



THE Wheelhorse

NEWSLETTER OF THE AMERICAN DRIVING SOCIETY

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Representing Carriage Driving in the United States and Canada

March 2014

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Historic New York City Carriages at the Center of Debate

By Maria McGinnis, ADS Staff



Photo by Christina Hansen

There are controversial issues facing the horse industry. Racing, rodeo and slaughter usually get their fair share of regular media attention. Now the spotlight has turned to driving. Specifically, the carriages of New York City.

People who support banning these carriages believe that having horse drawn vehicles in the streets of midtown Manhattan – known for dense traffic and congestion – is dangerous. They also feel that the industry is inhumane and abusive.

Opponents of the ban believe it represents a historic tourist attraction that preserves

tradition, supports jobs and generates significant economic activity. Plus, with the industry heavily regulated, drivers take excellent care of the horses.

On January 1, 2014, Bill de Blasio became the mayor of New York City. De Blasio promised to ban the carriages during his campaign, and has since stated publically that it is not an issue of “if”, but “when” the carriage industry will no longer be allowed in the city.

A brief history of carriages in New York City

Carriage rides as a tourist attraction have been available in New York City for more than 155 years. In the late 1850’s, the historic Central Park opened to the public and was designed with horse drawn carriages in mind. Even at that time, Central Park was a place for people to escape from the hustle and bustle of the city and enjoy a relaxing ride.

At first, it was the city’s elite who drove beautiful carriages pulled by well-bred

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A Message from the Executive Director



Even with record-low temperatures in some parts of the country, it's still March. Our friends in the south have been driving and competing for a few months, but

for many ADS members, Old Man Winter just won't let up. March is the gateway to spring and to so many of the driving events we look forward to every year.

The ADS puts great stock in the individuals and families who support the Society as members. I have mentioned before in this column that keeping current members happy is a priority – and necessary to maintain our current membership base. Any growth to the ADS comes from new members; one area of opportunity for membership growth is our Breed Partner program.

In February, I had the opportunity to spend time at two major Breed Partner events: The Scottsdale Arabian Horse Show in Scottsdale, AZ and the Welsh Pony and Cob Society of America's Annual Meeting in Minneapolis, MN.

Driving is a niche discipline for some of our Breed Partners that is gaining popularity because it's amateur friendly and offers another avenue to market equines. We are working on a series of articles showcasing individuals who are active in their breed organizations and the ADS. It's our hope that sharing these stories of enhanced breed participation through ADS knowledge and networks will encourage others to join.

Our first official Breed Partner Profile focuses on ADS member Amanda Compton and her Arabian horses. Next month, we will turn our attention to The American Saddlebred. We hope that you are inspired by these stories and help share the ADS story with your breed organization.

— Susie

ADS Committee Report: Driven Dressage

By Tracey Morgan, Chair

Dressage tests approved for use in ADS competitions range from Training level through Intermediate with specific tests written for rings smaller than 40m x80m that are often found at Arena Driving Trials. We have a greater selection of dressage tests than any other country in the world. A survey of the Omnibus listings from 2013 indicate that Training Level #2, Preliminary Level #2 and the new Intermediate Level #7 are the tests that are offered at competitions most often but all the dressage tests in the “library” are utilized. Show Organizers working with members of their organizing committee make the decision which dressage tests to offer at their competition. Preliminary Level test #6 is the only dressage test that has the trot movement asking the horse to “stretch the frame forward and downward with light contact” and the Driven Dressage Committee would like to encourage the use of this dressage test which allows the driver to demonstrate one of the basic movements integral to dressage training while in the competition ring. This test is most suitable for singles and pairs.

USEF has now included the driving discipline in the USEF Young Horse Championship program. Horses and ponies that are four, five and six years of age can compete in these classes. Sunshine State CDE was the first venue to offer this new class in conjunction with the CDE and judge Chester Weber evaluated the entries as they performed a “dressage pattern” followed by simple cones course. Scores are given as percentages with the highest percentage being the winning horse or pony in each division. The Kingdom of the Sun CDE is also offering these new USEF classes. Visit the USEF website or contact Chris Knox at chris@knoxfarm.com for more information. The USEF Driving Young Horse Championship will be held at the 2014 Kentucky Classic CDE. It will be a more thorough competition which includes four elements; an in-hand evaluation, performing an FEI dressage test, evaluation in three marathon obstacles, including water, and cones.

Four and five year old horses will perform FEI test No. 1 and six year olds will perform FEI No. 9 at the USEF Driving Young Horse Championships. FEI No. 1 was written in 2010 but has not been used in competition here in the USA before. You can view it at <http://www.fei.org/fei/your-role/athletes> and then choose the icon for Driven Dressage. Be certain to note that the movements of Free Walk, Medium Trot and Stretching the Frame at the trot are in this dressage test. You can read the FEI definitions of these movements in the 2014 ADS Rulebook in the Combined Driving Chapter; page CD 42, Article 954.

A topic now being discussed by the Driven Dressage Committee is “dressage terminology”. The goal is to have dressage terms that are defined to assist with clear communication between judges, drivers and instructors.

Do you have suggestions?

Please contact at dressage@americandrivingsociety.org

Carriage Horses of NYC

(Continued from page 1)

horses. As time went on, people of lower social stature wanted to enjoy the same leisurely drives through the park – however, they chose to hire a carriage, since they likely could not afford one of their own. In 1863, the first exclusively tourism-based carriage rides began at the rate of 25 cents per passenger.

There are few things that remain unchanged in New York City. But people can still take a ride through Central Park in a carriage.

Those who favor a ban believe that carriages in the streets of New York City are antiquated, dangerous and the horses are abused.

“It’s 2014 not 1814. It’s completely inappropriate to have horse drawn carriages in Midtown,” says Allie Feldman, Executive Director of NYCLASS – New Yorkers for Clean, Livable and Safe Streets – the organization leading the campaign to end carriages in New York City. According to Feldman, there is overwhelming support of the ban with city leaders.

“Half of the city council supports the ban including the Council Speaker [Melissa Mark-Viverito, D-District 8], yet the Carriage Drivers seem to think they can fight this,” she said.

Some residents also believe the horses are overworked.

“You can see how run-down the horses are,” said New York City resident Melissa Johnson. I hate watching them with their heads down like they are working super hard.”

Groups like People for the Ethical Treatment of Animals (PETA) and the Humane Society of the United States (HSUS) have circulated videos that show the living conditions of the carriage horses.

“I haven’t seen the stables. Only the [PETA] video that Lea Michele (of the TV show Glee) promoted, but I believe it. Horses walk up steep ramps to get to their individual stalls,” said Johnson.

“Windows with bars are their only outside light.”

As an organization, NYCLASS says it is not anti-horse or anti-carriage driving, and is most concerned with safety. Feldman cited numerous professional equestrians who support the group including show-jumper Georgina Bloomberg (also the daughter of former NYC mayor Michael Bloomberg – who publically supported carriages in the city).

NYCLASS states a clear plan to rescue each horse currently being used as a carriage horse in New York City – over 200. Opponents worry that the horses would go to slaughter due to horse rescue overcrowding and lack of funding.

“We have a waiting list of people who want to adopt these horses. If one of the horses went to slaughter it would be the driver’s fault because we have homes for them,” said Feldman.

Many of the horses are initially purchased from the Amish, known for their ability to train driving horses.

According to Feldman, if a horse is found to be unsuitable for life as a carriage horse in New York City, they are often sold at auction – either back to the Amish, or to kill buyers who will take them to Canada or Mexico.

“Every year, 60-70 horses disappear from the roster,” she said.

Opponents of the ban believe the debate is politically driven and the real commodity is the stable location.

Real estate in New York City is a hot commodity. The horses of the carriage industry are housed in four turn-of-the-century stables in the Hell’s Kitchen neighborhood of the West Side. Supporters of the city’s carriage industry

like Marsha Himler, President of the New York State Horse Council, argue that the issue is being misrepresented.

“This whole debate is politically motivated. Everyone wants the [stable] building sites,” she said. “The industry is so regulated that there is no reason to be concerned with it being inhumane. These horses are cared for better than many owned by experienced equestrians,” said Himler.

Horses receive a mandated five consecutive week vacation outside of the city. They cannot work five days in a row or when temperatures rise above 89°F or lower than 18°F. They also get days off when it’s snowing or raining heavily.

“Horses in the 2008 Beijing Olympics competed in 104°F heat. Horse shows are rarely cancelled due to heat, but we don’t offer carriage rides if it’s over 89°F,” said Christina Hansen, a New York City Carriage Driver and spokesperson for the New York City carriage industry.

Despite undercover videos and celebrity statements condemning the living conditions of the horses,

drivers like Hansen welcome critics to tour the stables.

“All of the horses have a box stall – they can turn around and lay down comfortably. Most of the stalls are about 8’x10’ – 10’x10’,”

said Hansen. “The stables are mason (brick) buildings equipped with sprinkler systems.”

Critics of the carriage industry of New York City argue that drivers use unsafe driving techniques and that injuries warrant the ban. Himler suggests that the statistics favor the drivers.

“In 30 years, there have been three reported equine deaths and in all cases, they involved a collision where the automobile driver was at fault,” she said.

“If it’s determined that we are abusive – even with all of our rules, the argument could easily be made that shows, events, even common equine management on private property are also abusive.”

- Christina Hansen

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Carriage Horses of NYC

(Continued from page 3)



Photo by Christina Hansen

“Drivers don’t drive like it’s a pleasure show, but they use safety.”

Organizations like the New York State Horse Council are coming together in support of the carriage industry of New York City because they believe that the outcome of this debate will impact the future of horses and horse events.

“If it’s determined that we are abusive – even with all of our rules, the argument could easily be made that shows, events, even common equine management on private property are also abusive. It’s a slippery slope,” said Hansen.

Carriage drivers in New York City (who belong to a labor union) and

industry supporters have vowed to file lawsuits should the ban pass in the City Council.

“Drivers are not going to go away quietly,” said Himler. “These are legal businesses, and a ban is taking away drivers ability to make a living.”

Counter to NYCLASS claims, a recent Quinnipiac University Poll found that

as high as 61% of New York City residents are against banning the carriage horses.

Supporters of the New York City carriage industry also question NYCLASS’s rescue plans because legislation could prevent horses from ever ‘working’ again in their adoptive/rescue homes.

“Work is defined by activist groups as being ridden or driven, even if it’s in a recreational or pleasure capacity by the owner. If legislation includes language preventing the adopted carriage horses from ‘working’, we feel the horses will be at a greater risk of neglect or even slaughter,” said Hansen.

According to supporters, the horses of the New York City carriage industry are highly sought after when their career in the city ends. They are dependable driving horses that make excellent pleasure driving and family horses.

“Our horses generate income that ensures they are well cared for. Feed, vet work, farrier work etc.... is very expensive – some people say ‘I’ll adopt a carriage horse’, and it’s just not that easy,” Hansen added.

Taking Action: Next steps to share your opinion.

In order to place a ban or reform on the city’s carriage industry, New York City’s 51 person City Council must vote to amend the New York City Administrative Code, which regulates all business.

Residents on both sides of the issue are being urged to contact their City Council representative to share their opinion. Non-residents can also contact legislators, write letters of support and even donate to groups advocating for their position.

The Norwegian Fjord Horse Registry at the 2014 Rose Parade!

Photos by Starfire Farm, LLC



Jeanne Poirier (whip) driving her brown dun mare, Hanne, with NFHR president Teressa Kandianis and NFHR Board of Directors member Margarita Diaz as passengers.



There were three turnouts as part of the Norwegian Fjord Horse Registry group.

Getting to Know Marsha Himler



In addition to serving as the President of the New York State Horse Council, Marsha Himler is President of the New York Horse Park, a member of

the American Driving Society, a lifetime member of the Welsh Pony & Cob Society of America and a licensed official with the ADS, WPCSA and USEF. Ms. Himler owns and operates Stonecroft, Inc., a 47-acre thoroughbred nursery/broodmare facility and Welsh Pony breeding farm in Stillwater, NY. Additionally, she is a licensed realtor specializing in horse farms and rural properties.

ADS: How long have you been involved with the ADS and how did you get your start with driving?

MH: I have been a member of the ADS for over 35 years. I started driving roadster ponies when a back injury flared up and the doctor told me I couldn't ride anymore. From roadsters I went to carriage driving. I bought my first antique carriage (which I still have and show to) before I had a pony to put to it. I started showing pleasure driving with Welsh ponies and a friend told me about the Lorenzo Driving Competition. I drove in the second Lorenzo Driving Competition in 1977 with my Welsh Mountain Pony stallion, Talybont Shawn to the Walborn & Riker carriage mentioned above.

ADS: In addition to driving, what discipline(s) are you involved with?

MH: Prior to turning to carriage driving, I was involved with the sport of Dressage and was actively seeking a dressage horse when my injury halted my aspirations. I have also ridden western pleasure and hunt seat. My first horse was a Plantation Walking Horse.

ADS: As president of the New York State Horse Council (NYSHC), what events or happenings do you work with on a regular basis?

MH: The NYSHC is the umbrella organization for all equine disciplines in New York State. The NYSHC has been proactive in legislative issues that effect horse boarding, horse farms, taxes, safety, horses as agricultural (not companion) animals etc...

ADS: How has being a carriage driver had an impact when working on the Carriages of NYC issue?

MH: The fact that I am a several decades-long carriage driver and a senior carriage driving judge with both the ADS and the USEF has given me credence as a knowledgeable person when responding to questions from reporters looking to cover the issue.

ADS: How have your breed and discipline connections come in handy during your presidency with the NYSHC?

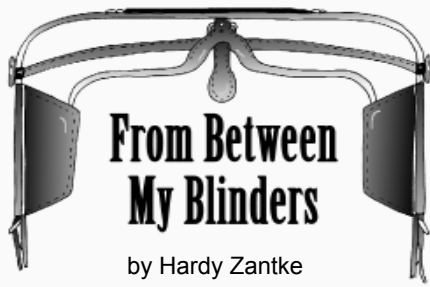
MH: I am only in my third year as President of the NYSHC but have served on the Board of the NYSHC for 10 years previous. One of the areas I was responsible for was the Millennium Medallion Program, a show program to reward and encourage participation by NYSHC members in open shows. All the major disciplines were represented. My breed connections (as well as my judging connections) helped increase participation, especially in the driving division.

As to the present issue involving the carriages in NYC, I have used my nationwide connections to try to bring this issue to light across all disciplines and breeds. What happens in NYC to the carriage horses can set the stage for what may happen to other carriage horses/drivers in other cities across the country. It is also a fear that if NYC succeeds in banning carriage horses, the city riding stables (and possibly even private stables) may be next.

We feel it is our duty as the NYSHC to protect the interests of all horses to help provide and ensure a future for horses in New York State.



Himler has been a Welsh Pony breeder for over 40 years and an ADS member for 35 years.



ADS Youth Championship Update

Stuff happens, we are all human. While I was away on a sailing trip in the Caribbean end of January, I was informed that we had a situation back home:

One of our young drivers was quite disappointed that she had not been announced as the winner of the 2013 ADS Youth Championship in the CDE Category in my article in the January Wheelhorse, which she should have, as her scores were better than those of the announced winner.

So what happened? Unfortunately the entry was sent to the wrong address - .com instead of .org. A copy of that e-mail did reach the ADS, but not the desk which forwards the applications to me. So our young driver unfortunately got left out.

Now, how do we fix this? We thought

it would be unfair to the announced winners to take anything away from them, now after the fact, yet, we also felt for the driver who was left out. So we came up with the solution to declare her an additional winner, and give her the same recognition and awards as the others, and she was happy with that.

So here it is: Additional CDE ADS Youth Champion for 2013 in the CDE Category: 18 year old Kaylee Angstadt from Bradford, MA with a low score of 77.60 penalty points achieved in the Preliminary Single Pony class of the GMHA CDE in S. Woodstock, VT.

And, looking at the results of that event, I have to say, she truly did an outstanding job there, as she had the low score of the entire event, and was the only driver below 100 penalty points (discounting training level which we can't compare as there the marathon obstacles times don't count). She was in third place at our ADS Youth Championship already in 2010, and in fourth place in 2009, so is sticking with it and moving up! Congratulations, Kaylee, well done!

As the other winners too, Kaylee will be eligible for up to \$750,- grant from the ADS to participate in a ADS Youth Clinic or similar event, a sports jacket, and will have her profile in the May Whip.

So don't be surprised then, when you'll see two CDE winners in the May Whip. Now you know why :-).

How do we make sure it doesn't happen again? We'll add a line into our Youth Championship criteria, that the ADS office will acknowledge receipt of Youth Championship entries by e-mail to each applicant as soon as the office has received their entry - and if a driver has not received that confirmation to please check with the ADS latest within the first week of December. Hopefully that way we won't have anybody falling in between the cracks again.

Also, as long as I have been handling this program (which is from the start), I have always sent an e-mail to all the drivers, whose applications I had, with the results before the end of December and asked them to check for errors or omissions. I plan to do so also in the future - but, of course, that was of no help to Kaylee, as her entry never reached me, so of course had not included her in that e-mail. So we hope, it won't happen again.

Happy driving and hopefully lots of entries in November.

-Hardy

Rose Parade (Continued from page 4)



Beth Beymer (whip) driving a four-in-hand of white dun mares; Millenium, Lia vom Oderhaff, Luna vom Oderhaff and Starfire Biela. Lia is owned Susan North, Millenium is owned by Jim and Kathy Cargill and Luna and Biela are owned by Beth Beymer and Sandy North



Passengers in the four-in-hand included Nancy Newport, NFHR Executive Director, Robin, Heather and Amber Beymer.

Breed Partner Profile:

ADS Member Promotes Driving at Arabian Shows

The ADS has partnered with 14 different breed organizations in an effort to foster mutually beneficial membership and education. We had a chance to catch up with ADS Member and Arabian competitor Amanda Compton about her experiences competing in both ADS and breed events. Do you participate in both breed and ADS events? Email Maria McGinnis at maria.mcginis@americandrivingsociety.org to share your story.

Meet Amanda Compton



Hometown: Middletown, VA
Farm Name: Anthem Arabians
Horse(s): Finale AA (“Fin”) and Louie Louie AA (“Louie”)
Current Divisions: ADS pleasure driving, ADTs, Arabian “A” rated and national shows.
ADS Member Since: 2008
Arabian Horse Association Member Since: 1990

ADS: How long have you been involved with horses?

AC: My father purchased my first horse for me when I was 10 years old in 1988, a 4 year old flea bitten grey Arabian gelding named Star Anthem. I was your typical “horse crazy” little girl who never outgrew them! I cared for Star until his passing at age 28 and currently own three of his paternal brothers Mardi Gras AA, Louie Louie AA, and Finale AA.

ADS: What drew you to driving?

After I finished college in 2001, I heard about an open groom’s position at a farm in Upperville, Virginia working with Shire horses. I had driven a few times, but had no formal instruction. At Ayrshire Farm, I worked with Paul Maye and his apprentices Dee Lawson-Aldrich and Michael Randau. The Shires were a far cry from my Arabians at home, but I learned a great deal about all aspects of horse care, horsemanship, turnout and carriage driving.

ADS: How have you been able to “merge” your love of Arabians and driving?

AC: After leaving Ayrshire Farm in 2006 to further grow my equine dental business, I found that I truly missed driving. I began teaching my Arabians to drive, with the support and encouragement of the friendships I had made in the driving world. My homebred gelding, Louie Louie AA was the first horse I competed in driving. Over the years, he became quite recognizable at shows and won multiple championships and reserves, including five Top Tens at Arabian Sport Horse Nationals. His last event was winning the 2013 Upperville Carriage Driving Grand Prix, Single Horse. A week later, he suffered an injury, which forced an early retirement at only 10 years of age. After Louie’s injury, Fin (Louie’s little brother) stepped into the role of my main driving and show horse.

ADS: Tell us about Fin.

AC: Finale was a gift to me by his owners, Alex and David Bennett of Mountain Quest Institute in Frost, WV. I had sold Alex & David his dam many years ago as a broodmare and they bred her back twice to the same stallion I had used, producing a filly and a colt. I visited their farm to see the offspring, and I fell in love with the yearling colt. When asked about buying him, they said they couldn’t part with him. A year later, Alex called me up and offered to give him to me! She said she knew he would reach his full potential if he were with me. We haven’t let her down!

ADS: How did you discover Fin’s ability to drive?

AC: Finale had no formal training when he came to my barn as a 2 year old, but he learned faster than any other horse I have ever worked with. Because I was concentrating on showing his brother Louie, I would often go weeks in between sessions with Finale, mostly just leisurely drives around the farm for experience. When Louie injured himself in June 2013, I thought my chances of competing at Arabian Sport Horse Nationals were over for the year. It was Paul Maye who suggested I take Fin to Nationals, which was only two short months away.

ADS: Speaking of Arabian Sport Horse Nationals, How did Fin do?

AC: In 2013, Fin was National Champion Timed Obstacles, Reserve National Champion Scurry Obstacles, and Top Ten in Turnout, Working, Reinsmanship and Gambler’s Choice. Prior to nationals, Fin only competed in two events, both pleasure shows.

ADS: Why did you join the ADS?

AC: I joined the ADS to be part of the carriage driving community, participate in driving shows and events, and keep up to date with other news in the carriage driving world. Throughout the years I have been a competitor, groom and spectator at ADS events including: Walnut Hill, Morven Park, Elk Creek CDE, Live Oak CDE, the Laurels/Glen Willow CDE, Susquehanna Whips and Wheels, Delmarva Driving Show, My Lady’s Manor Pleasure Show, and the former Piedmont Driving Club annual show.



Compton and “Fin” at 2013 AHA Sport Horse Nationals. Photo by Don Stine

Calendar and Omnibus Changes

For a complete up-to-date Calendar and Omnibus, visit www.americandrivingsociety.org

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).

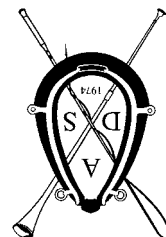
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OMNIBUS CHANGES

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

- March 7-9: Black Prong**, Advanced Horse Pairs FEI 11
- March 16: Morven Park ADT**, Classes, officials, cones, etc.
- March 19-23: Live Oak CDE**, Advanced Horse Pairs FEI 11
- March 29-30: Pleasure Days at the Florida Horse Park**, New show dates for 2014
- March 28-30: Windsor Trace CDE**, Adds Combined Test, organizer change
- April 5-6: Sunrise Ridge HDT**, Clinic details announced.
- May 2-4: Gladstone CT & HDT**, Judge change
- June 21-22: Metamora CDE**, Date changed to June 13-15.
- July 11-13: CDE at Inavale**, Secretary's address listed.

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