baroness (Nessie), a 5-year-old mare offered by Jennifer Matheson at Katydid Farm in Windsor, South Carolina. Nessie and I quickly formed a bond when I visited Katydid to see her, and she spent the month of December with Shelly Temple at her nearby Catalyst Driving Center for training while my husband, Alan, and I returned to Arizona and prepared for our journey to Florida in late December. We arrived at Shelly's farm on Christmas Eve day, and left South Carolina in early January for our three-month training program at Black Prong Equestrian Center in Bronson, Florida. There we were greeted by old and new friends and shortly settled into training Nessie and Melody with international pony driver Suzy Stafford.

Nessie performed well in her first Preliminary event at the Nature Coast HDT, finishing a respectable third. I used my ADS grant funds to enter Melody in the Sunshine State CDE at Advanced level. We completed but I felt Melody was not herself and soon after a local veterinarian diagnosed inflamed hocks, which required injections and rest. Melody's competitive season in Florida was done. I was fortunate to have Nessie, because I was still able to benefit from a USEF Developing Drivers clinic with German international driver and former U.S. team coach Peter Tischer.

I was somewhat anxious when Nessie and I entered our first full-scale Preliminary CDE at Little Everglades, our first big event away from home, but she remained calm and attentive and seemed to enjoy the challenge of competition. We scored the best dressage test of the nearly 30 Preliminary entries and finished with the blue ribbon, but most rewarding was that Nessie showed that she has the heart for this grueling sport. We returned to Black Prong and continued our training with Suzy. In early March we met Barry Hunter, 'O' course designer and trainer from England. Barry winters in Florida, and he spent several hours training the drivers at Black Prong in the art of driving Cones.

At the end of March it was time to head to North Carolina for the Southern Pines CDE in Raeford. Along the way we stopped for a week at Catalyst and Lisa Singer, who lives a short driving distance from Shelly, offered to help with dressage and obstacle training. She even noticed the brakes were worn on our marathon vehicle and provided us with a new pair of brake pads.

We had previously attended Southern Pines in 2011; as usual, everything was perfect. This is an event everyone should put on their calendar. We were able to make an upbeat finish to our Florida season as Nessie came first in Preliminary Single Pony and was best overall at Preliminary level. We said good-bye afterwards to all our friends and fellow drivers and left North Carolina for Arizona. We plan to return next year to Florida. It has become our second home and we will enjoy meeting up again with our friends. Until then, safe and enjoyable driving.



FEI Contemplates Future Changes for Carriage Driving

The FEI had an Open Forum in Lausanne, Switzerland in April that included a session about driving and the future of our sport. The FEI Driving Committee proposed various changes aimed at increasing participation and making the sport more attractive to audiences, sponsors and new nations.

They plan to introduce a new star level in FEI-recognized competition, which would in future range from CAI* through CAIO****, with a qualification system. CAI* (one-star) would be the lowest level and could be a one- or two-day event with just Dressage and Cones, or Dressage and a Marathon/Cones combination, and would need no qualification. CAI** (two-star) would be one level up, yet still with Cones optional, whereas CAI*** (three-star) would be organized along the lines of the three-day format as we know it now—except that organizers could opt to run Cones on day two and Marathon on the last day. The same applies to CAIO**** (four-star), the next level up, which includes national teams. Drivers would need to qualify for CAI** through CAIO****, as they currently do for World Championships.

Along with the star levels the FEI plans to introduce easier and shorter dressage tests for the CAI* and CAI**.

There was again the proposal to merge the current A and Transfer sections on Marathon, as well as suggestions to remove the warm-up phase completely (as we have seen once before over 10 years ago, with test runs at Aachen).

For Cones the FEI plans to introduce a slightly new and different format for the Winning Round. The Winning Round in its current format (see Art 950.1.6) is used in Europe but I have not seen it used on this side of the Atlantic yet; for similar reasons, we don't see many Drive-Offs. But the FEI is also talking about allowing the use of marathon carriages in Cones at certain levels (which I think means that you would not need to drive the same carriage in Cones as in Dressage; as otherwise we have that already, as long as the axles can be extended to legal cones width.)

For starting orders they plan to switch the order to reverse order of standing for the Marathon, as we are now used to

for Cones (in the three-day format).

A member of the Lausanne audience proposed again to have Singles and Pairs included in future World Equestrian Games and the FEI Driving Committee promised to review that possibility, especially since it appears that WEG 2018 might take place in North America again.

You can find complete details on the FEI Web site with the proposals as well a summary. This also mentions the possibility of a new scoring system, but doesn't give us any details on what the FEI might have in mind there. I did hear there was talk about changing everything from penalty points to penalty seconds, but am not sure if that will happen any time soon.

So we'll see what will actually come down the pike to us in the years to come. I think most of it won't have any large effects on our lower levels for the near future. Personally I am not sure how the FEI hopes to increase participation when adding new restrictions (in the form of additional qualifying requirements) through the different star levels.

On a personal note: Some of you who follow me on CD-L as well as on Facebook have asked about my promised report on my dogsledding adventure from the Norwegian Arctic Tundra. I plan to have an overview/preview in my regular column in the next issue (July/August) of *Driving Digest*, followed by a complete report and lots of photos in the February issue of the *Whip*—perhaps a more appropriate time of year to read about dog sledding.

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

HORSE, HITCH, HARNESS: Perfect match—1999 Black Morgan 15.2-hand gelding. Driven Prelim singles, pairs & 4s CDE. A willing worker. Calm, stands well, hitches easily, sound. 2010 red Kutzmann Single Carriage, 29" hard rubber wheels, stainless shafts/dash/side rails, 5th wheel brake, storage box and pockets. Rear disk & parking brakes. Extendable rear axle. Cover. Synthetic harness. Discount for package. Call John: 210-364-7601 or jmhomes@gvvc.com

Carriage Driving in West Virginia: “Almost Heaven”

By Heidi Ferguson, Mid Atlantic Regional Director



A riverside picnic was a high point of the Whips & Wheels idyll in West Virginia.

The first week in May I organized an informal carriage driving vacation to EJ’s Cottages in Dunmore, West Virginia for a small group of drivers in my area known as Whips & Wheels. W&W was formed about six years ago; we are on Facebook and have our own Web site. EJ’s Cottages is a small, individually run business with two rental homes, several RV sites and numerous paddocks and stalls. Its location is quintessentially rural. To the uninitiated, this means hills, lots of them, with very few commercial areas in between. You have to travel more than 20 miles for a “real” grocery store. Of course, this is what adds to the charm. (I won’t even mention the 3-mile winding and narrow “driveway” that leads to EJ’s—if you are reading this, consider yourself warned!)

Not long after putting the word out about the Whips & Wheels “annual carriage driving vacation,” we soon had others interested in joining us after having seen the information on other Facebook sites. Two of these individuals had been to EJ’s the previous year and were eager to go back. In a matter of days we had practically taken over the place—house, cottage, paddocks, stalls, RV sites, all were filling fast. We even had the hot tub reserved!

EJ himself possesses that country boy charm and took this all in with an easy-going manner. As our reservation dates approached, I tried to keep both myself and EJ current on the number of attendees, who was staying where, and everything else required of this mini invasion. As the first to arrive, I saw the place abuzz with all kinds of activity. EJ had gotten his dates mixed up and, not realizing our date was imminent until 24 hours previously, had neglected



to build the additional stalls and paddocks necessary to accommodate our group. Saws and hammers were screaming away—and thus began our week!

Stalls were finished, paddocks built and everyone settled down to having a great time. The Greenbriar Trail is immediately adjacent to EJ’s property. It is approximately 80 miles of nicely graded former railroad bed, most of it winding along the scenic Greenbriar River. In most places there is ample room for two carriages to safely pass. In others it’s a little more exciting, but still falls into the “can do and survive” category.

We hung out at each other’s rentals, waved as we passed on the trails and even picnicked as a whole by the river a mile or so down the trail. The latter event was something EJ actually does as a business during his regular summer tourist season. He has a little stagecoach he hooks up to a pair of spotted drafts and a wagonette pulled by two Haflingers, with which he shuttled those not inclined to drive themselves down to the riverside picnic site. Some rode, some drove, others took the stagecoach and I ambled along sidesaddle in my apron, jacket and bowler. Everyone seemed to pitch in and soon the meats were cooking on the BBQ and the tables were rigged for some serious eating.

All good things must come to an end and this vacation was no exception. Little by little the trailers pulled out until, once again, we were the only ones at EJ’s. Due to the 3 inches of rain we’d had the past 36 hours, we were also the only ones requiring both our little RV and our horse trailer to be hauled out from the (now very soft) patch of grass they rested on. Even with this slight inconvenience,

EJ’s crew had us out of the mud and onto the road in less than an hour. A good thing, too, as the river was overflowing its banks by the bridge!

For more information, here are some links:
EJ’s Cottages: <http://www.ejcottages.net/>
Driving Radio Show episode 97: “Meadowbrook Carts & Scary Tunnels” and/or Sharp’s Tunnel & Bridge: <https://www.facebook.com/drivingradioshow?fref=ts>

Almost heaven, West Virginia!

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.

June

- 1 **Any member may submit rule change suggestions:** Complete Rule Change Proposal Form and email to: rules@americandrivingsociety.org
- 30 **Tech committees review member submissions**, comment and forward to Rules Committee.

July

- 6-7 Combined Driving Trial at Eagle Ridge Ranch, Innisfail, Alberta, CAN. Judge Francois Bergeron. Pre-training, Training, Preliminary & Intermediate. Accepting VSEs, small ponies, large ponies and horses—single, tandem and fours. Leanne McLeane, P: 403-578-3111, lmclean2010@gmail.com..
- 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

- 28-29 **ADS ANNUAL MEMBERS MEETING: Aiken, SC.**

December

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

OMNIBUS CHANGES
<p>View Omnibus Web pages for complete updated information. http://americandrivingsociety.org/06_omnilistings/adsomnibusindex.asp</p> <p>June 14-16: Orleton Farm Pleasure Show, Stockbridge, MA. DATE CHANGED.</p> <p>June 21-23: Bromont International CDE, Parc Equestre Olympique de Bromont, Bromont, QC, Canada. DATE CHANGED.</p> <p>June 26-28: Ohio CDE, Windy Knoll Farm, Sullivan, OH. Official added.</p> <p>July 12-14: CDE at Inavale, Philomath, OR. Social Events, Marathon updated.</p>

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