

DrivingDigest

Issue 218
March/April 2019
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PUBLIC AUCTION

July 27, 2019

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Future updates will be available
on KentuckyClassicCDE.com



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Ashton Maye drove his miniature horse Misdee in the Grand Oaks Derby in February. His father Paul Maye is seated next to him.
Photo by Pics of You

Issue 218 March/April 2019

DrivingDigest

Driving for every equine. Issue 218 – March/April 2019

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Letter from the Editor

We're Listening



by Ann Pringle

IN LATE 2018 WE SENT AN ONLINE READER Satisfaction Survey to current subscribers who provided us with their email addresses. We received an excellent response and were gratified, and even amused, by your comments. You can see some of the results in this issue.

We also sent an online survey to those people who no longer subscribe – going back to 2010 – to find out what it was that made them choose not to renew. While *Driving Digest* can't be all things to all people, we are committed to providing content that is interesting and valuable to all. This doesn't mean that everything in every issue will appeal to every reader, but I hope everyone will find something of interest.

Many *Driving Digest* readers are not competitive drivers, and some have commented that we include too much on combined driving. I am aware of this and attempt to maintain a good balance. In many cases, we believe that reporting on major competitions is newsworthy, and certain times of the year more of these competitions take place than others.

We also rely on articles that you – our readers – submit. So if you'd like something different, please don't hesitate to contact me, take pen to paper, pound it out on your keyboard, or take some photographs. Rare is the activity that we don't feel is worth publishing. Your activity might inspire another group. If you have something on your mind let me know, you could be the next Guest Editor!

Support the Sport

It's true. We can't deny it any longer. The sport of carriage driving is shrinking.

For a while, we tried to attribute the declining numbers to the lousy economy,

turmoil within some groups, our vast country, and an aging demographic. And it isn't just shrinking in the U.S. People in the know in Europe are reporting the same thing. I've also read that other sports like golf are feeling the same pain.

We know it is a complicated and expensive sport compared to some other leisure activities. It requires help – hired or indentured. It appeals more to people who have extra time (retired), whose children are grown (freedom), and don't ride (bones don't heal so fast). When I look over the list of subscribers, I see names of people I've known for decades and fit into the most significant demographic, but we also have many new and younger subscribers, and I am particularly pleased when these new readers renew for two more years.

Kudos to all the clubs and groups that offer Introduction to Driving clinics, sponsor and man booths at expos, and reach out to other breed and equestrian groups to spread the joy of carriage driving. If your group does this, we would be happy to send you sample copies of *Driving Digest* to distribute. Let us know at least ten days before you need them. If your club has a meeting coming up, we'll also be glad to send some complimentary copies to share with your members.

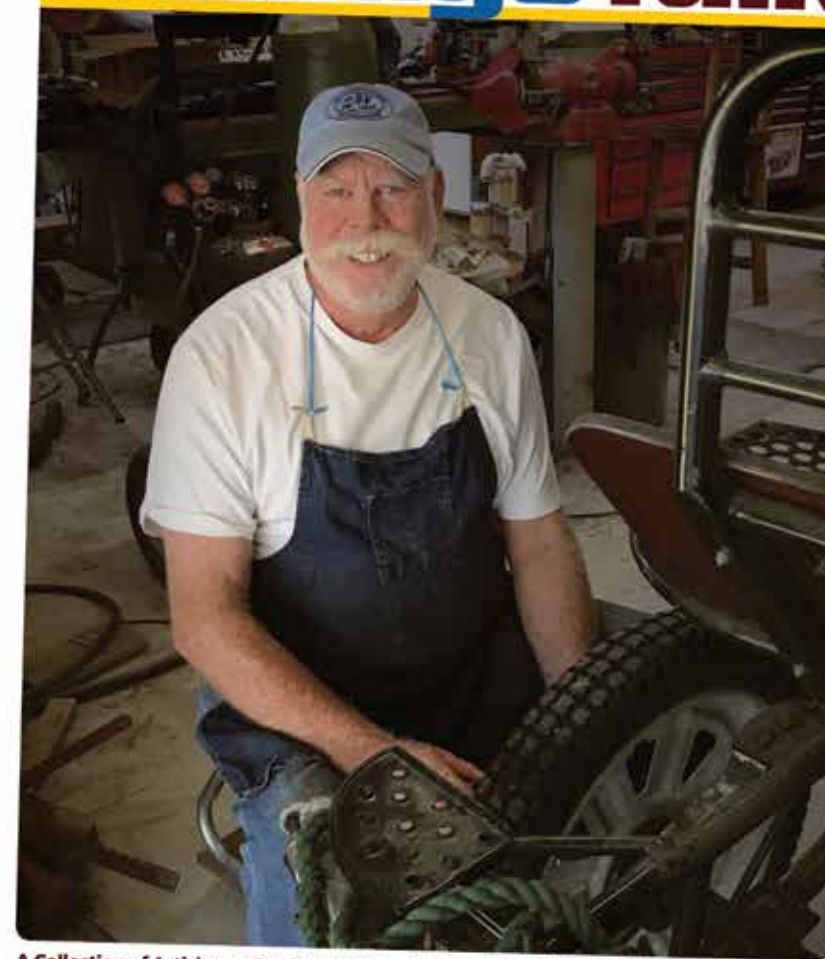
At a recent meeting of my local driving club, I was pleased to see many new faces. Driving clubs are great incubators for our sport. The future of driving lies with our local clubs. Club activities, educational programs, and mentorship can ensure that these new members will become hooked on driving and enjoy many memorable years on the box seat. ☺

The next issue (219) will be dated May/June 2019

On Sale Now!

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World Equestrian Center Debuts New Web Site with Expanded Functionality

The World Equestrian Center today launched a new, expanded website rich with information, imagery and functionality to create the best possible experience for users. Located at www.WEC.net the site encompasses content focused on the World Equestrian Center facilities in both of our Wilmington, Ohio and Ocala, Florida, locations. In addition, the expanded functionality includes online reservations and booking for our Ohio facility Cabin Village and Home Away From Home Park accommodations.

Exhibitors can access the World Equestrian Center online calendar, which includes a complete listing of the multi-discipline events taking place at both of our facilities. Those interested in holding their own events at the World Equestrian Center can glean key information about the facility including ring dimensions, amenities, reservation requirements, and facility availability for their planning purposes. They can also connect with World Equestrian Center representatives who can help them plan their special event.

Exhibitors can find information about our convenient onsite lodging options including our quaint Cabin Village and Home Away From Home Park in Wilmington, Ohio, and our luxury World Equestrian Center Hotel in Ocala, Florida. They can view images of the accommodations, review amenities and research occupancy details to help them plan and choose the best option for their needs. Once they've decided, they can experience the convenience of online reservations and booking.

Our exhibitors and spectators will appreciate the in-depth event and facility information, maps and FAQs. Easily accessible information from directions, to parking, to event viewing, dining and shopping will help them plan their perfect experience at the World Equestrian Center.

Exhibitors and spectators interested in shopping can learn about our A Sudden Impulse Boutique and the collection of carefully curated vendors at World Equestrian Center who offer a selection of equipment, horse care products, saddles and tack, horse clothing and boots, supplements and treats, clothing for in and out of the show ring, accessories, tack trunks, jumps, specialty foods, fine art and equestrian-inspired home goods.

Those interested in the development of our exciting new Ocala, Florida facility can learn about our plans for the facility, and its many new features and amenities. They can follow construction updates, and add themselves to our email list to be included in up to the minute news about the amazing new facility.

Real estate is a key component of our Ocala, Florida World Equestrian Center resort and users will find that the site is their go-to resource for information on what is available at the facility, as well as contact information for our Equestrian Estates representatives from Royal Shell, our official World Equestrian Center realtor.

Vendors can view the incredible new permanent Vendor Village, recently built at our Wilmington, Ohio location. They can access important information about becoming a vendor at World Equestrian Center and download our Vendor Application.

Located in Wilmington, Ohio, the World Equestrian Center features more than 200,000 square feet of climate-controlled riding space, making it one of the largest indoor/outdoor equestrian sport venues in the world.

In 2021, the World Equestrian Center will debut a brand new location, providing world-class equestrian competition and equestrian-inspired country club living, all adjacent to the fabulous Golden Ocala Golf & Equestrian Club in Ocala, Florida. For more information, please visit www.wec.net 

2019 and 2020 Four-in-hand Nations Cup in Valkenswaard

After the successful edition of the Nations Cup for Four-in-hand horses in Valkenswaard 2018, the Dutch Equestrian Federation has allocated the CAIO4*-H4 status to Driving Valkenswaard International (DVI) again for 2019 and 2020.


DVI 2019 will be held from 29th May to 2nd June on the grounds of Exell Equestrian in Valkenswaard.

"We are very honored that the KNHS have placed their trust in DVI and given the committee a fantastic opportunity to once again organize our four-star event," says host and organizer Boyd Exell. "This is the fourth edition of DVI, and it continues to be a driving competition for the very best international drivers and teams. The four-star status means that drivers will receive extra points towards their World Cup qualification. But above that, this is a show of trust and appreciation to organize a competition of this level which wouldn't be possible without the continuing support from sponsors, the local Valkenswaard Gemeente and our hard-working crew."

During Driving Valkenswaard International the best of the international driving sport (pair and four-in-hand) compete against each other in dressage, marathon, and cones. Five-times World Champion Boyd Exell, who competes for Australia, will be contesting the individual title. Competitors with teammates of 2 or 3 in total may compete in Nations Cup and Individuals divisions concurrently.

Driving Valkenswaard International offers a five-day program that features more than just spectacular equestrian sport. A thrilling Bicycle Challenge and the popular Tug of War, where competitors challenge each other with a real test of strength and stamina, will feature again. There is free admission to the Driving Valkenswaard International event, and there is plenty for the whole family to enjoy including children's attractions, a large shopping village with food, drink and lifestyle concessions alongside some of the world's best athletes and their beautiful horses competing for the top spot in the world of carriage driving.

Driving Valkenswaard International will take place from May 29th to June 2nd on the grounds of Exell Equestrian, Klein Schaft 5 in Borkel & Schaft, the Netherlands.

More information: www.drivingvalkenswaard.com 


Equine Land Conservation Resource Announces New On-line Educational Resources

Equine Land Conservation Resource (ELCR) is pleased to announce several new articles that are now available in our website library, covering a variety of topics that are of interest to individuals, horsemen, and women, and communities as efforts are made to protect, create, enhance and maintain the lands, facilities, and trails that are critical to all equine activities.

"A Look at Backyard Horsekeeping" looks at aspects of and regulations for keeping horses on small farms and residential properties. Zoning regulations and availability of equine services and supplies, assessing a property for horse-keeping and best management practices (BMPs) to employ are covered. The also article explores many of the backyard horse communities in the US, looking at the zoning, facilities, and trails that help to support equestrian activities. elcr.org/a-look-at-backyard-horse-keeping/.

"Working with Parks for Equine Access – Master Plan" is in two parts. Part 1, "Master Plan," describes the reasons for and

process of creating a master plan for a municipal park, and the advocacy role that the equine community must play. Part 2, "Master Plan Illustrations," is a tour of equestrian-based master plans in communities around the US. Produced by experienced designers, community planners and parks personnel with public input, the illustrations look at master plans for equine centers and facilities. elcr.org/working-with-parks-for-equine-access-master-plan-part-1/ and <https://elcr.org/working-with-parks-for-equine-access-master-plan-illustrations-part-2/>

"Equine Land Advocacy – A Best Practice for Equine Access" explores the issues that arise to threaten the equestrian way of life, looking at opportunities to partner with local and state government agencies, conservancies, land trusts and other organizations to work toward resolving land, facility and trail issues in your local community with a positive outcome. elcr.org/equine-land-advocacy-a-best-practice-for-equine-access/ 


Experience the Magic and Beauty of Fantasia

Until you've felt the earth-shaking majesty of a galloping six-horse draft hitch or marveled at the silent trust displayed between a horse at liberty and its handler, you've never experienced the magic of Fantasia. On April 11-13, Equine Affaire's signature musical celebration of the horse will bring every horse-lover's dream to life under the spotlights of the Ohio Expo Center's coliseum in Columbus, Ohio. Sponsored by Absorbine, the Fantasia is an unforgettable show that sets the beauty, majesty, and power of horse and rider to music, serving as the ultimate testament to the heart and soul of the horse.

Featuring talents as diverse as Guy McLean's signature liberty act and the Hafinger marathon driven drill team, Fantasia unites equestrians of all ages in a universal celebration of the beauty and ability of the horse. Returning for just three nights during Equine Affaire in Ohio, tickets for Fantasia are on sale now through March 24. Visit equineaffaire.com or call the Equine Affaire office at (740) 845-0085 today to purchase your tickets. Performances will take place at 7:30 pm on Thursday, April 11; Friday, April 12; and Saturday, April 13.

"We present Fantasia at each Equine Affaire, but no show is ever the same," said Coagi Long, president of Equine Affaire. "Fantasia is a beloved tradition for our audiences, and we love surprising them each year with a new compilation of acts and performers."

For additional details about Fantasia and to purchase tickets, visit equineaffaire.com or call the Equine Affaire office at (740) 845-0085, Mon-Fri, 9 am to 5 pm EST.


Equine Affaire will take place April 11-14 at the Ohio Expo Center in Columbus, Ohio. 

Trauma Void™ Announces Release of “Best in Test” Rated Helmet

Trauma Void, LLC is thrilled to offer the Lynx™ riding helmet to their addition of ASTM/SEI certified riding helmets.

A 2018 Independent Study tested 15 models of riding helmets sold on the Swedish market. Testing 30% better than the average helmet, the Lynx received the title of "Best in Test" and has since been highly sought-after. The deeper profile, custom fit, and Multi-Directional Impact Protection System (or MIPS) are just a few features that make the Lynx marginally safer than its competition.

"I know that riders here in the United States have been patiently waiting for this helmet and I'm pleased to be able to offer them such a safe helmet at an affordable cost." CEO, Bo Lofvander raved about his new release. Lofvander, who also owns Back on Track USA, founded Trauma Void, LLC in February of last year and is no stranger to the Equine Industry.

While safety is the priority of Trauma Void's Lynx helmet, it is also designed for comfort and style. The design of the riding helmet features a removable and washable Coolmax® liner, a comfortable design with great ventilation and with the integrated dial-system, an even better fit. The Lynx comes in a smooth black finish in sizes Small (50-53cm), Medium (54-58cm), and Large (59-61cm). At a retail price of \$269, safety can also be affordable for equestrians. The Lynx will be released in early February 2019. 



American Driving Society, Inc.

The history and longevity of The American Driving Society, Inc. (ADS) is possible because of our members, many of whom have been with the society since its early days. This makes ADS unique because we have institutional knowledge of the sport that is apparent in our rulebook, our education of licensed officials and members, and our many programs – really every aspect of this organization. Your knowledge is our knowledge, and that is what makes ADS such a valuable society to preserve and promote carriage driving. After all, as our new President says, WE are the ADS!

To kick off the year, ADS' graphic designer, Cathy Baer, incorporated our ADS logo into a celebratory piece for us to use in 2019. This is not a replacement by any means; it will cease to be used after 2019. But I believe it's a way to celebrate our history of supporting carriage driving in its many forms by incorporating our logo with the 45th-anniversary text. You'll see it on email blasts, social media, in our publications, and at ADS shows.

On January 1, Daniel Rosenthal began his ADS Presidency. An active few weeks under Dan's leadership have led to two new committees and an exciting opportunity for ADS members to purchase Excess Liability Insurance through Equisure at the very low rate of \$25 for individuals or \$45 for families. Visit americandrivingsociety.org to purchase your policy through Equisure today (policies are effective immediately from the date of purchase and expire Dec. 31 at 12:01 am). Two new committees that were recently formed at the January ADS Board of Directors meeting are the Membership Committee and the Affiliate Relations Committee, chaired by Teresa Bron and Shelly Temple, respectively. Membership will serve to bring in new members and retain our current and recently lapsed members. Affiliate Relations will serve to help organize our relationship with USEF.

—Abbie Trexler, ADS Executive Director



The Carriage Association of America

The Carriage Association of America kicked off 2019 with a Learning Weekend in Sarasota, Florida the last weekend in January. So much laughter at this event! Jill Ryder started by with telling stories of how the video of the 1978 World Four-In-Hand video came into being and Barry Dickinson continued it the next day with stories of his circus connections. In between, we had a celebration party for the World Equestrian Games Gold Medal winners and were honored to have Boyd Exell, Misdee Wrigley Miller, Chester Weber, and Barry Hunter as guests. James Fairclough was delayed due to weather.

We settled down a bit on Friday afternoon for a look at John Cuneo Jr.'s carriage collection, led by Bob Longstaff, and a wonderful ridden horse exhibition by Desiree Hermann who had shared her performance history with us the previous day.

Ken Wheeling started us off on Saturday talking about circus bandwagons and tableaux. (The dragon on the Age of Chivalry wagon is beheaded every time the circus travels, on purpose!). Wendy Ying generated much discussion about how horse personalities work together with her talk, "Horse Behavior and Chinese Medicine." Carl Casper, who has won the Carriage Showcase four times with his carriage restorations, finished off the lecture series by talking

about his collection. From there it was a trip to The Ringling and their Circus Museum. Oh, the circus wheels! People also had a lot of fun 'walking' the tight rope and 'standing' on the circus horse's back. Much laughter ensued.

Our May trip to the Royal Windsor Horse Show is sold out.

We are now preparing for Carriage Conference in Germantown, Tennessee, coming up September 19-21. This looks to be a spectacular affair complete with a non-judged carriage cavalcade. More details to come as we get closer to the event but we're expecting an array of speakers and activities for carriage enthusiasts at all levels.

The CAA welcomes a new President – Allen Tucci (Pennsylvania). Allen has been involved with the CAA for many years, including several years on the Board of Directors. Our Vice-Presidents are Sally Armstrong (Texas), E.G. Moody (Tennessee) and Bill Venditta (Pennsylvania). Jimmy Chancellor (Tennessee) continues to be our Treasurer, and Lynn Tuckwiller (West Virginia) remains Secretary. Thank you to all of our retiring officers for their years of service.

—Jill Ryder, Executive Director



United States Driving for the Disabled, Inc.

USDFD is starting the year with a bang. By the time you get this update, we will have had our first competitive driving clinic of the year with Sara Schmitt, February 26-27 in Morriston, Florida. We are also having our fourth annual Introduction to Carriage Driving for those with Spinal Cord Injuries, March 23-24 in Moorpark, California. We are trying to find dates for a spring clinic in California, and plan to have an Introduction to Carriage Driving in Virginia. Our Introduction to Carriage Driving clinics are partially funded by Disabled Sports USA and the Craig H. Neilsen Foundation. To get this grant, we are required to provide carriage driving free of charge and serve at least 20 individuals with spinal cord injuries. By partnering with the Triumph Foundation in Southern California, we can get the word out to those in Southern California. We would love to partner with other organizations like Triumph that introduce those with a disability to sports that are easily made adaptive. We will have our flyers at the Abilities Expo in Los Angeles as part of the Disabled Sports USA booth.

Jennifer Peterson (look for her at Windsor Trace) will be competing with one of our accessible carriages. This carriage is a marathon carriage that has a seat beside for her groom, and an external lift that is portable to aid getting her into the carriage. Look her up and say "hi." She will be in South Carolina for

a couple of winter months. The carriage, modeled after my rear seat lift, will have been completed by the time you get this issue. We are keeping the costs down on these carriages and hope to make them available to PATH centers, driving trainers and individuals for a small lease fee to aid those with a disability to begin competing. There will be an option to purchase their own vehicle with customization if they find themselves pursuing the sport. Please, if you are interested or know someone who is interested, let me know. We also accept donations specifically for this project if you are interested.

For those of you who are competitive drivers, please note the ADS has a new protocol for requesting dispensations. It was described in the last issue of *Driving Digest* and is on the ADS website. Please note you can send in FEI, USEF Dispensation or ADS Dispensation with your show entries. Please follow up with your organizer/secretary before going to the show to make sure they received the information and also if you have any other needs for parking, stabling, scheduling or just getting around. It is not fair to the show management and officials to show up and start making demands. It is much easier if everyone knows about it ahead of time. Don't assume they know what you need. Happy competing, and most of all, have fun.

—Diane Kastama, President USDFD



Carriage Museum of America

The Board of Trustees of the Carriage Museum of America would like to thank those who sent us contributions this past holiday season. These contributions help the CMA to continue to be a world-class resource for the entire carriage community. Drawing on our library and archives, the CMA has recently been able to answer many questions from folks all around the world. Among others, we have recently assisted a researcher from Finland in identifying an American-made Victoria in a local Finnish museum, a New Jersey business owner seeking information on the coaching history of his former coaching inn, and we were able to provide a catalog image of a side-saddle for a very grateful collector. Your generous donations allow us to continue our mission and provide research services to people all over the world. Thank you.

Summer is just around the corner, and we are already preparing for the carriage class, sponsored by the CMA, at the 2019 Keeneland Concours d'Elegance that will take place Saturday, July 20 in Lexington, Kentucky. This fantastic event draws thousands of people from across the country to view hundreds of antique and classic automobiles (and carriages). The carriage class for 2019 will feature unpainted natural wood carriages. We aim to showcase the fantastic joinery involved in the carriage making art that is usually hidden under layers of paint. If you have a natural wood carriage you would like to exhibit (judged or non-judged) please contact John Stallard at cmalibrary@windstream.net. The deadline for entries is April 1.

—John Stallard, Director of Operations

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United States Equestrian Federation, Inc.

U.S. Equestrian is in a transitional phase for combined driving as we begin 2019. The Driving Sport Committee (DSC) repopulated at the USEF Annual Meeting (January 2019) with several returning members and some new faces as well. The DSC charter, as stipulated by the United States Olympic Committee, outlines the following composition: 40% USEF Presidential Appointees, 20% Elected Athletes and 40% ADS Affiliate appointees. U.S. Equestrian welcomes (back) the following members to the 2019 Driving Sport Committee: Ellen Ettenger, Jill Ryder, Chester Weber, Jim Fairclough, Misdee Miller, Tracey Morgan, Donna Crookston, Dan Rosenthal, Shelly Temple, Daphne White, Marc Johnson.

The previous and new Driving Sport Committees met together at the USEF Annual Meeting to pass the baton and establish goals for the sport as we move into a new year. I want to personally thank the outgoing Committee members who have volunteered so much of their time to reviewing endless documents, rules, and processes to shape and improve combined driving for all of our members. They have been a very dedicated group and love the sport. Moving forward, the new Driving Sport Committee voted for Chester Weber to serve as their chairman. The DSC also established the following goals for 2019: To review the proposed Driving Performance Manager position, to

collaborate with the ADS to align combined driving rulebooks, to build upon the Athlete Pathway program (Developing and Elite) clinics with educational courses and Team challenges at U.S. events, to develop chef d'equipe training opportunities, to improve communication to the members, promote the U.S. Equestrian National Championships for Combined Driving, and to increase our membership.

This year we look forward to the FEI World Driving Championships for Ponies and Pair horses, both taking place in September 2019. The selection procedures are published on the U.S. Equestrian website, on the combined driving page dedicated to the respective championships. All news and announcements can be found on those pages. Go to *USEF.org*, under the 'compete' tab, click on 'breeds & disciplines,' then click on 'combined driving' under the International disciplines list. Scroll down to find pages for each of the FEI World Driving Championships, the USEF National Championships, the Athlete Pathway Programs, and more.

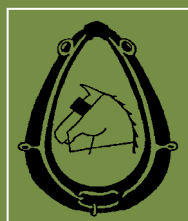
I look forward to another great year for Combined Driving. I hope we can continue to reach our goals, improve the programs, do more for para-driving, and build upon collaborative communication.

—Danielle Aamodt, *USEF Director of Driving* ♪

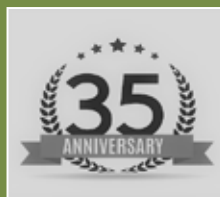
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Phyllis Wyeth

A Life Well-Lived

Phyllis Wyeth passed away at her home in Chadds Ford, Pennsylvania, on January 14. She was 78.

Phyllis Wyeth was a philanthropist, owner of thoroughbred racehorses, and carriage driver. She was the wife of noted artist Jamie Wyeth (son of famed artist Andrew Wyeth). When Wyeth was 20, she was injured in an automobile accident that left her disabled and forced to use a wheelchair for the rest of her life, but her physical challenges didn't keep her from competing on equal footing when in the carriage.



Union Rags was bred at Wyeth's Chadds Ford farm and won the Belmont Stakes in 2012. Photo by NYRA

Wyeth grew up near Middleburg, Virginia in a family that appreciated horses. Her parents James and Alice Mills bred thoroughbreds including 1,000 Guineas Stakes winner Glad Rags and Eclipse Award winner Devils Bag. Union Rags was bred at her racing stable in Chadds Ford and won the Belmont



Wyeth enjoyed coaching with her team of English Piebalds with Jamie O'Rourke handling the lines. Jamie Wyeth is seated behind O'Rourke. Photo by J. Koepke



Phyllis Wyeth competed at Mannington Meadows in the early 1980s. Photo courtesy of Jamie O'Rourke

Stakes in 2012, having finished seventh in the Kentucky Derby.

Wyeth enjoyed carriage driving, and over the years drove mostly pairs – Welsh and Connemara ponies. Lisa Singer went to work for Wyeth in the mid-1970s, initially to exercise a difficult steeplechase horse. Wyeth would ask Singer to go driving with her and taught Singer about carriage driving, including combined



Don Stewart and Wyeth at Acadia a few years ago. Photo courtesy of Don Stewart

driving. Singer began working part-time for Wyeth but eventually signed on full time and was there for 13 years. They eventually went to Europe to purchase Connemara ponies to put together a four-in-hand. She enjoyed coaching first with the Connemaras and later with a team of English Piebalds that she drove at the Middleburg Coaching Meet in 2009.

Wyeth competed with her pony pairs in combined driving at Gladstone, Fair Hill, Mannington Meadows, among others. She enjoyed participating at pleasure

Dean and Steve Beachy

Dean Beachy and his son Steven lost their lives in late January. Dean was 62; Steven was 19.

The father and son were in State College, Pennsylvania for a horse auction when they attempted to mediate a disagreement between a couple taking place in a hotel restaurant/bar. The man shot his girlfriend, then shot Dean, followed by Steven who tried to disarm the gunman, according to the *Daily Record* of Wooster, Ohio.

Dean Beachy was a well-known auctioneer and bid-spotter for Standardbred, draft horses, and carriage auctions. They operated the Dixie Horse Auction for horses, mules, and carriages in Statesville, North Carolina, in the spring and fall.

An estimated 2,000 friends, family, business associations, and members of the English and Amish community around Millersburg, Ohio, gathered on Tuesday, January 29 for a memorial service at the Mt. Hope Event Center. Speakers talked of the courageous way the Beachys lost their lives and shared stories attesting to their generosity, love of life, character, and their close-knit family.

The Beachys lived in Millersburg, Ohio. Dean and Steven are survived by wife and mother Linda Beachy, and sons/brothers Benjamin, Bobby, and Davey. ♪

drives, at Acadia, Maine, and Newport, Rhode Island.

Jamie O'Rourke, a close friend of Jamie and Phyllis as well as coachman with the Piebald team, wrote "Phyllis's competitive nature was only overshadowed by her generosity. She maintained an apartment in Washington where she hosted government officials in aid of legislation benefiting the environment and those with disabilities. She played a significant part in the passing of the Americans with Disabilities Act. Her political involvement began with a position in the Kennedy White House and led to a life long commitment in the service of those less fortunate."

The last few years, Wyeth enjoyed riding on the carriage but left the driving to others. ♪

Alone

Driving is a very social activity. But not everyone always wants to have company in the carriage.

Carriages – most of them – offer space for one or more passengers. But not everyone has a friend or hired help available every time they want to go for a drive, do some conditioning or training. Nor do they always want to have company in the carriage.

Sometimes you want to be by yourself. Just you and your horse or pony on a beautiful day, trotting along a country road, down a woodland trail, or on the edge of a meadow. Some of the prettiest roads and trails to drive on are narrow, hilly, and curvy.

If you drive alone, you need to know that your horse is ready for what he might face. He needs to trust you, and you need to trust him. It's all about the training. This is not a time to take a chance. It takes a lot more time to undo a situation than to wait a bit until his training, confidence, and trust are up to what he might face. You won't have someone to make harness or bit adjustments, walk alongside at his head, or get off of the carriage to move a tree branch.

by Ann Pringle

Be safe when driving alone. Leave a note. Wear a helmet and safety vest. Take your phone (on your person) and a spare halter and lead rope.



A cement truck barreling down an ordinarily quiet country road can frighten the daylights out of even the most well-trained, experienced horse and driver. Know that your horse is comfortable cantering while pulling the carriage before he becomes frightened and takes off, so that won't add to his fright.

Make sure he knows what "whoa" means. It means stop, stand, don't move. No creeping ahead, no head shaking, no sidestepping. He also should know "walk on." That means over whatever is in front of him. Straight. No sidestepping or a wheel might drop into a ditch or over a curb and cause an more problems.

You can simulate some of the things you might encounter before you leave home. Do these first in long lines before doing it in a carriage.

- Drive over a sheet of painted plywood or plastic
- Sprinkle some flour in the driveway to look like a utility hole cover
- Put some sheets on a fence when it is breezy
- Put some flags on flagpoles
- Put out some garbage bags and trash cans where your horse doesn't expect to see them.

Before you leave on your drive,

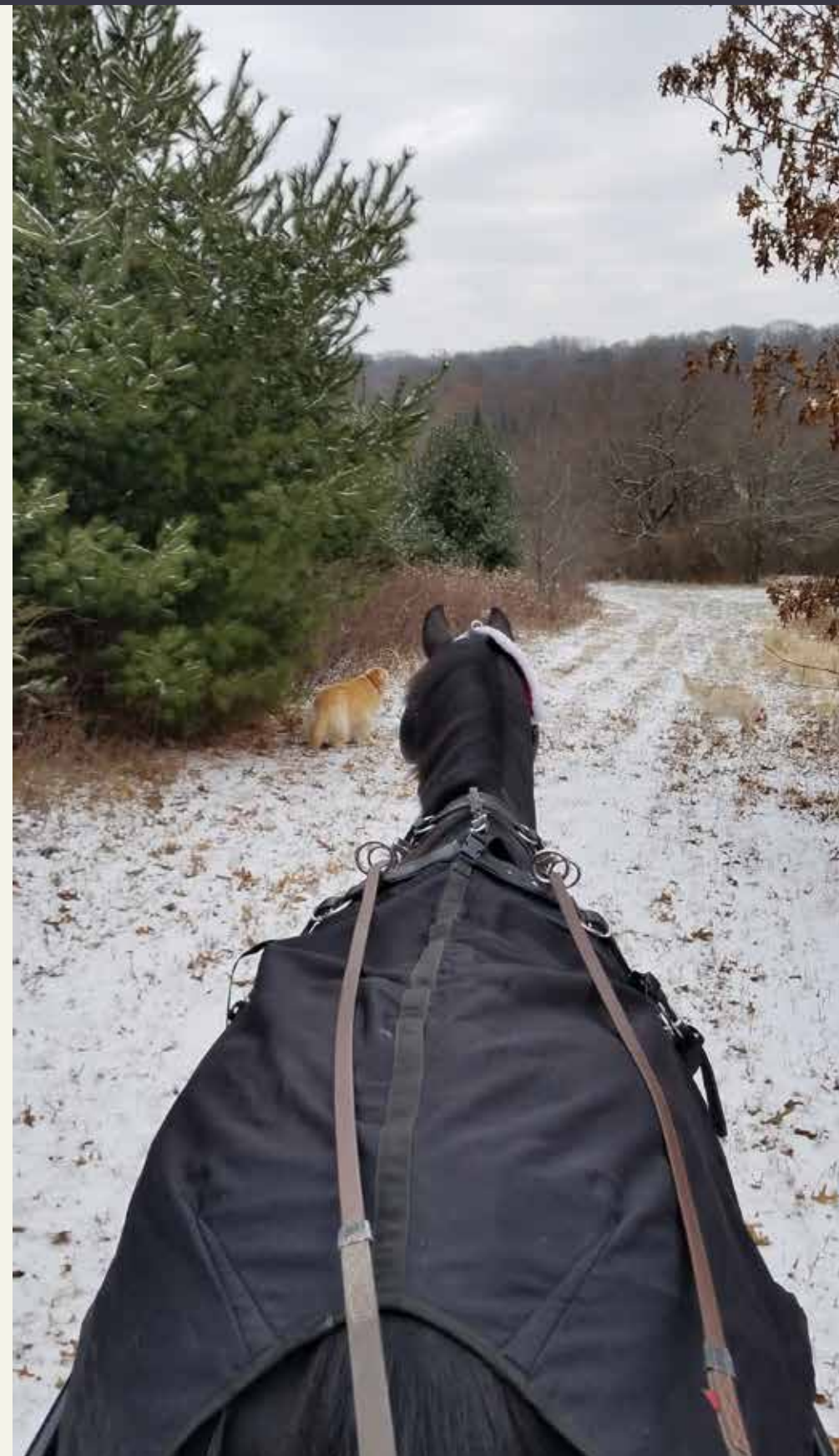
- **LEAVE A NOTE.** You should have a place in your barn or tack room where you can leave a note about what time you left, where you plan to go, and when you expect to return.
- **SELECT YOUR ROUTE.** If you've had a recent storm, make sure to check for downed trees or branches. Are there any boggy areas, large puddles, washed-out areas? Have you noticed any new construction in your area lately? Note times when traffic is heaviest if driving on the roads. Rush hour is a time to avoid. Know when the school buses and garbage trucks will be in your area.

- **WEAR A HELMET.** Many competitions require protective headgear, but you really should always wear one at home. Statistics show that most accidents occur at or near home.
- **WEAR A SAFETY VEST.** This is not the kind that protects you when you hit something – these protect you from being hit! You definitely want to be seen when driving on the roads. High visibility reflective vests are inexpensive to buy, lightweight, and fit over your regular clothes. Buy more than one; you may not always be alone.
- **TAKE YOUR PHONE.** Make sure it is charged. Carry it on your person. It is no good putting it in the carriage if you and the carriage become separated. Know if you have good cell reception in the area you are driving through.
- **SPARES.** Carry a halter, lead rope, and other spares such as a knife, and some twine. Should you encounter a branch across the trail, you can unhook your horse from the carriage and tie him to a tree while you move the branch. In a worse situation, you can lead him home on foot.

Many drivers relish the time alone with their horse or pony. Susan Koso of Massachusetts says she usually drives her single pony alone and finds that concentrating on her 'hot' mare is like meditation. One of Price Story's favorite ways to enjoy her pony is to "hit the beautiful pine forest trails" in her backyard in South Carolina. Joanie Wilson of Vass, North Carolina, enjoys driving alone with her little dog in his basket. A Michigan driver recalls driving her single horse on a trail through the woods on a beautiful day. As they ambled along, she realized that she was smiling – it was a perfect moment in her happy place.

Driving alone can be a wonderful, relaxing, reflective experience for both you and your equine friend. ☐

Jennifer Thompson and her horse Lucas took a drive on Christmas day on their property trails. "It was a much needed relaxing time for all."



Overuse Injuries

AND THE CARRIAGE DRIVING ENTHUSIAST

BY DR. DAVID COHEN

All of us, no matter what activity we engage in, are susceptible to problems with our various body parts that are often referred to as 'overuse injuries.'

Repetitive Overuse Injuries

These are conditions that result in pain or numbness that is brought on or worsened by repetitive use. While these problems can occur in any age group from teenage

years on up, they are far more common as we get older and our body parts, like the parts of an old car, suffer from wear and tear. Since driving a carriage, or even

standing on the back and keeping the driver out of trouble, requires a certain amount of sustained and repetitive activity, we drivers and navigators are susceptible.

Carpal Tunnel Syndrome

One of the most common overuse injuries that we may experience is known as carpal tunnel syndrome. To understand this medical problem, one needs to know just a little bit of anatomy. The word ‘carpal’ simply means wrist. We in the medical profession use the word carpal instead of wrist because medical terms long ago relied on Latin and we have maintained some of the language. The wrist tunnel is just that. It is a channel that runs from the forearm into the hand and contains some very important structures. Within this tunnel are nine tendons and a large nerve that we have named the median nerve. A tendon is a strong band of connective tissue the connects a muscle to a bone allowing the muscle to move a body part (in this case your

fingers). This space we call the carpal tunnel is very crowded. If the tendons get irritated (inflamed) they will swell. Since this tunnel is a rather cramped, restrictive space, the swelling puts pressure on the nerve that also runs through the wrist. If this is kept up or often repeated the nerve is irritated and will cause numbness in a large part of the hand, and if it gets severe enough will cause weakness of the thumb.

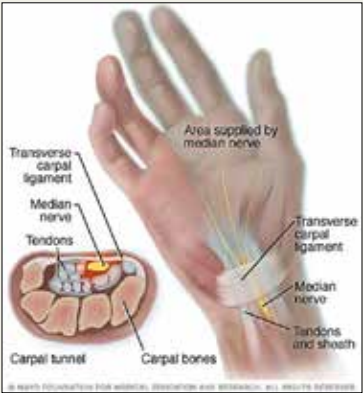
So, what do we do about this? Well, if it gets bad enough, there is a fairly simple surgical procedure that can correct the problem, but there are things that we can do to help before the problem gets to that point.

The tunnel we are talking about gets smaller when we flex our wrist and the tendons inside that tunnel will swell more if our wrist is held still for long periods with our fingers under tension such as gripping the reins or holding on to the back of the carriage to avoid falling off on those sharp turns through the hazards. The tunnel gets pinched if we flex our wrist. Holding the wrist in a neutral position will help, and a lighter grip on the reins also would be beneficial. If one is prone to this condition, a slightly wider grip at the end of the whip also will help. If you have a whip that you

really like, but the grip is too narrow for comfort, certain specialty golf shops may be able to install a wider grip for you, or you can send your whip off to a whip maker to accomplish the same thing.

There are also ‘carpal tunnel splints’ that can be tried which hold the wrist in neutral or slightly extended. These can usually be purchased off the rack at most drug stores. If possible, avoiding very highly repetitive activities that make use of the fingers and wrist would also be beneficial. Some exercises may be helpful in mild to moderate conditions. Here is one website that illustrates these exercises: snoworthopaedics.com/docs/Carpal-Tunnel-Exercises.pdf

Sometimes if you have a carpal tunnel problem, it can get severe enough that it wakes you up at night. In that case, the use of the splints mentioned above at bedtime may help. If it does not, then one should be evaluated by a hand surgeon. As I said previously in this article, if compression of the median nerve is severe enough it can result in loss of muscle strength at the base of the thumb. If this progresses without intervention permanent loss of thumb function can result. You do not want this to happen.



The anatomy of the wrist

Holding the wrist in a neutral position will help, and a lighter grip on the reins also would be beneficial. If one is prone to this condition, a slightly wider grip at the end of the whip also will help.



THE FLEXED WRIST



THE EXTENDED WRIST



A WIDER GRIP ON YOUR WHIP MAY HELP ALLEVIATE SOME PROBLEMS

If you experience pain on the outer side of your elbow while driving a carriage, gripping the reins in a more forward position thereby extending the elbow may help.

Tennis Elbow

Another fairly common overuse injury that we see is something called lateral epicondylitis of the elbow or as is commonly known as tennis elbow. I am not sure why the sport of tennis was associated with this since when I was actively practicing orthopaedic surgery, I rarely saw this in tennis players.

The lateral epicondyle of the elbow is the bony prominence on the outside of your elbow. We in the medical field have to give this a fancy name rather than referring to this part of the anatomy simple as the bony part at the outside of the elbow. The muscles that extend the wrist are attached at this point in a rather concentrated fashion. Repetitive stress applied to this area results in inflammation

and produces pain and tenderness. The pain is usually made worse by the motion of the wrist or elbow.

If one is afflicted with this problem, there are a few things that can help. Resting the arm from the stressful and repetitive activity will usually help. Ice applied to the outside of the elbow will also usually be helpful. Unfortunately, this problem even after it gets better will often recur. If you experience pain on the outer side of your elbow while driving a carriage, gripping the reins in a more forward position thereby extending the elbow may help. Applying ice after a drive is also a good idea. You might consider bringing a few ice packs in a cooler when you go to a show.

For the navigator, periodically

extending and flexing the elbow when you are not hanging on for dear life would be helpful. After the drive, applying one of the over-the-counter rubs such as Icy Hot that usually contains menthol helps to alleviate the discomfort. Also, there are ‘tennis elbow’ supports that are elastic bands that one wraps around the forearm just below the elbow that may be very helpful. These too can be obtained at most drug stores. As a last resort, surgical release of the muscle attachment at the lateral elbow is a consideration, but in my experience, the postoperative healing and recovery would probably keep you out of the carriage for about three months.

Tendonitis in the Wrist

One other overuse problem that can be troublesome is tendonitis at the wrist where two tendons cross over to get to the thumb. These two tendons must pass through a small compartment at the base of the thumb. They must slide back and forth as you use your thumb and if the small compartment that the tendons slide through gets tight the tendons become inflamed, and that produces pain with any use of the thumb. Amongst medical people,

this is known as De Quervain’s tendonitis. De Quervain was a French physician who first described this malady, and so his name got attached to it.

If you experience this problem, there are thumb splints that cross the outside of the wrist that one can buy which may help. It may take some practice to be able to grip the reins with this splint in place. Again, ice, after you drive, may help as would over the counter

anti-inflammatory medications. The navigator may have more of a problem dealing with this when on the carriage than the driver, since holding on in those fast turns is rather difficult without full use of your thumb. Ice application after activity will help in most cases. If this type of tendonitis becomes severe enough, a surgical release of the compartment at the base of the thumb can be performed under a local anesthetic.



THE FLEXED ELBOW



THE EXTENDED ELBOW

The Shoulder

One last problem that is worth mentioning involves the shoulder. Repetitive stress on the shoulder does not necessarily occur while driving a carriage but can develop and be aggravated by some of the activities engaged in while caring for our equine partners. Lifting bales of hay, brushing our horses and other various activities that we engage in around our barn can aggravate arthritis in the small joint between the collar bone and the shoulder blade. The use of the whip may produce some pain, but again it is the navigator who is more

likely to be plagued by this since he or she must use some degree of shoulder strength to hold on and to shift weight when needed.

I am now 72 years old so I can state from experience that if you love what you do and it produces a bit of discomfort then treat it, put up with it and carry on. While we are all susceptible to the problems that were mentioned, we become more susceptible with age.

Although over the counter anti-inflammatories often are helpful for the conditions mentioned in this discussion, you must check

with your physician before taking such medications since there may be some adverse interactions with other medicines that you are using. Also, certain medical conditions would preclude the use of such over the counter drugs. Some of these medications should only be used for fairly short time periods, as prolonged use can cause a problem with the stomach and kidneys. Also, do not assume that remedies labeled as supplements always safe given your medical condition and possibility of drug interactions. Ω

“Puttering”

A Training Technique Recommended by an American Winner

by Cheryl Pratt Rivers

Over the years I have met and benefited from learning from quite a few horsemen and women, but perhaps the greatest resource I have found is the font of knowledge and writing of gold medal event rider Denny Emerson. Denny writes regular, usually daily, Facebook posts on both his own Facebook page and another titled “Tamarack Hill Farm.” In addition, he has written two excellent books: *What Makes Good Riders Good?* and the most recent one: *Know Better to Do Better*. All of these contain valuable, affordable information which is available and relevant for drivers, both amateurs and professionals. Perhaps the most important concept he has clearly articulated and reinforced for me is ‘puttering.’

The first thing is to be able to relax and have some days with a horse where the lofty goals are not the focus. A time where the pressures of competition are left behind, and you do fun or boring things. No drilling. No worrying about time. Just go for a ride or a drive with no skill-training goal for the day. Get lost. Go exploring on new trails. Leave your watch behind. Notice the countryside and notice things about your horse you may have missed – or notice nothing at all. Have a leisurely grooming session. Find the sweet spots and the favorite brush.

I have more than 50 years experience riding, driving, and training horses for myself and customers. I learned early on the importance of lifetime learning. My methods continue to evolve. Back in the day (the 1970s) I assisted my dad when he operated an atypical Morgan training stable. My dad taught me about the importance of putting in slow, unpressurized training time with young horses – even with Morgan show horses. He was a successful trainer at the UVM Morgan Horse Farm before opening his own training stable in 1971.

Once he left UVM though, the luxury of having months, or years to bring along a horse were gone. The expectations of most of our customers were that we would produce a driving or riding horse ‘green broke’ in 30 days. It is surprising

that most of those horses did well in our training program and became happy, willing partners for their owners. Still, most of those horses never had the opportunity to develop physically or mentally to reach their full potential, even as Morgan show horses or backyard pleasure horses unless their owners had enough patience and expertise to go slowly and carefully with them once they left us as ‘thirty-day’ wonders. This is true of most driving horses.

Usually, there was no time for slow, unpressurized training. There was almost always an immediate time pressure on us as trainers. Many of our owners had only enough resources to pay for a month’s training. Though that model of training has largely been displaced by slower, more horse friendly methods, there are still too many expectations about time-oriented results.

Though most trainers now expect more time than we had back then, there are still often time limits spoken, or unspoken on the people who train horses for a living. Unfortunately, the emergence of round pen trainers and ‘natural horsemanship’ clinics seem to have contributed to magical thinking about immediate results being possible even though there are some outstanding natural horsemanship trainers. Horses need time to develop slowly and build strength. Equally important is taking time to build confidence and trust and to develop mentally. Shortcuts may produce short-term success, but they have side effects that make lasting soundness and long-term competitive success unlikely.

Some disciplines require more strength than others. I believe combined driving horses need time to develop physical strength and conditioning before we ask too much of them in competition. It is my firm conviction that the overwhelming majority of horses in our sport are not given the time they need to become happy, willing partners.

This brings me to the subject of ‘puttering,’ which is Denny Emerson’s word. Puttering may be the most difficult skill



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for the hungry, competitive driver to develop and incorporate into a training program whether you are an amateur or a professional. Back in 1971, when I was 20 years old, the only urgency I felt was that I wanted to win. I still want to win, but now, added to that, I am conscious of the time clock that those of us eligible for AARP membership grapple with as we confront the challenges of our own aging. For me, this makes puttering even more difficult. But I continue to incorporate puttering into my training and conditioning.

Putting is almost as much an intangible attitude as it is a specific activity, but some specific steps and activities definitely may be performed as part of a

puttering regimen. When Hotspur’s Red Row, came to me he was a four-year-old. I was a hungry, competitive driver on a mission to have “Rowley” and me be selected to represent the U.S. at the World Singles Driving Championship. Somehow though, I managed to do a great deal of puttering. I incorporated cross-training. I rode him and explored wooded trails in Vermont with him.

It took six years to develop Rowley to the point where he became the first American horse to win the single horse world championship marathon and finish seventh overall at the 2014 World Championships with young Jacob Arnold driving after I was injured and unable to



compete. There was a lot of puttering along the way.

It is possible to have lofty competitive goals, a busy competition schedule, and still incorporate puttering. The first thing is to be able to relax and have some days with a horse where the lofty goals are not the focus. A time where the pressures of competition are left behind, and you do fun or boring things. No drilling. No worrying about time. Just go for a ride or a drive with no skill-training goal for the day. Get lost. Go exploring on new trails. Leave your watch behind. Notice the countryside and notice things about your horse you may have missed – or notice

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Incorporate cross-training. Trail ride if you can. (Much better to get lost under saddle than driving. Also much safer to go and just be alone with your horse.) Go alone as well as in a group. Trail drive as well, but best not to get yourself into unsafe situations exploring trails that you do not know. Exploring is valuable I think.

If you are a CDE competitor, consider competing at some pleasure or breed shows. Variety adds something intangible I think.

Spend more time walking than you would like. Some days just walk. Hitch up some days without a plan. Let the drive take you where it will.

If you have snow, go for a sleigh ride. Give your friends a ride and have fun. Plan

a non-competitive driving vacation. My favorite place is the driving trails of Acadia National Park in Seal Harbor, Maine.

I think it is important to note that I intersperse these puttering days with days of hard work practicing dressage, cones, and obstacles. Some days I divide the work out into puttering and skill development. Make time for puttering on the way to the dream.

Merely contemplating puttering has been useful to me as it has caused self-reflection. Different horses respond differently to different methods and different schedules. Some horses will develop well with what I call ‘drilling:’ repeated rep-

highly competitive, and responds well to practice. Still, puttering helped temper both of our competitive drives and allowed him time to develop mentally and physically.

Self-reflection created by puttering has also caused me to examine my mental and emotional state before I drive. I don’t remember to do this every day. When I get too intense and try too hard, it never goes well.

Somewhere with every horse and every person, there is a balance point where optimal development can occur. Goals and schedules are critically important, but flexibility and listening to the horse is vital. They all have ways of communicating with us, though their methods are diverse. The empathetic driver who notices their horse’s whispers before they develop into frustrated behavioral problems will contribute more to their horse’s success than the driver, driven so hard that she pushes her horse beyond her physical and or mental comfort zone too early or too often.

To understand this pillar of good horsemanship, it helps me to watch the gifted horseman Joaquin Beltran of Windsor, South Carolina, at work body clipping a horse. My current competitive driving partner is UVM Tirzah. She is what Dr. Jen Bevilaqua, her chiropractor, calls a ‘fire’ personality. It’s better to find another way with her than getting into a confrontation.

etition punctuated by appropriate rest breaks and breaks from whatever skill is being practiced. My experience is that most horses do not respond well to drilling. Especially mares!

Early on in Rowley’s development, Lisa Singer told me I needed to practice some skill (I think it was driving obstacles.) She said something like “You need more practice than he does. You need to drive a second horse.” That was excellent advice, and I took it. It allowed me to develop my skills as a driver, but allowed some of the urgency and drive to be dissipated so that Rowley did not have to endure it. But Rowley is a horse that loves the work, is

Joaquin knows the ticklish spots but also notices when she is on the verge of becoming annoyed. He will quietly slide to a different spot or pause and brush off some hair – almost imperceptible, totally brilliant, and successful in producing wonderful results. I tryvery hard to use the same approach in my training.

It is also my experience that puttering will allow time for a horse to develop the physical strength required to make the tasks we ask of them less difficult. Too often we see young horses entered in competition with a world of talent, only to see them struggle with unsoundness and retire from competition. There are conformational limitations that contribute to this, but too often because of their ability, these horses are pushed too far too fast. An example in our sport of someone who has had the patience to take the time needed to develop physical strength and condition is one of my mentors, Robin Groves. Robin advocates cross-training and has a world of experience conditioning horses. She has entered many of her combined driving horses in distance driving competitions. She sees the signs when a horse is being pushed beyond its physical and mental capabilities. If you can find such a mentor, it will be a benefit to your horse’s well being.

Denny says, “If I were to think of a single word that sums up the total opposite of puttering with a horse, it would be the word ‘grinding.’ Competitive humans who bring their intensity to horse training can easily fall into the trap of letting training slide into grinding. Now the horse gets tired, or sore, or confused, and begins to do what we call ‘resist.’ To resist is to be ‘bad.’ Once we slap on the ‘bad’ label, it gives us permission to punish. Now we are in a downward spiral, and we created it by being so driven to get results. Far better to have puttered around, get a little, give a little, add up the days, see where it goes...”

Words to drive by.

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Words to drive by. Ω



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Richard Nicoll

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Saving A Life –

Young Driver Finds Peace and Happiness in the Carriage

by Chris Carswell

MY NAME IS CHRIS CARSWELL. I'M A 20-year-old para-driver in the United States. Like a lot of people my age, I'm in love with this sport and with the horses that are at its heart. What most people don't realize when just watching me drive, however, is that I suffer from some very serious disabilities.

I suffer from a rare genetic condition called Loeys-Dietz Syndrome 4. It's a connective tissue disorder that from birth has caused me to find myself in and out of the hospital – and, occasionally, at death's door – time and time again. I've survived not one, but two strokes. I've had no less than four brain surgeries. I've had six reconstructive surgeries on my arm. I also suffer from seizures, and if that weren't enough, constant joint dislocations and subluxations.

The strokes took my brain's ability to recognize the right half of my world. As

a result, I am legally blind. For years I relied on my service dog, Bronx, to help me make my way through the world. (Bronx is retiring, and I have a new service dog named Ama.) I want you to understand, however, that I'm not complaining. These issues have made it harder for me to engage in para-driving – but not impossible. I've worked past them to embrace the sport that I love.

Right now I'm sponsored by Karin Sclater of Carriage Imports. I drive a Friesian Sporthorse named Kianti. We're currently competing at the Preliminary level at combined driving events, but my ultimate goal is to represent the United States on the world stage. I'm eager to compete in the Para-Driving World Championships. It's been a long and difficult road, but it's been well worth it. Every time I drive, I am reminded of just how much I love what I do.

While nobody knows what I've dealt with when just watching me drive, they do notice a few things. For example, I don't wear gloves when driving. That's because of the reconstructive work done on my hand. Gloves limit the feeling in my hand too much, so I have to work without them. I also don't carry my whip for the same reason. The surgeries on my hand made it difficult, if not impossible, so my groom/gator uses the whip on my behalf.

Another noticeable difference has to do with my equipment: I had to go with pneumatic wheels instead of hard rubber for the carriage. The reasons are less obvious but far more important. My Loeys-Dietz Syndrome 4 leaves me extremely susceptible to future dislocations and subluxations of my joints. In other words, If I experience too much trauma, vibration, or other impacts, I could suffer another dislocation or internal injury. The pneumatic wheels help cushion my travel and prevent some of these issues.

The yellow armband that I wear when driving, as well as the yellow marker



Chris is driving Thundar the Barbarian at home. Thundar the Barbarian was his first driving pony – they drove all the way to his elementary school for show and tell for 1st grade. Photo by Janet Carswell

and the yellow shaft cover on my right side, are to raise awareness of my visual impairment. I can't see other drivers if they're on the right side of me. That right side – quite literally my blind side – will be there for the rest of my life. It's part of me, and I've made my peace with it, but I also don't want anyone to be hurt accidentally if I can't see them.

If it sounds like this is a lot to deal with, you're right; it is. But I said it's worth it because horses – and driving – are where I find my peace and happiness. I started driving with my Shetland pony when I was just 5 years old. As I got older, I drove a Hackney pony and a Standardbred. I enjoyed driving through the woods around our house, and occasionally in pleasure shows. At 11, however, I had to stop. My doctors decided my health was simply too fragile, too unpredictable, for me to ride and drive safely. It broke my heart.

It wasn't until 2015 that my health was finally stable enough for me to enjoy horses again. I started riding as a form of therapy. The strokes and my four brain

continues on page 30

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surgeries left me with PTSD. Every sight, every sound, triggered distress. Riding and driving were among the therapies that helped restore my peace of mind. It was a return to something I had loved dearly, only this time it was giving me more than enjoyment. It was saving my life – if not physically, then at least metaphorically and emotionally.

I started showing in saddle seat, and when riding became too painful for my joints and muscles – even with braces – I started looking into driving. I drove with a single pony and competed with her from 2016 to 2018. Then I transitioned to driving a single horse. That’s what I’m doing now and, as before, I love it dearly. I can’t imagine living my life without it. Having goals also helps. That’s why I’m pushing toward the championships.

Driving has always provided me with freedom while also giving me joy. It’s a sport in which I can compete despite my physical restrictions. It saved my life, in fact. It gave me the opportunity to experience success and competition. No longer are these experiences reserved only for the non-disabled. They are now available to a wide variety of differently abled people experiencing any number of physical challenges. I’m grateful for

driving and grateful for the people and animals who make up this incredible sport. I can’t imagine not doing it – and if you have riding or driving in your heart, I’m sure you can’t, either. Ω



Above: Chris volunteered at the test event and the WEG. He volunteered for all of the events – dressage, cones, and marathon. Photo by Janet Carswell

Below: Chris drove Kianti during the Super Derby at the Grand Oaks in 2018. His Gator in this event was his girlfriend, Heather Daniels. Photo by Pics of You



AT JUST 13 YEARS OLD, CHRIS CARSWELL started his non-profit charity foundation, 1Boy4Change, Inc. He devotes at least 50 hours a week to it. Through the foundation, he continues to serve a wide range of community members and service personnel, including K9 officers and those in the military. His foundation has distributed dozens of American Aluminum Coolguard heat alarm systems to police K9 teams nationwide. He has also distributed dozens of field trauma first aid kits to those K9 teams.

Carswell has himself assisted in the training of more than two dozen service dog puppies for children and adults with disabilities. Several of the dogs he trained were for disabled U.S. military veterans. Through his foundation, he has also distributed hundreds of cups of coffee to service personnel overseas and has seen to the distribution of multiple digital tablets to non-verbal children and teens. He has provided school supplies to inner-city schools and provided family aid, including emergency flights and funeral expenses, during this time.

“I started 1Boy4Change to focus on doing good things for others in spite of all my medical challenges,” Chris explains. “I needed to find the ‘silver lining’ in all of the bad news I was receiving. What better way than to focus on helping others? The foundation is my way of creating change – where change is how we see ourselves, our community, and the world. I’m happy to pay it forward, to educate, and to be kind.”

As part of being, in his words, a “catalyst for change,” Carswell started

1Boy4Change.org



Chris and his new service dog, Ama. All of the Warrior Beads orders are on the table and ready to be shipped out to participants. picture by Janet Carswell

a new campaign centered on those who, like himself, have suffered (and are living with) medical issues of their own. Through the Warrior Beads program, which is open to anyone with a medical journey to share, he encourages participants to share their stories using colorful beads. The beads serve as meaningful symbols of courage that commemorate milestones these individuals have achieved along their unique treatment paths. To date, the program has 5,000 participants in all 50 states.

“When the participant’s first bead order is sent to 1Boy4Change.org,” Chris explains, “they receive all ordered beads, as well as their name spelled out in beads. Each colorful piece represents a different treatment milestone. A new one is given to the participant by the foundation, to add to their collection, throughout their treatment as determined by the Warrior Bead guide and order form.”

The beads were developed in collaboration with experts in the field, including nurses, doctors, child life specialists, and social workers. The development also included program participants, ensuring that each would reflect “meaningful acknowledgment of the participants’ treatment journeys.”

“Ongoing evaluation of the Warrior Bead program,” Carswell states, “indicates that the program helps to decrease illness-related distress, increase the use of positive coping strategies, helps

participants find meaning in illness, and restores a sense of self in participants coping with serious illness. The program also provides something tangible the participant can use to tell about their experience – during treatment as well as after.”

To donate to the foundation, visit www.1Boy4Change.org
Warrior Strong! Ω

Right and below: Three Warriors. Photos courtesy of their families.



Sergeant Lance Reeves, with his service dog Bolo, was the first soldier to have a service dog while on active duty. Chris’s foundation helped train this service dog and presented him to Sgt. Reeves free of charge. Courtesy photo.



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Driving Digest Salutes

USET Honors S. Tucker S. Johnson with Bruce Duchossois Distinguished Trustee Award

On Friday, January 18, S. Tucker S. Johnson was presented with the 2019 award during the USET Foundation's Gold Medal Club Reception held at the International Polo Club in Wellington, Florida.

USEF Horse of the Year (HOTY) Awards

Pleasure Driving Single Horse: **Shezafirecracker; Chris Bickford, Ore.**

Pleasure Driving Single Pony: **Tommy; Kathleen Whaley, Ky. Pleasure Driving Dressage, Training Level: Nelis Lsi; Lorick Stables, NY**

Pleasure Driving Dressage, Preliminary Level: **Silver Lake In Line; Amy Severino, N.Y.**

Pleasure Driving Dressage, Intermediate Level: **Isobel Ypke Van Het Kasteel, Santje; Gail Aumiller, Pa.**

Combined Driving Advanced Single Horse: **Makari Design; Jennifer Hamilton, Fla.**

Combined Driving Advanced Pair Horse: **Endorro, Favory Franky, Mr. Lindsey G; Steve Wilson, Ky.**

Combined Driving Four-in-Hand Horse: **Boris W, First Edition, Asjemenou, Splash, Reno; Chester Weber and Jane Clark, Fla.**

Combined Driving Advanced Single Pony: **Amazing Grace, Jennifer Keeler, Ky.**

Combined Driving Pair Ponies: **Al Capony, Buggy Maloney, Kimba; Mary Phelps, Ky.**

Combined Driving Intermediate Single Horse: **Funnominial CG, Jennifer Thompson, Wisc.**

Combined Driving Intermediate Pair Horse: **Nuptafeeds Auto Pilot, Pepe; Scott Adcox, Fla.**



USEF award winners attended the Horse of the Year Gala in West Palm Beach, Florida, to receive their awards. Photo by Adam Brennan for USEF

Combined Driving Intermediate Single Pony: **Zeppo; Jennifer Keeler, Ky.**

Combined Driving Intermediate Pair Pony: **Dominic, Kabanjo, Kartouche Leco; Eleanor Parkes, Tenn.**

Combined Driving Preliminary Single Horse: **Impressive; Leslie Berndt, Ky.**

Combined Driving Preliminary Single Pony: **Top Secret 53, Deborah Lawrence, Ky.**

2018 ADS Intermediate Calculated Championships

Single Pony – Champion **Janelle Marshall**, Reserve – **Deva Dickson**

Single Horse – Champion **Jennifer Thompson**, Reserve – **Norbert Major**

Pair Pony – Champion **Boots Wright**, Reserve – **Deb Packard**

Pair Horse – Champion **Jacques Lemieux**, Reserve – **Jenni Haas**

Team Pony – Champion **Wendy O'Brien**

Team Horse – Champion **Dean Lacey**, Reserve – **Mary Ruth Marks**

Single VSE – Champion **Anne Buckler**

Pair VSE – Champion **Karen Lenberg**

ADS Dressage Award Winners

Gold Medal:

Danute Bright, James Fairclough, Jennifer Matheson, Barbara Sims, Suzy Stafford, Shelly Temple, Chester Weber, Misdee Wrigley Miller, Hardy Zantke

Silver Medal:

Bill Allen, Danute Bright, Kim Cameron, Allyn Carmen, Robin Groves, Rebecca Gutierrez, Sybil Humphreys (posthumously) Dona Love, Margaret Shenker, Shelly Temple, Jennifer Thompson

Bronze Medal:

Gail Aumiller, Becky Benjamin, Sharon Brady Silva,, Danute Bright, Kim Cameron, Judy Canavan, Francesca Canfield, Louise Fox, Deborah Holmes, Bonnie Hudson, Lynn Legg, Dona Love, Ray Mansur, Susan Rogers, Daniel Rosenthal, Kathleen Schmitt, Margaret Shenker, Barbara Sims, Shelly Temple, Jennifer Thompson, GladysAnn Wells, Riley Wilitson

Blue:

Gail Aumiller, Judy Canavan, Eileen Leek, Linda Poland, Elizabeth Reisman, Diego Rubio, GladysAnn Wells, Riley Wilitson

2018 ADS President's Award Winner:

Claire Reid

2018 ADS Volunteer of the Year:

Gina Miner



Virginia Miner was the 2018 Volunteer of the Year, with her brother Don. Photo courtesy of ADS.

2018 ADS Youth Champions:

Combined Driving: **Riley Wiltson**

Pleasure Driving: **Ashley Romeo**



Riley Wiltson was the 2018 Youth Champion in Combined Driving, pictured with ADS Executive Director Abbie Trexler. Photo courtesy of ADS

Who's having the most fun?

Those at The National Drive

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Invited to the Hunt

by Wanda Chancellor. Photos by Brooke Ballenger

NASHOBA CARRIAGE MEMBERS REALIZE HOW LUCKY THEY ARE TO be invited to join the Longreen Foxhounds opening meet every year. It's a grand occasion in a beautiful setting, and though historically carriages attended foxhunting events to 'hilltop' with non-riding passengers, it's not done often in modern times. Many hunt horses are frightened by carriages, and the risk of an accident outweighs the invitation. But Longreen huntsmen have learned to quietly introduce horses to the vehicles and all is well. Of course, it helps if the Master of the Hounds, Susan Walker, is also a carriage driver and uses her horse in both disciplines.

The forecast for sunny skies and temperatures in the 60s made it a perfect day to drive to Birdlands Plantation in Como, Mississippi, for Longreen's 61st annual Opening Meet and Blessing of the Hounds on November 3, 2018. Birdlands is a hunting preserve that has been in Harriet McFadden's family since 1936 when the house was completely restored. The house was built in 1910 and sits on 5,000 acres. This beautiful property is a quail hunting site and also hosts bird dog field trials. The preserve consists of mature hardwood and planted pines, interspersed with pastures, open fields, and lakes. Wildlife is abundant, and many deer were spotted fleeing the commotion of the hunt. The jumps are coops and offer the first field a challenging ride.

There were four carriages present, joined by two tally-ho wagons pulled by farm tractors. The wagons stuck to the farm roads and enjoyed the luxury of refreshments along with beautiful views of hounds and riders. The four carriages, driven by ladies of Nashoba, were all hitched to sure-footed Welsh ponies that did everything but jump! The footing was firm and the drivers, while avoiding interfering with the hunt, missed none of the excitement.

All four drivers are from Olive Branch, Mississippi, and are long-time drivers and members of Nashoba Carriage Association. These ladies also compete in the Nashoba Carriage Classic, celebrating its twentieth anniversary this year on October 18-20.



Huntsman Susan Walker and the hounds didn't find their quarry, but the field and hilltoppers enjoyed a beautiful day.

Ann Kimberlyn drove Lyric, her bay pony. Joanna Wilburn drove Rollingwoods Back in Black, Claudia Mangum drove Rollingwoods Berry Last One, and Wanda Chancellor drove the third gray gelding, Rollingwoods Moving on Up, with Tonna Bruce on the backstep. Other Nashoba members present for the day were Mrs. Imogene Erb who started hunting to the hounds in the 1940s. Cathy Livermore, Ross Herrin, and Paul Ince were present on the tallyho wagons with children and grandchildren.

It was a glorious day in the fields of Birdlands, but the riders, drivers, and horses turned back to the main house knowing it wasn't over yet. By 2:00 p.m., the horses were untacked, and hungry drivers and riders assembled at the beautiful McFadden home for the traditional Hunt Breakfast. Chairs and tables were set up on the lawn as well as on the porches. The feast consisted of French toast, biscuits with ham and turkey, cheese grits, fruit salad, apple cake, and other delightful sweets.

While the quarry (gray fox, red fox, and coyote) remained in their holes on this beautiful day, no one complained. It was a gorgeous day with wonderful horses and horse friends. And that's what all equestrian disciplines are about! ☺



After the hunt the group gathered on the porch of the McFadden home for a traditional Hunt Breakfast.



The four carriages line up in front of the McFadden's Birdland Plantation home.



Tanner is an up and coming junior driver, posing with Wanda Chancellor's pony Rollingwoods Moving on Up (Uppity).



The carriages followed at a safe distance so not to interfere with the hunt

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Photo by Kelly Butler

Horizon Structures Presents Series:

How to Maximize the Quality of Life For Your Mini Equus Herd

Nikki Alvin-Smith

THE CUTENESS OVERLOAD OF MINIATURE horses, mini miniatures, donkeys, mini donkeys, and ponies photos, flood social media platforms for good reason. The smaller equus is extremely popular.

Caring for these canny critters can be more complicated than it at first appears. Their digestive and immune systems may require special attention. It is very easy to overfeed a mini and grazing may need to be minimized by using muzzles or limiting grazing time. Minis are very efficient at utilizing small amounts of calories. For breeders, keen attention is required during foaling out as miniature horses may require more assistance than their larger horse counterparts and cesarean section is not uncommon. This is due in part to the discrepancy in the mare's pelvic size and the size of the fetal head.

So while these wee beasties can thrive with a simple set up such as a small pasture, run-in shed, and supply of fresh water, grass and/or hay, there are times when a horse barn would provide a mini horse haven for both equus and their human caregivers.

Just because your horse size is a scaled down version doesn't mean you have to scale down on the quality of the abode that you provide. A well-designed

structure that accommodates the miniature equus special needs not only provides a welcome reprieve for the animals from the hot sun and harsh winter wind, it can also offer a room with a view and a place to recover from illness, receive a dietary break from grass overload and give the horse owner a place to prepare their herd members for sale or show.

The structure to house any type of mini equus should offer just the same snow load protection, quality craftsmanship, and maintenance free siding options as its larger equine cousins enjoy.

When you 'burrow' into the matter of miniature horse care you may be surprised at how affordable and how available a quality horse barn can be for your herd. The modular horse barn is the perfect option. Not only can it be customized with stall sizes, door, and window heights, the modular barn also offers the horse owner the additional benefit of mobility. The building can be moved as needed, even to a completely new property if required. Many horse rescue groups take advantage of this flexibility, as their needs change over time. Unfortunately, the same cuteness that has us tagging photos of donkey and miniature horses with 'likes' and 'loves' on social media also



Small equines like to 'look out the window,' as well as their taller friends do.

impacts these little creatures' lives as it makes them extremely popular with neophyte horse owners who sometimes discover that ownership of any equus comes with sincere responsibility and give up on their newly acquired pet.

So while adding a calf hutch or two to the paddock might be used as a shelter for mare and foals or herds of miniatures, the need for a proper horse barn exists that is tailored to the needs of these breeds. Predation by coyotes, mountain lions, fisher cats and even terrorization by neighborhood dogs, are all factors to consider for the safety of your miniature horse.

If you run a miniature sales operation, you can guarantee that the adorable vision of a line of tiny horse heads over appropriately sized stall doors will have your prospective purchasers 'foaming at the bit' to buy. For rescues, an agri-tourism visit that captures this endearing equus delight can raise much-needed funding.

In any event, every little critter deserves to see the light! ☺



Miniature horse's digestive systems require special care.

The article on page 38 is brought to you courtesy of Horizon Structures Inc., Atglen Pennsylvania – Modular horse barn and indoor riding arena specialists. Horizon Structures also offers both residential and commercial kennels, coops, multi-use structures, and playsets. Please visit www.HorizonStructures.com to learn more.

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Headquartered in South-Central Pennsylvania, Horizon Structures, LLC is owned by Dave Zook. Dave was raised in the Amish tradition and grew up working in the family-owned shed business. He started Horizon Structures in 2001 in response to an ever-increasing customer demand for high quality, affordable horse barns.

For additional information about the company or their product line, please visit their website at <https://www.horizonstructures.com>

About Nikki Alvin-Smith: International and national published freelance writer and photographer in such world-renowned publications such as *The Chronicle of the Horse*, *Horse and Hound*, *Dressage and CT*, *Warmbloods Today*, *The Horseman's Yankee Pedlar*, *Reiter*, *The Equine Journal*, *Spur*, *Hoofprints*, *Horsin' Around*, *Horses All*, *Field & Stream*, *Western Horse and Gun*, *Pony Quarterly*, *Horses All Canada*, *Catskill Horse* to name a few. Ghostwriting, blog services, PR/Marketing copy either direct with the manufacturer or for agencies, copy editing and editor services also available. Nikki also produces catalog copy, white papers, e-books, corporate brochures and advertising copy for international corporations and PR/Marketing for celebrities.

As a Brit who has called the America home for the past 34 years, Nikki brings a unique perspective to the equestrian world. Nikki is also an accomplished Grand Prix dressage trainer/competitor, competing at international Grand Prix level to scores over 72% and is a highly sought clinician offering clinics worldwide. She has been a horse breeder/importer of warmblood and Baroque breeds for more than 25 years. Together with her husband Paul who is also a Grand Prix trainer, they run Willowview Hill Farm, a private dressage breeding operation and training yard in the beautiful Catskill Mountains of New York. Please visit <https://nikkialvinsmithstudio.com/> to learn more about her affordable services.



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MYOPIA DRIVING CLUB

When was the club formed?

The Myopia Driving Club was founded in 1976.



One of the Myopia Driving Club's activities is an Estate to Estate Drive. Kat de Lacy and St. Nick pose at the Waldingfield estate.

Purpose of the club or mission statement:

To encourage and to promote the sport and the traditions of driving through a regular program of activities and through mentoring new drivers, all with concern for the safety of people and animals.

Principle state/ geographic region:

Eastern Massachusetts, New Hampshire and Southern Maine



Kim and Bob Porter participated in the Myopia Halloween Drive in 2017 with their Chincoteague pony, Thunder.

How many meetings per year are held, when and where?:

10-12 meetings or activities are scheduled each year: one per month. Some are at member's homes, especially during the winter months. Other meetings are horsed for clinics, game days and pleasure drives.

Number of members:

52 active, and 13 members emeritus and honorary members, and 6-8 provisional. New members must be proposed and mentored, and are encouraged to be active participants in local driving activities.

Type of activities:

Instruction with speakers or activities; CAA Level 1 & 2 Proficiency preparation, clinics, pleasure drives in parks and an annual house-to-house drive and a Christmas party. Club members volunteer in support of the Waldingfield DT which benefits the local Trails Association, and in the past for the Myopia Driving Event and USEF training sessions.



Sue Rogers and her new pony Aurora.

Does your club have a website?

Yes, www.themyopiadrivingclub.com and a Facebook page.

Current officers:

Holly Pulsifer – President; Kim Porter – VP of Activities; Susan Koso – VP of Communication; Valerie Giacalone – VP of Hospitality; Amy Barton – Secretary; Treasurer – Amanda Smith; Members at Large – Judy Milano, Linda Wilking; Nominating Chair – Marc Johnson; Membership Roster – Judy Gregg



Diego Rubio and his mom Stephanie Moses at Waldingfield 2017.

Member accomplishments:

Club members have been very active in the leadership of the American Driving Society; the club ran numerous Organizers' Clinics and meetings for ADS, ran a premier CDE from 1975-2000 which refined U.S. Combined Driving rules, and created and refined the rules for Arena Trials (Marc Johnson and Susan Koso), and Driving Trials (Nat and Holly Pulsifer). Current membership is primarily non-competing. Members on past U.S. teams include Deirdre Pirie, Marc Johnson, Bill Lower, and Charlie Cheston.



Former club president Marc Johnson made this obstacle for the Waldingfield Driving Trial. It is made with portable elements and is sited on the historic (founded in 1638) Appleton Farm, a frequent location for club activities.



The Great Lakes Carriage Classic

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Dressage & Cross Country Obstacles

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Kathy Courtemanche

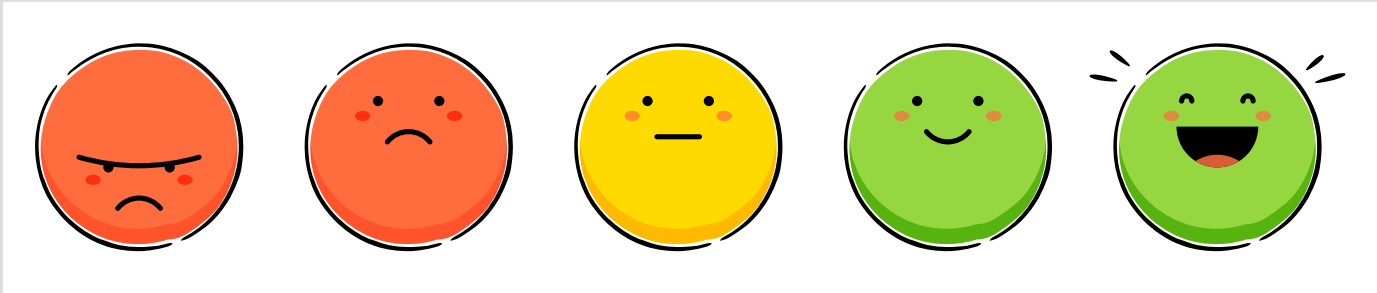
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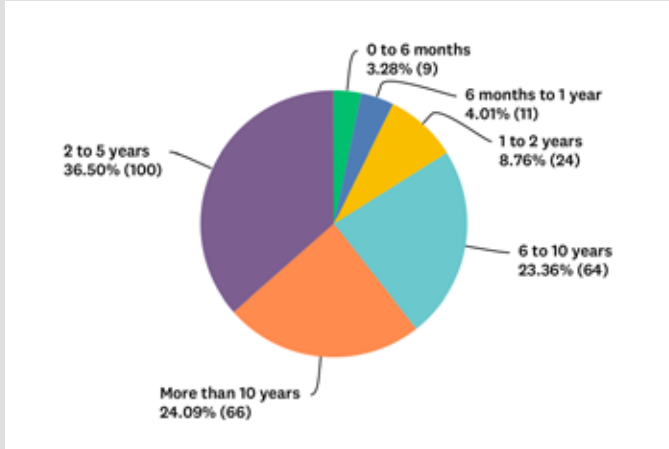
Lexington Carriage Classic

Survey Results

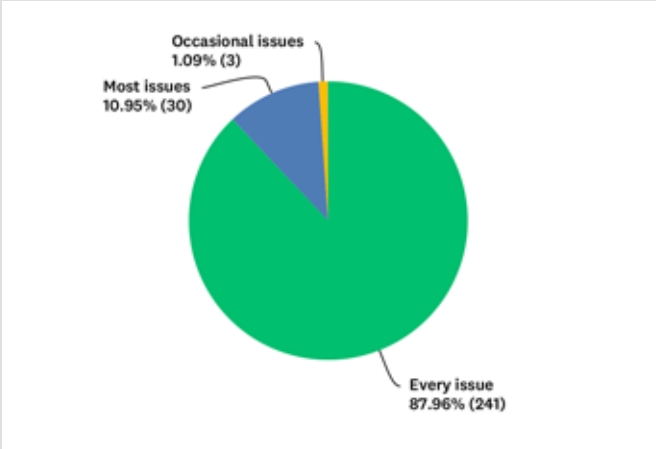


In December we sent a Reader Satisfaction online survey to all current subscribers for whom we had email addresses. The purpose of the survey was to learn what readers liked, what they didn't, and how we could improve *Driving Digest*. We also wanted to know who our readers are and a little bit about them so we can share the information with our advertisers. Here are some of these results.

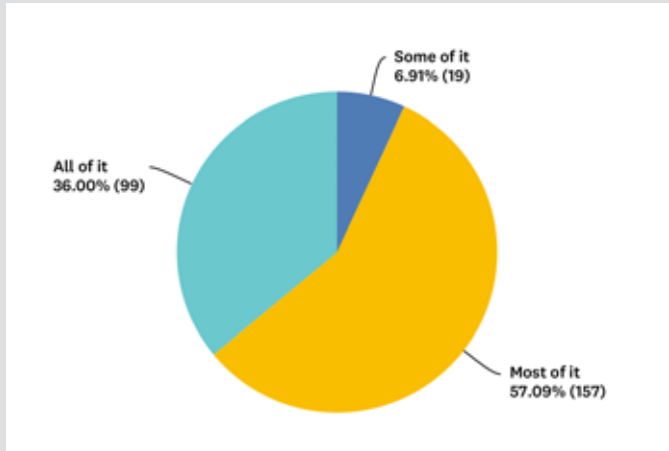
How long have you been a subscriber of Driving Digest?



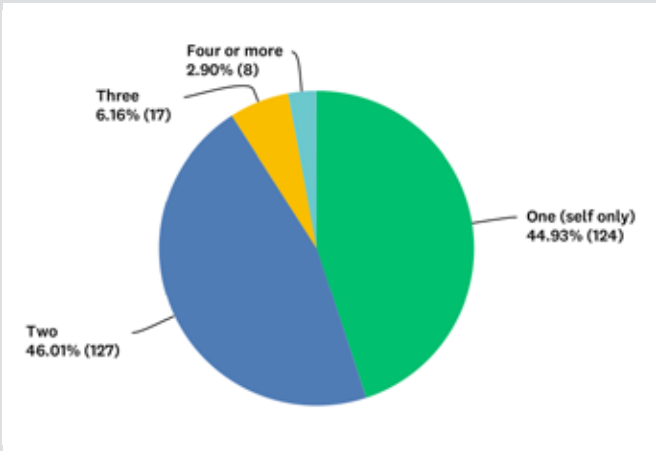
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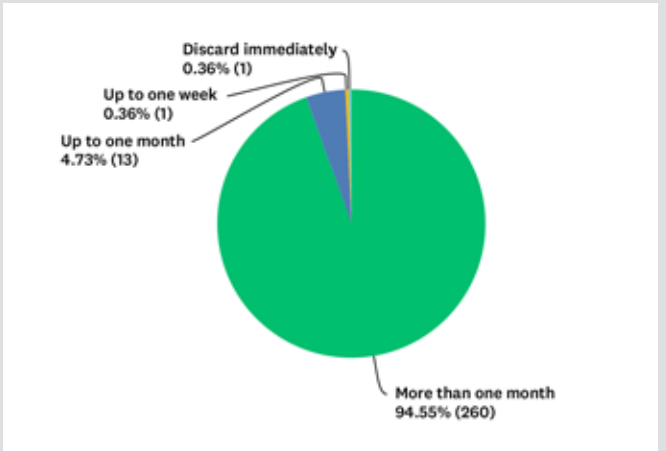
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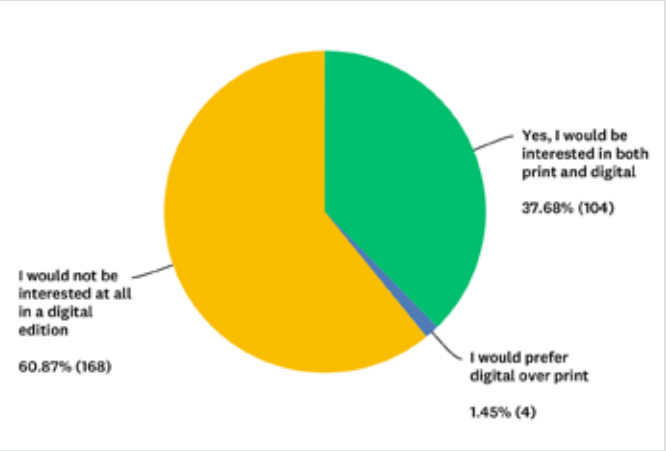
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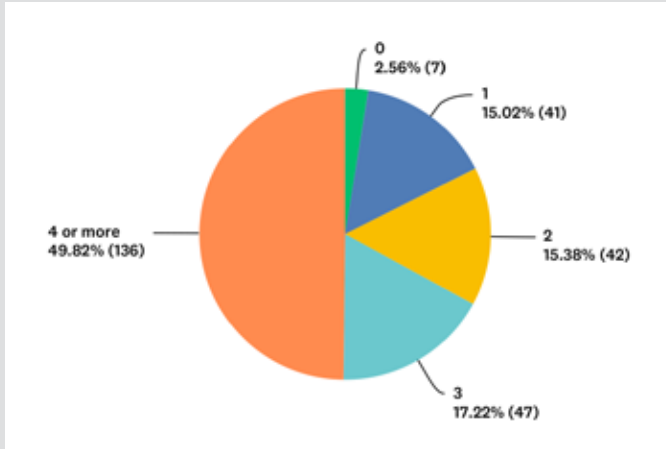
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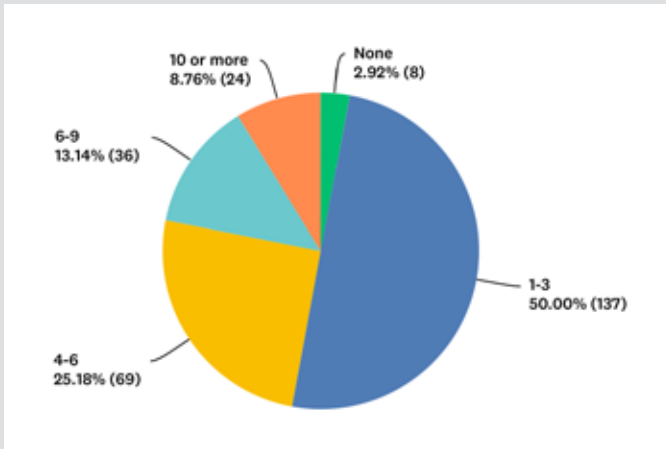
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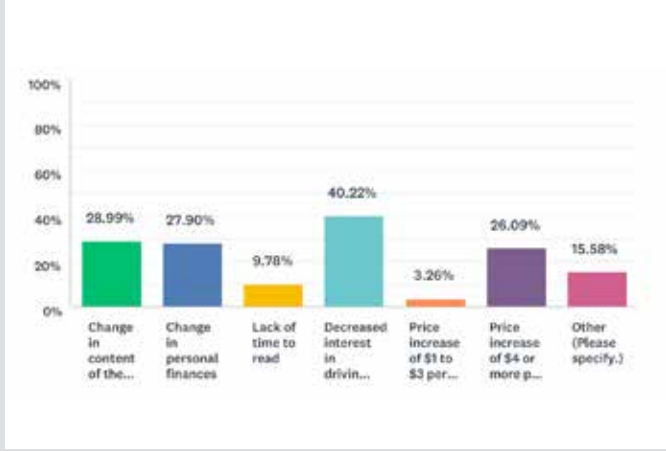
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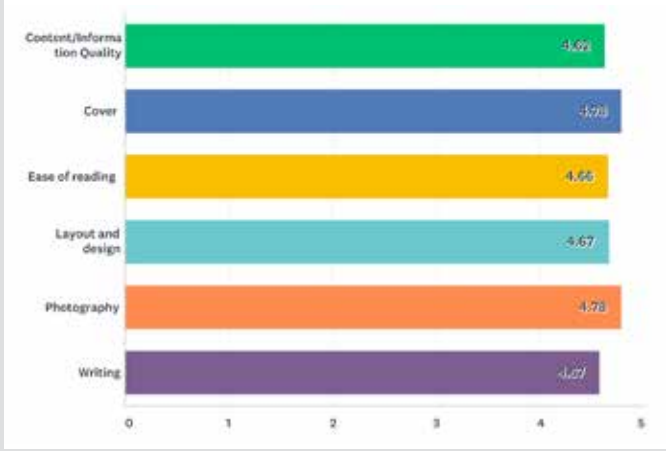
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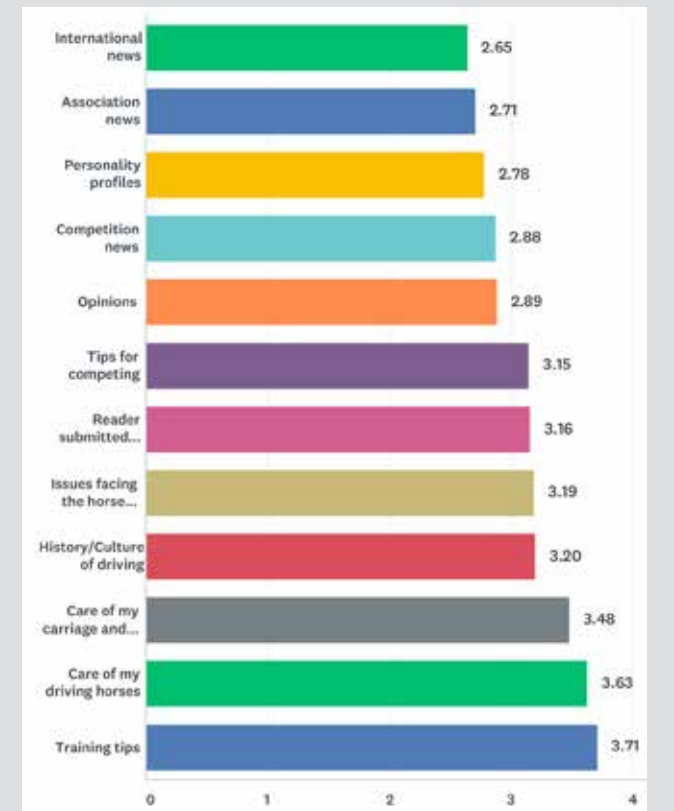


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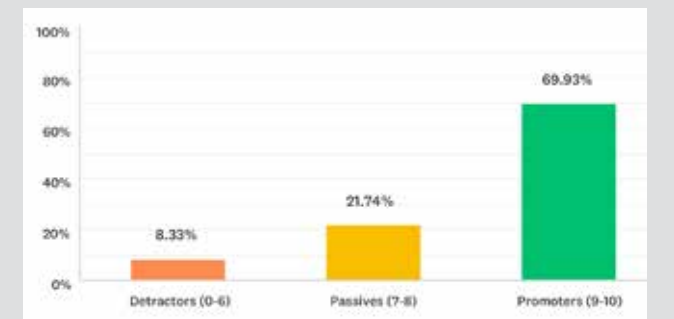


Survey Results...

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Correction and apology

We unintentionally did not give photo credit to Marie deRonde for her beautiful photos that were published in the November-December issue of *Driving Digest*. We always want to recognize the talented and wonderful photographers who make each issue of *Driving Digest* so special.



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FAMILY ALBUM



▲ This is Linda Petersen's VSE, 15-year-old Kateland's Diamond in Disguise (AKA Dually) relaxing after the turnout class at Orleton Farms Pleasure Driving Show last year. He was reserve champion. PHOTO BY JODIE SZARMACH PHOTOGRAPHY.

▲ JudithAnn Hartman is driving Section A Welsh Pony half sisters Severn Hollyberry Bow and Severn Festive Bow at a Welsh Show at Bel Air, Maryland. They are the 2019 WPCSA National Multiples Pleasure Driving Champions. The groom is Margaret Hartman, so it is sisters driving sisters. PHOTO BY KATHRYN SOUTHARD.



► Ingrid Moulton Nichols is driving her two Shires, Sexy Remy and Crusader, in the Woodstock, Vermont, Wassail parade last December. They won first place for best horse-drawn vehicle.



◀ HB Hunter is on the back step with his daughter Olivia driving their Dartmoor pony Poptart. "Driving is a family affair at our farm in Concord, Virginia. Olivia is seven years old and will tell you her favorite speed is the canter." PHOTO BY DANIELLE HUNTER.

► Rachel Eldred drove Tony (leader) and Cherry (wheeler) at the Equestrian Institute CDE in Washington last August in the Preliminary Tandem VSE class. Rachel and her navigator Sue Billings are both from Vancouver Island, British Columbia. Rachel said, "We had a 'tandem moment' in the middle of the cones course, but all ended well." PHOTO BY PIP BRECKON



▼ Karen Leach and Marion Weeks enjoy a drive with Karen's Haflinger Ben. PHOTO BY NATE WEEKS.



▲ Jessica Reuterskiold drove her 20-year-old Norwegian Fjord mare, Wood's Kandi, at the 2018 Villa Louis Carriage Classic in the Utility Vehicle Cross-Country Pace. PHOTO BY RICHARD CARLSON



► Sally Lawing drove her Friesian Natasha at the Lorenzo Driving Competition. Her groom is Gloria Howell. PHOTO BY LISA CENIS

Driving Digest invites you to be a part of the *Driving Digest* Family Album. Email your photo (with permission and name of the photographer) with a 25 word or less description to annpringle54@gmail.com. Space will determine how many can be used. Please make sure not to minimize your photos when sending them by email.



by Marcie Quist

An American Abroad

Shopping for a Boarding Barn

I ARRIVED IN GERMANY AND KNEW THE HORSES were coming, so the first order of business, after I found a place to live for myself was to find a boarding barn (called *Pferdepension* in German) for the horses. I talked to Peter Tischer, the only local German driver I knew and asked around at the driving shows when I was volunteering last summer. I was able to confirm: there are no driving barns in my area. Great – now what?

In the end, I found a boarding barn. Armed with a map (to know which way I was going), a European Garmin (to get me there) and my little German car named Rudi (who eats very little diesel) off I went with a packed lunch each day for many trips around the area. I drove all over the place until Goldilocks found the perfect place. It's perfect for the horses, but still, a bit of a challenge for me as the owners are not fluent in English and I am far from even conversational in German. To communicate my needs, I find the great Germans who are very fluent in English or text in German. At least it is teaching me to read in German.

But I am getting ahead of myself. Like everything else these days, my search for a barn began on the internet. However, that task is grander when you are in a foreign country and using a foreign language. So the first order of business was to find local horse people who spoke English to help me out. Sure enough, there is a Facebook page of American military people in my area who are on Facebook as “Horse Lovers in the KMCC” (Kaiserslautern Military Community). From there, I ‘met’ several people, especially Jessica, who gave me a complete listing of the local stables and most importantly, the background on each one. She also gave me the internet website for ‘STALL-FREI.de’ a ‘barns looking for horses’ website.

My next job was to research the barns on the internet and on Google maps (with satellite views to see if there were turnout and trails.) As I studied (and consulted with my horse friend Jessica), I learned that there is summer

and winter pasture for horses when they are not staying in a ‘horse box’ (stall). As a person coming from Southern Pines, North Carolina, who keeps her horses out at all times, summer pasture means green grass and winter pasture means pasture where you provide hay as there is no real green grass except planted rye (grass that looks green but has little feed value.) Neither one of them means anything about the change of footing as North Carolina footing is perfect year-round because the ground never freezes and it's never muddy.

Well, this old dog had to learn new tricks. In Germany (and a lot of other places in the horse world) summer pasture still means green grass and winter pasture means a mud hole. It's important to understand the typical German winter weather. It's damp and chilly. And the temperatures float between 30 and mid-40s most days. My friend Natalie from Wisconsin and I (because I used to live in Montana) agree it is not that cold. Rather, is almost always cloudy, damp (with fog, mist and a bit of

rain many but not all days) and nothing ever dries out. So the pastures suffer if not protected. To manage the mud and avoid destroying the summer pastures, many barns either do not turn horses out at all in the winter, have large loafing sheds without stalls, a ‘courtyard’ of cement (or stone of some kind) or have individual runs off the ‘box’ that are brick or cement and are about twice the size of the stall.

In choosing the right place for my ladies, I had to decide my preference and suitability for their needs. Given that they had always lived outside and do have some allergies, I preferred them to be out as much as possible. Also, because they have always been turned out with other horses, I liked the idea of them enjoying the herd life. Of course, good horse care and trails to drive on were paramount. It became clear however that the wish list of a driven dressage ring and cones field were out of the question. Land is at a premium here, and open ground for a dressage ring and cones was just not a priority to anyone else but me.

The next consideration was services. Most barns provide all hay, bedding and a basic grain called muesli. From there the options could expand to special treats, supplements, and additives but just as in the U.S., these are added by the owner. However, there is a wonderful system at some barns to assure carrots are in abundant supply. Each week for only six euros (about \$7.50) 50 pounds of small carrots are delivered to the barn. Given that the weather is cool they keep well. The hay I saw in most barns was excellent quality grass hay. Alfalfa did not seem to be a typical horse feed in my area. The summer pastures generally were paddocks or small acreages of grass of various sizes, usually fenced in hot wire. Some had horses go out in large groups, and some had individual turnout. The winter mud holes are small, reduced pastures, fenced with hot wire and mostly mud. I don't think I ever saw a wire or wood fence or real gate.

The level of cleaning also varies significantly by barn. Some bed heavily once each week and only clean the stalls by removing the stall walls and pulling a tractor down through the stalls to remove all bedding. Some clean most days but not on Sundays or German holidays, and others provide daily cleaning. Most barns I saw had straw for bedding but would offer shavings for an extra fee.

It also appeared that most barns automatically offer additional services for assistance with the vet and farrier and routinely worm and vaccinate all horses several times a year to keep a balanced herd. In addition, most boarding barns also offered several forms of exercise for the horses like treadmills, hot walkers (*Laufmaschinen*, walking machines), and usually an indoor and outdoor arena. Also, most barns are linked to the excellent miles of trails the Germans have and use daily.

To keep your equipment and tack, most barns provide a *Schrank* – a wardrobe to hold all of your necessary horse stuff.



Waiting to be groomed, the horses spend the night in open air stalls under a shed roof.

Schränke are standard in all rooms in a German home too. It is highly unusual to have a closet in any room in a German house. The Germans see them as a waste of good space. Generally, the horse boarding *schränke* are in a large heated room with low lighting and lots of stuff around. Secured by a padlock, these old eyes struggle to get the combination right each evening!

In looking for the best barn for the ladies, I found one that offers full-time (day and night) summer pasture in large fields (5 to 10 acre pastures) in a large group of mares or geldings – (no mixing of the genders!) In the winter, I understood they would be stabled during the nights in open air boxes under a shed roof. The ‘barn’ was still very open and airy with a central courtyard in between to tie horses up for grooming and saddling. It all looked really good in October before it started to rain.

When the ladies finally arrived in December, it was winter. Now the lovely grass fields stand empty with small concentrated groups of horses in small mud holes with plenty of good quality hay. So that was a quick lesson in the difference of summer and winter pastures.

The ladies are now here and settled. They are on winter pasture (small mud hole) during the day and in the horse box at night eating lovely grass hay and so tightly bonded they can't yet leave each other's sight. That is improving, but they do attract unwanted attention from other horses owners as they act like the other one has left for the slaughterhouse when they are out of sight of each other!

Next time – buying a horse trailer and shipping the American pickup truck. ☹

During the day, the horses are turned out.



A 50-pound bag of carrots is delivered to the barn.



A *schrank* is a locker to store all my horse stuff at the barn.



by Diane McKay

Longears

Wagons Ho!

THE DEFINITION OF A MULESKINNER IS, “ONE who trains mules to drive.” There is an old saying that goes: if a mule doesn’t respect you in the barn, he surely is not going to respect you in the field. In other words, if you don’t have that bond and connection with the animal, you will likely have trouble.

Owning mules and donkeys is not for the faint of heart. It takes a special love, admiration, appreciation and maybe even the approval of each other for the relationship to be devoted and long-lasting. It also helps to have a deep understanding of how the mind of a longears works.



Right: Wayne Hussey and his team of Belgian molly mules in the Farmers Day parade.

Below: A closer look at the harness for the team.



Like many people, Wayne Hussey started with Quarter Horses. He and his wife Janice competed in events like barrel racing and game classes. They were good at it and were always in the ribbons. Their daughter, Jennifer, is also an avid Western rider and is a respectable driver in her own right, according to Wayne.

Sometime back in the 1970s when his horses died out, he decided to give up the horses and showing and switched to mules. Born and raised in Seagrove area of Randolph County, North Carolina, the transition was a natural one as he remembers how his father farmed with mules, as most country folks did.

Then in the early part of the 1980s, Wayne teamed up with local attorney Jim Van Camp who resides in Vass, North Carolina. Jim had

a team of four mules and a few beautiful vehicles. Together with Wayne’s expertise with mules and carriage driving, the duo logged many miles during the following decades. Wayne usually drives the Belgian molly (female) mules as a four-in-hand but also sometimes as a pair. Mabel and Jane, the two remaining of the original 4-up team, are now 22 years old and are his wheelers. His current leaders are Bonnie and Josey, the youngsters who are 10-years old. He still has Pat, who at 31 years old is now retired as of last year, the only one left from the early team.

Besides showing in state fairs, their travels took them to competitions where mules and donkeys reign such as The Great Mule and Donkey Celebration in Shelbyville, Tennessee, the Houston Livestock Show and Rodeo in Houston, Texas, and the five-day Bishop Mule Days Celebration in Bishop, California, to name a few. They also competed at the Devon Horse Show and Country Fair in Devon, Pennsylvania during the 1990s and for many years at the Oak Ridge Horse Show in the northwest portion of Guilford County. At one time, Oak Ridge was the largest horse show in the state of North Carolina but its 68 years of history came to a close in 2012.

Wayne proudly fills his living room with a multitude of ribbons and trophies along with many framed photos of his most memorable competitions and events. In 1994, the team entered in the annual Tournament of Roses Parade held in Pasadena, California. The long trek from the east coast was worth it to participate in such a prestigious affair. The parade route that was 5.5 miles long consisted of more than 110 entries and was an experience they will never forget. Old Pat and her partner Lou, who has since passed, were part of the hitch for this parade from long ago.

During their days of showing together, Wayne often used a dog cart that was owned by Jim for the pleasure shows and obstacle and cones classes. In the early years, Jim bought an old authentic Omnibus from a man in Asheboro, North Carolina. The vehicle was in such terrible disrepair that the man tried to dissuade Jim from purchasing it. But Jim fell in love with it and wanted to bring it back to life. He even found mahogany boards overseas to have it restored. In 1995, the late Danila Devins painted a watercolor of Wayne and a pair of the mules pulling the Omnibus in front of the Carolina Hotel in Pinehurst. Sometimes they drove in the Carriage Classic pleasure show parade and once in the Moore County Driving Club’s Christmas Carriage Parade many years ago. The vehicle was a sight to behold, but when Jim decided to retire from mules and show, he sold the Omnibus at Martins Carriage Auction in New Holland, Pennsylvania.

Nowadays, Wayne continues to show in the North and South Carolina state fair events driving his big hitch wagon that can hold 12 people. You will always see him driving it on the first Saturday in August at the annual Farmers Day Parade in Robbins, North Carolina, an event that was started by his father and two uncles 63 years ago. Uncle Curtis Hussey, who was devoted to pioneer living, came up with an idea to hold a parade to emphasize the rural farmer and his place in society. In 2010 Farmers Day was rated by the Southeast Tourism Society as being in the top twenty events and now runs for three days. The all-equestrian parade consists of several hundred riders and drivers and all sizes and breeds of equines partake in it.

Wayne has been participating in Farmers Day since its beginning and never misses a year. Many people come far and wide to be in the parade that also includes a contest with 21 categories.



This painting by the late Danila Devins is of Jim Van Camp driving his restored Omnibus in front of the Carolina Hotel in Pinehurst, North Carolina.

Like many of the local people, he drives his rig to town from home and then back again. The September Benson Mule Days event in Benson, North Carolina, is another yearly occurrence he and others also never miss. As part of the ritual, he joins up with friends and forms a wagon train to make the five-day trip, camping along the way. After the horse show on Friday and the parade on Saturday, he calls it a day and has his daughter comes with the trailers for the trip home.

When not driving in parades or showing at the state fairs, Wayne uses his mules to plow some of the fields on his or his mother’s land as a hobby. Sometimes he and the mules turn the land on foot, but if he gets tired, he’ll hook up a single or a pair of mules to a seated plow and continue.

“Jim was always so good to us; if it weren’t for him we would never have been able to do all that we did or go to all those places with the mules,” Wayne recalls.

Watching Wayne drive his mighty team of mules either down the road or in the show ring is like watching poetry in motion; he makes it all look so easy. At the end of February of this year, he retired from his years of service with the Randolph County school system, and will now have even more time to devote to his beloved mules. Ω

Photos by Diane McKay



On a frosty January morning, Wayne and his mules break up the cornfield that they will plant in the spring.



by John Greenall

Research: John Greenall
Author: Sue Greenall

What's **Right** About This Turnout?

Driving a Four-in-Hand Through the Century

THE NEW YORK COACHING CLUB WAS THE FIRST of its kind in America. Founded in 1875 in New York City, the club still exists to this day. This club was organized to promote four-in-hand driving as an art form and also a prestigious sport. The membership was limited to only gentlemen who drove coaches, thus making membership exclusive to those few sportsmen capable of this. The Four-in-Hand Club of Philadelphia held its first outing in 1891 and was also limited to gentlemen driving coaches.

The formation of these clubs was timely, as trains were providing faster and more comfortable public transportation. The decline of the road coach, both in Europe and America, was inevitable and the clubs ensured that the tradition of coaching would live on. Such clubs suffered over the years for lack of members. The Four Horse Club, established in 1808 in

England, had but a few remaining members in 1854. *Baily's Magazine* stated, "Attempts to revive the coaching clubs were lame at best and drags could be counted on the finger of one hand." However, the diehard coach drivers managed a comeback and established The Coaching Club (England) in 1872.

History shows that women were not unheard of driving a four-in-hand. In 1906 women's driving had become acceptable and the Ladies' Four-in-Hand Driving Club had its own annual parade. Mrs. Tommy Hitchcock (née Eutis) had first driven a four in France when it was still regarded in New York as "disreputable" for a lady. She is credited with introducing driving in New York as well as riding astride. The ladies even established a women-only club in 1903 called The Colony! (Good for them as women did not get the vote until 1920!)

Pastel colors are indicative of this spring meet. Photo by Ann Pringle



The Manual of Coaching (Fairman Rogers, 1899, Phila.) is an edifying plunge into the era when driving a four-in-hand was indeed a sport. The book covers everything from biting horses to the maintenance of the coach. It is a must-have for anyone driving a four-in-hand.

In 1910, the New York Coaching Club and the Ladies' Four-in-Hand Driving Club held their last traditional spring and summer parades in the city and again experienced a decline. Coaching at shows remained popular, but regular outings ceased.

When the Coaching Club was formed in 2000, a lot of history and two World Wars had transpired, making the driving of a four-in-hand even more inimitable. Very much in tune with the sport of driving was George "Frolic" Weymouth in Chadds Ford, Pennsylvania. He hosted a sporting drive to the steeplechase races at Winterthur every spring, which attracted the best of the sporting drivers in the United States. Frolic was known for his snappy four of bays and adventurous routes through the area, including a ford through the Brandywine River. Some unfortunates found the challenge above their ability and loose horses and stranded carriages were not uncommon.

As a member of both the New York Coaching Club and the Coaching Club of England, Frolic recognized that many able drivers were excluded from membership as some were women and others did not own a coach. He rectified this by forming the Four-in-Hand Club and did the sport a great favor. The club was inclusive to both men and woman with an emphasis on having fun while driving. All members were to conduct themselves in a gentlemanly, or ladylike, way and care for their animals with pride and keep safety as the number one importance.



Claire Reid is the current chair of the Four-in-Hand Club and is the host of a meet of the club at her farm in Southern Pines, North Carolina. She drives Welsh ponies. Photo by Ann Pringle

The rules for coaching and driving a four-in-hand were passed down through the decades thanks to these clubs. They are found today in the ADS rulebook appendix PD-C, "Turnout and Appointments." Coaching and four-in-hand classes are held at a variety of shows throughout the country with participants dedicated to correct appointments and procedures. The original list of coaching appointments was not created for show purposes, but rather for 15- to 25-mile coaching runs which were very much part of the sport in the 1800s. Spares, if you ever wondered where they originated, came from necessity should equipment break or fail. Fairman Rogers states "the use of these articles shall be referred to in the Chapter on accidents!"

The Four-in-Hand Club does not require members to compete. It schedules five to seven activities a year revolving around events such as the races at Saratoga and meets at private farms. Members are willing to transport across the country to participate in such events.

By opening the club to all drivers with interest in four-in-hand driving the sport

has grown to over 70 members. While the traditions of the New York Coaching Club remain to gentlemen who drive a coach, the expansion of members in the Four-in-Hand Club offers an excellent variety in turnouts. From a four of Welsh ponies put to a dog cart to Fjords and Haflingers to sporting vehicles to high stepping Hackney horses, the love of driving a four encompasses them all.

Claire Reid, current chair of the Four-in-Hand Club, is shown driving her four of Welsh ponies to a dog cart. She has chosen formal collars for the harness yet uses informal livery as she is on a pleasure outing. She and her passenger are attired in summer pastels with coordinated straw hats as one would wear to a picnic. ♪

Four-in-Hand Clubs in North America

The New York Coaching Club

The Four-in-Hand Club

The World Coaching Club
(women only)

The Four-in-Hand Club of Philadelphia



by Andy Marcoux

For the Sport of Carriage Driving

Refreshing Fundamentals

EARLY SPRING IS THE TIME OF YEAR THAT MANY drivers are getting their horses and ponies back to work. The novelty of getting back in the carriage can make focusing on anything specific a little challenging.

Revisiting fundamental skills is always a great place to start the season. The exercises that focus on fundamental skills tend to be simple and easy to accomplish. This can give you a good sense of direction without being overwhelmed.

Regaining Proficiency

No skillset with horses could be described as ‘one and done.’ Any skill takes training over time to develop proficiency. Proficiency, however, doesn’t last forever. The skill needs to be revisited regularly to be maintained.

When you haven’t practiced a skill for some time, it takes a little time for that skill to come back to you. You may never forget all together how to ride a bike, but it takes a few spins around the block for it to feel natural.

The fundamental skills that you and your horse share are no different. By the end of the season, you probably don’t have to give them a second thought to perform well. However, at the beginning of the season, they probably need a little brushing up.

The nice thing about these skills is that it doesn’t take much work to feel comfortable with them again. Here are a few suggestions to help you and your horse knock off those cobwebs from a long winter’s nap.

Standing

There isn’t a horse in the world that won’t benefit from revisiting the skill of being still. For carriage drivers, this skill is especially important because of the risk involved during hitching and unhitching the carriage.

Devote some time before your horse’s work to practice standing without being held. You can do this in the grooming area and again in the hitching area once he’s harnessed.

When you’re fully hitched to the carriage, continue to stand still for few minutes rather than moving off the moment you’re seated in the carriage. Once you do start working, practice a few halts followed by standing on a loose rein.

This training carries over into your horse’s more active training modes. He is reminded to be patient and to wait for directions from his driver while working. Those factors improve the horse’s relaxation and receptiveness to communication with the driver.

Transitions

The next place to focus your attention is your horse’s transitions. Transitions require responsiveness to aids, balance, and coordination. They also can be somewhat physically demanding on the horse.

Start with basic transitions between halt-walk-halt and walk-trot-walk. Even if your horse had very crisp transitions in the fall, you should look for moderate transitions. He should be responsive, but not abrupt. At the other end of the spectrum, it shouldn’t take you 50 yards to develop a trot or grind down to a walk or halt.

If your horse is anxious and excited to be back to work, you’ll likely have to tell him to take his time through these transitions. If he lurches forward jumping into the upward transition, you’ll have to use half-halts before the transitions to remind him to take his time.

The lazy horse may need some reminders to get up and get going when you ask. It’s tempting at that point to throw away the contact through the upward transitions, but that often makes matters worse. Being consistent with your contact and half-halts on the lazy horse will remind him that he has to engage his hindquarters to push himself forward through the transitions.

Transitions to and from the halt should be made through the walk. That doesn’t mean one or two steps of walk, but a full stride (4 steps) or more. This applies even if you were regularly competing your horse at Intermediate or

Advanced level where you wouldn’t normally transition through the walk.

Transitioning to and from the halt through the walk gives your horse a chance to coordinate his balance and engagement through the transition. This allows him to build his fitness and improves the quality of those transitions. It also helps the horse to establish the best rhythm for completing those transitions.

Getting Straight

Straightness is an essential component of your horse’s balance. This goes beyond merely being able to drive in a straight line. It’s about having your horse’s hind limbs follow in the path of the fore limbs regardless if the horse is on a straight or bending line.

The first place to visit this is driving on straight lines in open areas. In a ring, you can use the centerline and quarter lines. Staying off the rail of the arena assures that the horse is following your direction for straight travel, rather than tracking the edge of the arena.

Observe if your horse’s haunches are traveling directly behind his shoulders, or just off to the side. If your horse is traveling crooked, start by checking for even contact on both reins as you half-halt and make transitions.

Don’t try to straighten your horse using one rein or the other. Trying to fix asymmetrical movement through asymmetrical aids only leads to more asymmetry. Do some transitions on the straight line focusing on your own symmetry to encourage your horse to carry himself evenly.

Large Flowing Figures

A horse is considered ‘straight’ in a turn when his back feet are landing on the same path that his front feet are traveling.

There isn’t a horse in the world that won’t benefit from revisiting the skill of being still. Devote some time before your horse’s work to practice standing without being held. You can do this in the grooming area and again in the hitching area once he’s harnessed.

In other words, the right hind should land on the same line as the right fore, and the left hind should land on the same line as the left fore.

Bringing the straightness into the rest of your driving can best be accomplished by using large figures. Once again, this is as true for higher level horses as it is for those who are in the more developmental phases of their training.


Broad bending lines allow your horse to adjust his balance so that his hindquarters continue to follow in the path of his front end. Make large circles with changes in direction that allow your horse plenty of time to shift from one direction to the next.

If you start the season by working on small confining turns, his hind end will likely drift to the inside or outside of the turns. That kind of work builds asymmetry into his way of going which can be hard to undo. You can begin to reduce the size of your figures when your horse is reliably traveling ‘straight’ on the larger ones.

Getting your horse back into work can be an exciting time. It’s always tempting to jump in that carriage and zoom off in whatever direction your whim takes you.

Taking the time to revisit some of the fundamental skills will pay off later in the season with higher quality work.



Your horse will be better balanced and more responsive to your communication. That will make driving more fun for both of you! 



by Hardy Zantke

From Behind My Splinter Bar

More Geometry and Other Tips

I PROMISED MORE GEOMETRY IN THE RING along with some other small pointers and reminders of some of the things we have covered already. So we will work our ways through the dressage tests. Today it is ADS Preliminary Test Number 3.

There is not much new in this test. We note, though, the slight difference between the second movement – coming down the centerline from X as usual and turning right at C – compared to the fourth movement, where we again come down from X and this time turn left at G with a half circle to H.

Well, friends, I had outlined previously, on this level that unless you are driving a pony or VSE, you are really allowed to make that second movement also like a half circle from G to M. So while the drawing of both movements does look a bit different, the way you drive it does not need to be all that much different, unless you drive a small pony. Then yes, you should have some steps along the baseline in the second movement, and not so in the fourth movement.

We also note the fifth movement is again the short centerline from E to B, which I touched on briefly in my last column on Training Level Test 4. As mentioned before, you can make the turns onto and off the centerlines just 20-meter radius quarter circles. So you can start well before reaching E and should get straight on the short centerline when you get to the quarter line. So from quarter line over X to the other quarter line you need to be straight, and then you may start your quarter circle to the right to reach that sideline beyond B.

Do make sure, you are straight and you are straddling X – especially if there is a judge sitting at E or B. The judge at C can't see how straight you are, but he can see if you straddle X, if X is marked properly. So that part is very important. Same as on all long diagonals; not straddling X usually costs you at least one penalty point. But as before, contrary to diagonals where I like to see your outside front wheels at the letter, that, of course, does not apply to

90-degree turns on and off-center lines, which you drive as quarter circles.

Next comes the downward transition to the walk at A. I have written about that before; timing is important. The judge at C can see this very well and wants to see the first step at the walk as the horse's nose reaches A. Keep the horse round through the downward transition, no head tossing, keep him on the bit but give your hand enough to keep him going forward.

The judge at C can't see how straight you are, but he can see if you straddle X. So that part is very important. Not straddling X usually costs you at least one penalty point.

Afterward, keep a nice walk through the corner with proper bending, get the front left wheel to K before you go onto the short diagonal and aim slightly to the right of B so that you can get your right front wheel to B. As your horse is straight, start giving your hand so that he stretches down and forward. Once his head reaches the sideline, you can take up on your rein again to start bending him along the sideline to have your wheel reach B and bring him back onto the bit.

Make sure you keep your hands and arms relaxed so that your horse does come back onto the bit but stays at the walk and does not think it is already time for the upward transition to the trot. That only comes after a few straight steps still at the walk, now on the bit and along the sideline from B. The test does not say how many steps you need to be on the bit and along the sideline before your upward transition into the working trot. Make it a few more steps if you are both good at it to show off. But if your horse gets antsy and anticipates the upward transition then go for it and pretend you wanted to do that after only one or two strides. Don't fight your horse. That would be worse. Try to keep him round and on the bit in the upward transition as well as afterward. No head

tossing as that would count against you as a resistance.

Now you have two corners to drive, all at the working trot, keeping your horse round, properly bent through the quarter circles for the corners. Try to get him to track up at least during the straight lines.

Go through the corner before H as usual so that you can get your right front wheel to H before going onto the diagonal. As that diagonal asks for a lengthened trot, and you do want to show a transition – a difference from what you did before – you should take your horse back ever so slightly during the corner, which you need to do anyway to keep him round and bending, but now you can add even a little more collection. That's showmanship, so then, once you are straight on the diagonal you have something to give with your hand and push him forward with your forward driving aids – voice and whip so he will lengthen, both in his topline, his neck as well as in his strides. Faster rhythm is not asked for and is a fault. Longer strides are what we would like to see, and he should overstride if possible.

Back to the geometry: Right front wheel at H for the start, then aim for X and straddle X, then aim for slightly left of F so that you can get your left front wheel into F.

Two more corners at the working trot – all as before – then short diagonal from K to X, left front wheel to K and then aim his head slightly to the right of X so that you can turn towards X when his head reaches the centerline and get him, as well as your wheels, nicely to straddle X and go straight towards C.

Halt at G – as usual – good round downward transition to the halt with his head over G and as square and as motionless as you can get him. As I have described previously, try to keep him

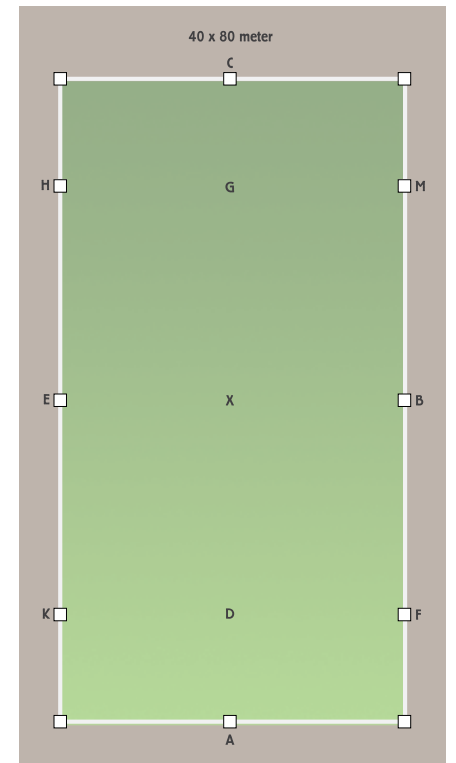
on the bit – and your foot on the brake if you have one, with the breeching tight so you can hold him between your hand and the breeching and prevent him from stepping back. The halt, as usual, is 3 to 5 seconds. Count them! Most judges do too. And count slowly: one thousand and one, one thousand and two, one thousand and three! That's good enough, but if he does stand nicely, why not give it the next two seconds too? Nobody gets faults for standing too long, as long as it is a good halt. But once he gets fussy, then don't try to show off.

Next, we have the reinback, 3 or 4 steps. Try to keep him round and make them each individual steps, no rushing back, no tossing his head up – that would be a resistance – and keep it straight. It's no big deal – at least not to me – if the carriage should jack-knife if you have a four-wheeler, or goes a little crooked if it is a two-wheeler. More important to me is that the horse moves straight, ideally with diagonal pairs of the legs.

Come to an easy halt at the end of the 3 or 4 steps, and then move forward again to G at the walk.

I know one very accomplished driver who does not like this movement and would like to see it off our test. She feels it is bad to ask the horses to go forward again for just the 3 or 4 steps and then to halt again. She would rather see the halt and reinback at X as we have in some other tests. But that doesn't work with this test when coming to X on the diagonal. People coming from ridden dressage usually have no big problem with this movement as it is known in ridden dressage as a *schaukel* – the German word for swing, as that's what it is. Halt, a few steps back and then a few steps forward and halt again.

The rest we have covered before. ◻



FEI Rule Change

A word now about a rule change affecting dressage: The FEI has gone to just two Collective Remarks, one for Driver and one for Presentation and has done away with the other three as they felt those should already be included in the note for each movement. The ADS has chosen not to follow the FEI with that – at least not yet – and so far USEF has not done so either. So for us, it all stays the same, except if we drive an FEI test – as those, when the organizer downloads them now from the FEI website, have only the two collective remarks left.

It is no big deal, the judges have three numbers less to give, but the organizer must make sure the scorer is aware of this and has the proper scoring program with the correct new factor for the tests. Otherwise, the penalty point numbers will be off. In general, I think, this may lead to slightly tougher FEI test scores, meaning slightly higher penalty points as some judges tend to be a little more generous with their collective notes than with the individual notes during the test, except when a test was truly awful.

So be prepared when driving FEI tests for perhaps slightly tougher totals. But since it's the same for everybody, it does not matter much, unless one compares average numbers through the years, or is trying to get below 48 penalty points to qualify for the ADS Dressage Gold Medal.

March

March 6-10 | Live Oak International, Reddick, FL. 786-303-2681, Damian@liveoakinternational.com www.liveoakinternational.com

March 16 | Windsor Driving Derby Q#3, Katydid Farm, Windsor, SC. 803-292-3064, www.katydidfarm.com

March 16-17 | Arizona Festival of Driving Show, Dale Creek Equestrian Village, Litchfield Park, AZ. Peter Atonna, mjatonna@gmail.com www.arizonacarriage.org

March 16 | Gladstone Driving Arena Driving Trial at Willow Brooks Farms, Catasasuqua, PA. John Hoffner, 484-550-9406, jph8941@gmail.com

March 19-22 | Topeka Spring Draft Horse and Carriage Auction, Topeka, IN. Rick and Andrea Welsh, 260-593-2522, info@topekalivestock.com www.topekalivestock.com

March 22-24 | Windsor Trace CDE and CT, Windsor Trace, Windsor, SC. Lisa Singer, 610-960-8695, chateaulog@gmail.com or Rebecca Gutierrez, 803-646-0462, rebgtutierrez2@yahoo.com

March 22-24 | Black Prong Driving Trial and Combined Test, Black Prong Equestrian Center, Bronson, FL. 352-615-6460, blackprongcenter@gmail.com Ellen Marie Ettenger, 352-615-6460, shorty1956@gmail.com www.blackprong.com

March 22-23 | Dixie Draft Horse Auction, Troutman, NC. 330-893-3541, www.dixiehorseauction.com

March 26-29 | Waverly Midwest Horse Sale, Waverly, IA. Ron Dean, 319-352-5804, waverlyhorsesales@waverlysales.com www.waverlysales.com

April

April 6 | Windsor Driving Derby Finals, Katydid Farm, Windsor, SC. Katydid Driving LLC, 803-292-3064, www.katydidfarm.com

April 11-14 | Southern Pines CDE, Carolina Horse Park, Raeford, NC. Kelly Valdes, 910-603-2449, fkvaldes@gmail.com

April 20 | Toad Hollow ADT, Toad Hollow Farm, Charlottesville, VA. Ann Sutherland, 434-823-1975, bvcrk4@aol.com

April 26-27 | Martin Auctioneers 48th Annual Spring Sale, Lebanon Fairgrounds, Lebanon, PA. 717-354-6671, martinauctioneers@frontiernet.net www.martinauctioneers.com

April 27-28 | NTW Sunrise Ridge Driving Trials and Combined Tests, Sunrise Ridge Ranch, Paradise, TX. Kate Morgan, 817-688-9580, katemorgan@gmail.com

April 27 | Beginning Carriage Driving Clinic, Motherfield Farm, Avon, NY. Sponsored by the Genesee Valley Riding and Driving Club. Jeffrey Kohler, Clinician. Danny A Harter, 315-945-8118, dannyannefarm@yahoo.com

April 27 | Topeka Driving Horse Auction, Topeka, IN. Rick and Andrea Welsh, info@topekalivestock.com www.topekalivestock.com

May

May 2-5 | The National Drive's Spring Fling, Hoosier Horse Park, Edinburgh, IN. Linda Sadler, 217-621-7845, thenationaldrive@gmail.com www.nationaldrive.net

May 4-5 | Carriage Classic in the Pines, Big Sky Farm, Southern Pines, NC. Deborah Branson, 910-904-1296, odysseynor@aol.com

May 10-12 | Sargent Equestrian Combined Driving Event, Sargent Equestrian Center, Lodi, CA. Jeanne Williams, 650-465-4658, 209-727-0200, jeanne@sargentequest.com www.sargentcde.com

May 10-12 | NCDC CDE, Mureita Equestrian Center, Rancho Mureita, CA. Harriett Merritt, 925-548-5566, hl_merritt@yahoo.com

May 11-12 | Spring Driving CT & ADT, Green Mountain Horse Association, South Woodstock VT. Tracy Ostier, 802-457-1509, tracy@gmhainc.org www.gmhainc.org

May 17-19 | Pioneer Pleasure Driving Carriage Show, Seward County Fairgrounds, Seward, NE. Garnet Blatchford, 402-681-6779, arington@qwestoffice.net Sheila Purdum, 402-560-2255, purdumstables@gmail.com

May 18-19 | Gladstone Driving Horse Driving Trial, Hamilton Farm Golf and Equestrian Center, Gladstone, NJ. Gayle Stinson, 908-752-2653, joshilohjo@yahoo.com www.gladstonedriving.org

May 18 | James River Classic ADT, The Meadow Event Park, Doswell, VA.

May 18-19 | Carolina Carriage Club DT & CT, Windridge Farms, Mooresboro, NC. Alicia Henderson, 828-595-3950, windridgefarmsnc@gmail.com

More at www.drivingdigest.com/calendar

May 19-25 | Doc Hammill Horsemanship Work, Driving and Training Horses in Harness Workshop, St. Ignatius, MT. Doc Hammill, 406-250-8252, workshops@dochammill.com www.dochammill.com

May 25-26 | HACA Pine Hill Driving Trial, Pine Hill, Bellville, TX. info@hacacub.com

June

June 1-2 | Elk Creek CDE, Fair Hill DNR, Elkton, MD. Diane Trefry, 443-553-1453, FHI.diane@gmail.com Lisa Singer, 610-960-8695, chateaulog@gmail.com

June 1-2 | Pleasure Days, Hansen Dam Horse Park, Sylmar, CA. Diane Kern, 818-881-0581, 818-312-7695, flashkern@gmail.com www.pleasuredays.org

June 9-15 | Doc Hammill Horsemanship Work, Driving and Training Horses in Harness Workshop, St. Ignatius, MT. Doc Hammill, 406-250-8252, workshops@dochammill.com www.dochammill.com

June 14-16 | Morven Park Carriage Pleasure Show, ADT and Pleasure Drive, Morven Park International Equestrian Center, Leesburg, VA. Laura Doyle, 703-777-2890, ldoyle@morvenpark.org www.morvenpark.org

June 14-16 | Summer Festival CDE, Clay Station Horse Park, Wilton, CA. Debbi Packard, 916-952-2196, claystationhorsepark@frontiernet.net www.claystationhorsepark.com

June 15-16 | Midwest Carriage Festival, Walworth County Fairgrounds, Elkhorn, WI. Michelle Harn, 608-558-3436, michelleharn@hotmail.com Heather Kuenzi, 920-285-0701, kecpnyclubcenter@gmail.com www.columbuscarriagefestival.com

June 20-23 | Metamora CT and CDE, 2019 ADS NA Preliminary Championship. Windrush Farm, Metamora, MI. Barbara Chapman, 810-678-2500, adsbarb@hotmail.com Darlene Daly, 810-441-0888, ddaly0037@gmail.com www.metamoracarriagedriving.org

June 20-23 | Lexington Carriage Classic, Kentucky Horse Park, Lexington, KY. Katherine Courtemanche, 859-588-1933, 859-235-8721, hatsbykatie@gmail.com

June 22 | Topeka Driving Horse Auction, Topeka, IN. Rick and Andrea Welsh, info@topekalivestock.com www.topekalivestock.com

June 28 - 30 | Skunk River HDT/CT, Skunk River Equine Center, Ames, IA. Jada Neubauer, 515-450-4820, 515-233-6014, jada@midwest-driving.com

June 28-30 | Bromont International Driving, Bromont Olympic Equestrian Park, Bromont, QC. Association Equestre Centaure, 450-534-0787, driving@internationalbromont.org

June 28-29 | Dressage Clinic with Suzy Stafford, Hideaway Farm, Geneseo, NY. Sponsored by the Genesee Valley Riding and Driving Club. Danny A Harter, 315-945-8118, dannyannefarm@yahoo.com

July

July 5-6 | Horse Progress Days, Arthur, IL. Dale Stoltzfus, 717-940-4412, logcab7@ptd.net www.horseprogressdays.com

July 6-7 | Vermont Morgan Heritage Days Open Pleasure Show, Continuous Drive, CT & ADT, Tunbridge Fairgrounds, Tunbridge, VT. Cheryl Pratt Rivers, 802-234-5803, cherylprattrivers@gmail.com www.morganheritagedays.org

July 6 | Notara Farm HDT, Notara Farm, Verona, WI. Mary Ruth Marks, 608-513-7490, maryruthmarks@gmail.com www.notarafarm.com

July 12-13 | Colorado Horse, Mule and Carriage Auction, Brighton, CO. Harley Troyer, 970-785-6282, troyerauctioneers@msn.com www.troyerauctions.com

July 13-14 | My Revelation Carriage Classic, Longview Horse Park, Kansas City, MO. Linda Barta, 816-805-4252, lindaab@centurylink.net www.cdsgkc.org

July 19-21 | Lorenzo Driving Competition, Lorenzo State Historic Site, Cazenovia, NY. Hannah Polson, 802-522-6574, polshanb@gmail.com

August

August 3-4 | Eastern Iowa Carriage Glow, Delaware Co. Fairgrounds, Manchester, IA. Info@easterniowacarriageglow.com Laurie@touchofglassinc.com 319-360-1078 www.easterniowacarriageglow.com

August 8-11 | Orleton Farm Driving Competition, Orleton Farm, Stockbridge, MA. Ann Willey, 518-392-6583, 518-755-2441, ann@drwilley.net Harvey Waller, 413-441-4682, hwaller562@aol.com

August 11-17 | Doc Hammill Horsemanship Work, Driving and Training Horses Workshop, St. Ignatius, MT. Doc Hammill, 406-250-8252, workshops@dochammill.com www.dochammill.com

August 17-18 | Wade House Carriage Driving Days, Greenbush, WI. Susan Koos Acker, 608-235-1755, skoosacker@gmail.com

August 23-25 | GMHA CT & CDE, GMHA, So Woodstock, VT. Tracy Ostier, 802-457-1509, tracy@gmhainc.org www.gmhainc.org

August 23-25 | Great Lakes Carriage Classic, Ancaster Fairgrounds, Ancaster, ON. Jean McLean, 905-807-8383, mclje22@cogeco.ca www.tricountycarriage.com

August 24 | Topeka Summer Draft Horse Auction, Topeka, IN. Rick and Andrea Welsh, info@topekalivestock.com www.topekalivestock.com

August 25 | OHHA Hot August CT, Payne County Expo Center, Stillwater, OK. Margie Lewin Cox, 405-821-3456, margie5601@hotmail.com

August 30-September 1 | Colorado Combined Driving Event, Colorado Horse Park, Parker, CO. Deborah M Terry, 303-688-3266, dmtevents@msn.com

August 30 - September 1 | Kentucky Classic at Hillcroft Farm, Paris, KY. www.Kentuckyclassiccde.com

September

September 6-8 | Villa Louis Carriage Classic, Villa Louis Historic Site, Prairie du Chien, WI. Mike Rider, 608-326-4436, info@carriageclassic.com www.carriageclassic.com

September 6-8 | Hell's Canyon Mule Days, Enterprise, OR. Sondra Lozier, 541-426-3271, president@hellscanyonmuledays.com

September 7-8 | Genesee Valley Riding and Driving Club 37th Annual Driving Show, Combined Test and Driving Trial. Judge, Scott Monroe. Danny A Harter, 315-945-8118, dannyannefarm@yahoo.com

September 14-15 | SNECDA Fall Driving Affair Pleasure Show and DT, Celtic Cross Farm, Dudley, MA. Kat Bennett, 860-455-3296, blackbridgefarm@gmail.com

September 20-22 | Timberland CT and HDT, Carolina Horse Park, Raeford, NC. Dana Diemer, 910-315-9902, dana1@pegasusridge.com www.carolinahorsepark.com

September 20-22 | GMHA Fall Driving Classic, GMHA, So Woodstock, VT. Tracy Ostier, 802-457-1509, tracy@gmhainc.org www.gmhainc.org

September 24 | Cowboy Country CT, Payne County Expo Center, Stillwater, OK. Margie Lewin Cox, 405-821-3456, margie5601@hotmail.com

October

October 1-6 | The National Drive, Hoosier Horse Park, Edinburgh, IN. Linda Sadler, 217-621-7845, thenationaldrive@gmail.com www.nationaldrive.net

October 5-6 | Lets Have Fun in Texas, Equirena Fields, Burnet, TX. Cyndee Tares, dreamhomekelly@gmail.com www.equirenafields.com

October 5-6 | Saratoga Driving Trial, Akers Acres, Valatie, NY. Jeff Morse, 421-822-9462, greenmeads@gmail.com www.saratogadriving.com

October 11-13 | Garden State CDE, Horse Park of New Jersey, Allentown, NJ. Horse Park of New Jersey, 239-464-6932, janetannhamilton@gmail.com www.horseparkofnj.com

October 26 | Topeka Driving Horse Auction, Topeka, IN. Rick and Andrea Welsh, info@topekalivestock.com www.topekalivestock.com

October 29 - November 3 | Topeka Fall Draft Horse and Carriage Auction, Topeka, IN. Rick and Andrea Welsh, info@topekalivestock.com www.topekalivestock.com

November

November 29 - 30 | Dixie Draft Horse Auction, Troutman, NC. 330-893-3541, www.dixiehorseauction.com

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by Daniel Rosenthal

Guest Editorial

We are the ADS

The ADS is the sum of our 2,000 members and the extraordinary effort they put into keeping our wonderful sport thriving.

ON JANUARY 1, I BECAME THE PRESIDENT OF the American Driving Society, Inc. Just typing that phrase raises my blood pressure a little. Partly a little of the racehorse in the starting box, and partly as I wonder if I can accomplish the important goals I have set for us while we are also fighting the inevitable fires each day brings. I will have a lot of help from the board and committees and from our executive director, Abbie Trexler, who works endless hours to support the ADS and from the equally dedicated Stacy Carlson who has been with us for more than 15 years. I am also fortunate in that I also have several past presidents upon whom I can rely for advice.

So, what is it that I hope to do? That falls into three somewhat overlapping boxes – finances, membership, and communications. In this note, I will focus on finances.

In over 40 years as a financial professional, I have never seen a truly successful organization that was not first financially successful.


The ADS is, of course, a not-for-profit corporation, but we still have to pay our payroll and our bills and balance our books. The ADS charges as little as we can justify for the services we provide directly to our members – for dues and show fees and rulebooks and license fees and the like. We watch our nickels and work hard each year to cut expenses, and I am proud that we beat our operating budget for the first time in several years in 2018! All of that together helps a lot, but the truth is that ADS loses money each year and has since at least 2006 (2006 to 2018 are the records to which I have access). 2018 showed a lot of progress – total expenses were the second lowest since 2006. Publications and operations expenses fell to the lowest level in those 13 years and donations were at their highest since 2013! Our demographics and the competition for our members' generosity make balancing the books an annual challenge.

My number one goal is to know that when I leave office, the ADS is financially secure and that we have sufficient resources to cover our deficit

each year from investment earnings and without eroding the balance of our investment portfolio. We are fortunate to have an investment portfolio built up from bequests and donations over the years, and that portfolio generates income, just not enough to balance the books on a long term basis. To do that we will have to increase its size substantially and to do that we will need to be aggressive in our fundraising and creative in the ways we ask for and find donations.

I am fortunate that Kelly Valdes is our development chair – Kelly has amazing energy and is far from afraid to ask for money from sponsors and members when we need it. We will need all of that energy and a lot of creativity as we work on this essential goal. ADS has worked to make supporting our organization easier, and we are happy to work with prospective donors on new ways to give us support. If you have an idea, don't hesitate to reach out to me or Kelly or our treasurer, Pat Cheatham.

It's a large task, but it's not by any means insurmountable, especially if each of us who loves driving horses and ponies recognizes the importance of the ADS in keeping our sport alive and growing and contributes what they can large or small; it all makes a difference. I encourage you to think about how you can help with this important effort and remember that changing the finances of the ADS by a lot can be done in one big step or a whole lot of smaller ones. Abbie and I have challenged ourselves to change the bottom line of the ADS by \$50,000 a year by finding ten things that each make a difference of \$5,000 instead of seeing it as one large problem.

I am proud to have been selected for this job, and you have my commitment to do everything that I can to continue the traditions of the past 45 years and to help the ADS prepare for the future. The ADS is the sum of our 2,000 members and the extraordinary effort they put into keeping our wonderful sport thriving. I will always remind you that *We* are the ADS! 

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