

# DrivingDigest

**Issue 219**  
**May/June 2019**  
**\$6.95**



**Connemaras • Recreational Dressage • CHA**





## The Late Donald C. Herb

AUCTION BEGINS AT  
9:30 AM

1132 West Genesee Street  
Syracuse NY 13204

## Antique Fire Pumps & Fire Memorabilia Collection Auction

Saturday, July 13, 2019

- Hand Pumps • Chemical Engines
- Hose Carriages and Carts • Fire Fighting Related



1 of several  
helmets



1851 Citizen No. 1  
Pumper



1897 French End  
Stroke Hand Pumper



Dietz Fire Lantern



1913 Model T Ford  
American LaFrance  
Fire Engine



1828 National Hydraulics  
Hand Pumper  
(Coffee Grinder)



Lg. Asst Fireman's  
Ribbons

FOR AUCTION TERMS AND INFO, PLEASE CONTACT



**Paul Z. Martin, Jr.**

*Auction Manager & Consultant*

P.O. Box 99 • New Holland PA 17557

Phone: (717) 354-6671 • Fax: (717) 354-8248

Auctioneer: Paul Z. Martin, Jr. - PA Auctioneers License # AY 000144L

[martinauctioneers@frontiernet.net](mailto:martinauctioneers@frontiernet.net)  
[www.martinauctioneers.com](http://www.martinauctioneers.com)



America's Premier  
Carriage Auction  
Company

# PUBLIC AUCTION

of the private collection of  
**SUSAN GIORDANO, SEYMOUR, CT**

**Saturday, July 27, 2019 - starting at 9AM**

Approximately 45 coaches, carriages & sleighs. Hundreds of fine appointments and antiques. Large collection of Horse Brass. We will probably be selling with two auctioneers part of the day.

**CONSIGN  
NOW**

Announcing our ...

## 2019 Fall Auction of Coaches, Carriages, Sleighs, Appointments & Antiques

**Friday, October 18<sup>th</sup>, 2019**

Lebanon Fairgrounds, 80 Rocherty Rd., Lebanon, PA 17042

Deadline for Catalogued Consignments and Color  
Flyers, Friday, August 23, 2019

For terms and conditions of auction, as well as listings,  
colored brochures and updated information on this  
auction contact:

A full service Auction Company Specializing  
in the Marketing & Dispersal of Commercial  
& Residential Real Estate,  
Antiques, Personal Property  
& Liquidation Auctions  
throughout North  
America.



**MARTIN**  
AUCTIONEERS, INC.

12 N. Railroad Avenue • P.O. Box 99 • New Holland, PA 17557

Phone: (717)354-6671 • Fax: 717-354-8248

[martinauctioneers@frontiernet.net](mailto:martinauctioneers@frontiernet.net) • [www.martinauctioneers.com](http://www.martinauctioneers.com)



LIKE US ON  
FACEBOOK

PA000144L

"A PENNSYLVANIA AUCTION COMPANY WITH A GLOBAL REACH"



*Spend Labor Day Weekend in Beautiful Kentucky!*

# The 2019 Kentucky Classic CDE at Hillcroft Farm

AUGUST 30 – SEPTEMBER 1



Offering Prelim – FEI 1\* and 2\* as well as a Combined Test.  
Competitors may enter both.

*Beautiful new obstacles designed by Richard Nicoll.*

Future updates will be available  
on [KentuckyClassicCDE.com](http://KentuckyClassicCDE.com)

# PUBLIC AUCTION

of the private collection of  
**SUSAN GIORDANO**

**Don't Miss  
This Auction  
starting at  
9 AM**

**160 Bungay Road - Seymour, CT 06483**

**Saturday, July 27<sup>th</sup> 2019**

This is an auction you don't want to miss.  
Approximately 45 coaches, carriages & sleighs. Hundreds of fine  
appointments and antiques. Large collection of Horse Brass.  
We will probably be selling with two auctioneers part of the day.



Kuhnle Mendyka Road Coach



Brewster Slat Side Break  
Serial #18934 - Restored



Brewster Park Sleigh - Clam Shell  
- Restored



Sleighs



**Large  
Collection!**



**View Susan Giordano Carriage & Coach Collection  
at [www.martinauctioneers.com](http://www.martinauctioneers.com)**

FOR AUCTION BROCHURES, TERMS AND CONDITIONS AS WELL AS MORE INFORMATION CONTACT



**Paul Z. Martin, Jr.**

*Auction Manager & Consultant*

P.O. Box 99 • New Holland PA 17557

Phone: (717) 354-6671 • Fax: (717) 354-8248

Auctioneer: Paul Z. Martin, Jr. - PA Auctioneers License # AY 000144L

[martinauctioneers@frontiernet.net](mailto:martinauctioneers@frontiernet.net)  
[www.martinauctioneers.com](http://www.martinauctioneers.com)



**America's Premier  
Carriage Auction  
Company**



# South Carolina Living

PROPERTIES FOR SALE IN WINDSOR, SC

## *A Driver's Paradise ...*

Windsor Trace is a community where many of the landowners are drivers ranging from beginners to international level competitors. There are miles of open trails through the equestrian easements and neighboring pine forests. Katydid Farm and CDE are less than a half mile away, while the Windsor Trace CDE is literally right outside your door. There are clinics and derbies throughout the year with top-level instructors from around the world at farms all within less than a mile from these properties.



## NEWCASTLE FARM

Tucked in the trees is a lovely 2-3 bedroom, 2 bath home with hardwood floors, stone fireplace, and shady porches. One bedroom, one bath cabin perfect for family, guests, or a rental. Eleven acres of pasture with a shared run-in and three-stall barn with a tack room. Perimeter is fully fenced with board and no-climb wire. Detached two-car garage plus RV and trailer garage. Insulated shed with electricity. Equestrian easement trails and an active community of carriage drivers and riders. \$499,000; 351 N. Windsor Rd, Windsor, S.C.



## COURAGE TO LEAD FARM

Courage to Lead Farm is at the heart of the driving community in Windsor, South Carolina. This custom 2,500 square foot house was built in 2008 and offers 3 bedrooms (with the master on the first floor) and 2.5 baths. The open floor plan lends itself to entertaining while being comfortable enough to curl up with a book by the fireplace. This 14-acre farm includes four pastures with run-in sheds, a hay storage building, feed/tack building, wash stall, and carriage shelter. It features a regulation-size dressage arena with a sprinkler system that is serviced by its own well. The entire property is enclosed with top rail no-climb fencing. Don't miss out on the opportunity to own this gem of a farm. \$550,000; 1060 Curb Chain Lane, Windsor S.C.



**Rebecca Gutierrez**

**Taking the Reins in Real Estate**

Broker Associate, REALTOR Since 2001

803-646-0462

facebook.com/rebecca.aiken.realtor

**kW** AIKEN  
PARTNERS  
KELLERWILLIAMS. REALTY



## LAND FOR SALE

- 6.95 ac Pine Acres Road, Windsor, \$69,500
- Centerwood Road Parcels, Windsor/Williston, \$3750/ac
- 15 ac Centerwood Road, Windsor/Williston, \$52,500
- 11 ac Pearl & N Windsor Road, Windsor, \$51,700
- 41.4 ac Oak Ridge Club Road, Windsor, \$169,500

# Features

### 14 **Connemaras – First Choice for Driving**

Find out why so many drivers choose this hardy yet elegant breed to be their driving partner. Along with great athleticism and versatility, the Connemara has an extraordinary kindness, a huge heart, and an ability to bond with their human handlers that is unique to this breed.

—*Vanessa Morgan*

### 22 **Dressage and the Recreational Driver**

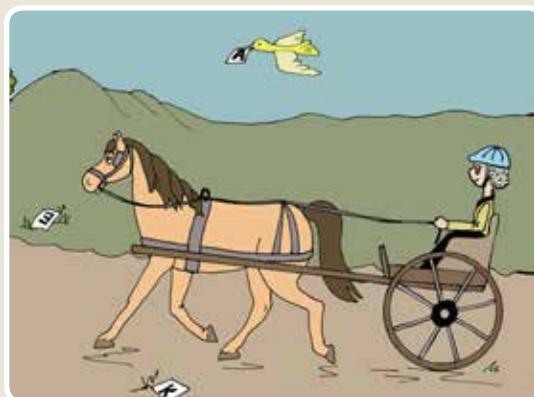
“Why do I need to learn dressage, I don’t want to compete,” you may say. The word dressage means training and having a horse that will go where you want, when you want, and how you want will be a pleasure to drive.

—*Ann Pringle*

### 28 **Driving Facilities are the Key to More Driving Education through the Certified Horsemanship Association**

One organization within the horse industry is seeking to add more qualified driving instructors and drivers. They are looking for facilities to host CHA driving certification clinics.

—*Sarah Evers Conrad*



### 60 **GUEST EDITOR Karen Martin**

A Perspective on Carriages in Today’s Market





# Activities ▶

**34 The Small but Mighty HDT**  
*Mary Baillie*

**36 Arizona Drivers Have Fun in the Sun**  
*Peter Atonna*

**38 Windsor, Winter, and Weather**  
*Ann Pringle*

**ALSO ...**

**7 In Remembrance**



## Regulars

- 8 News Bits
- 10 Association News
- 41 Club Corner
- 42 Driving Digest Family Album
- 54 Calendar of Events
- 55 The Carriage Trade
- 56 Directory
- 57 Trainers' Directory
- 59 Ad Index
- 59 Subscription Forms

## Favorites

- 44 MARCIE QUIST:** American Abroad  
*Wheels and More Wheels*
- 50 DIANE McKAY:** Longears  
*For the Love of a Donkey*
- 52 JOHN GREENALL:** What's Right About This Turnout?  
*Horses, Carriages, and Weddings*
- 54 ANDY MARCOUX:** For the Sport of Carriage Driving  
*Experimental Training*
- 56 HARDY ZANTKE:** From Behind My Splinterbar  
*ADS Preliminary Test 4*



Wendy O'Brien and her Welsh Cob ponies participated at the Windsor Trace CDE in Windsor, South Carolina, in March.

Photo by Ann Pringle

# DrivingDigest

Driving for every equine.

Issue 219 – May/June 2019

PO Box 120  
Southern Pines, NC 28388 USA

For UPS/FedEx  
567 Yadkin Road  
Southern Pines, NC 28387

Phone (910) 691-7735

[www.drivingdigest.com](http://www.drivingdigest.com)

## Staff

### Ann L. Pringle

Publisher/Editor  
[ann@drivingdigest.com](mailto:ann@drivingdigest.com)  
[annpringle54@gmail.com](mailto:annpringle54@gmail.com)

### Richard Pringle

Business Manager

### Linda Yutzy

Infinity Design Group  
Composition and Design

### Jeffrey M. Phillips

Copy Editor

## Publisher Emeritus

Thom Mezick

## Advertising

Please call, write, or email  
for current rates and media kit.  
Also available on website.

## Subscription Rates

(U.S. funds only)

### U.S. Addresses

\$32/one year    \$56/two years

### First Class Postage in U.S.

\$50/one year    \$92/two years

### Canada

\$46/one year    \$74/two years

### Foreign (surface)

\$56/one year    \$88/two years

All subscriptions begin with next subscriber mailing. Payment (U.S. funds only) must accompany order. Issues missed due to late renewal are not included in subscription.



Driving Digest is a member of American Horse Publications, a professional association serving the equine publishing industry. [www.americanhorsepubs.org](http://www.americanhorsepubs.org)

© Copyright 2019 Driving Digest  
All Rights Reserved.

## Letter from the Editor

# The Four Seasons



by Ann Pringle

I'M A FOUR-SEASONS GIRL. I LOVE AUTUMN, winter, spring, but most of all I love summer. More precisely, I love summer on Lake Huron in Michigan. (I can see Canada from my beach!) Summer is short there, so we have to savor every moment. As I write this, I am still in Southern Pines, North Carolina, where at this time of year the blooming dogwoods, azaleas, and wisteria transform the area into a fairyland of lacy boughs and vibrant blossoms. Mother Nature still manages to let us know just who is in charge by sending us clouds of chartreuse pine pollen.

Carriage driving stands out from the other equestrian disciplines in several ways, one of which is that it also embraces the four seasons. Riders sit in the same saddle all year long, and their attire is relatively standard, but carriage drivers have so many choices, both in what they wear and the type of carriage they drive – and many drivers have a variety of carriages in their barn. In the northern winter months, there is sleighing, with so many brightly decorated vehicles gliding over the hard-packed snow and passengers bundled in furs and robes.

In spring, ladies show off their best hats and lighter aprons, the men sport bowlers and straw boaters. The variety of carriages seen at pleasure driving shows is a beautiful sight. And let's not forget the variety of horse and pony breeds that also makes our sport unique from other equine disciplines.

When the dog days of summer signal that cooler temperatures and shorter days are coming, it is time for drivers to don felt hats and heavier aprons, tweeds and wool jackets, with horses and ponies covered up with quarter sheets.

Winter is a time for hibernation for many animals, including humans, who welcome the time off. Many horses and ponies benefit from a little mental and physical R & R. The time for hibernation for those in the northern climes is winter, while for those in the south, it can be summer.

## Honoring Our Mothers

May is the month that we honor our mothers. It has been 30 years since my mother passed away at a time when my career with the American Driving Society and subsequently *Driving Digest* was getting underway. Unlike me, horses were not her thing, but she was still supportive. As we all know, driving 'takes a village,' and that village can include friends, family, or a combination of both. I can think of many combinations of mothers who participate with their sons and daughters: Stacy and Meredith Giere, Jan Jan and Nifty Hamilton, Katie and Kate Whaley, Jamie and Mary O'Rourke, Gloria Burgess and 'Queen Mom' are just a few that come instantly to my mind. Isn't it wonderful that carriage driving is an activity that young and old can enjoy as a family? ☺

*Carriage driving stands out from the other equestrian disciplines in several ways, one of which is that it also embraces the four seasons. Carriage drivers have so many choices, both in what they wear and the type of carriage they drive.*

The next issue (220) will be dated July/August 2019





### Tjeerd Velstra

Tjeerd Velstra, a world-champion driver, passed away on February 25, 2019. He was 79. Velstra was considered by many to be a true horseman in every sense of the word. Before making the switch to driving fours, he was successful in the jumper arena. In addition to being Dutch National Champion many times, he was an individual World Champion more than once and contributed to many team gold medals for the Netherlands. He served as a team coach for the Netherlands leading to many

Velstra gave a clinic for participants at the Salute to Driving weekend in 2012. Photo by Ann Pringle

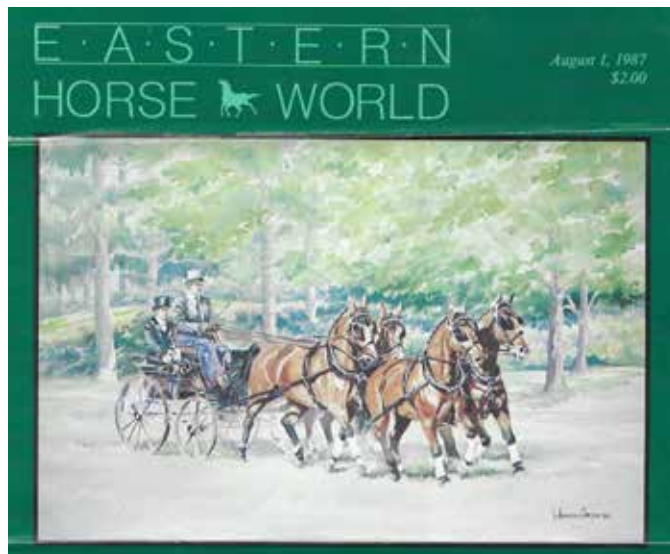
more team and individual medals. Velstra traveled to the U.S. for clinics and served as team coach for the U.S. team at the World Championships in Wolfsburg, Germany in 2000. Ω

### David Dunbar

David Lincoln Dunbar, founder of Chocolate Horse Farm, was one of the earliest importers of the Gypsy Vanner Horse, a breed developed by the Romany culture of gypsies in the UK. However, the farm name came about for his love of fudge – which he made to perfection. David was part of the early movement to form a registry. Always willing to lend a helping hand, he was often the contact person for shows and expos that featured the breed.

Many miles were traveled and hands shaken in the effort to introduce the breed and encourage participation in showing and breeding. He learned to drive in an effort to encourage driving, and also brought youth participants to shows helping to fill youth classes.

His engineering background served everyone well as he assisted in organizing “Women and Horses” events in the Midwest. After falling ill, he kept track of events but was unable to participate. He passed away in December 2018, but the thunder from the clouds is a reminder that he is still driving a chariot up above. He is survived by his wife Carol and many friends he thought of as family. David will be missed by many, especially those who remember the fudge he brought to share. Ω



Dorothy Haskell Chhuy did this painting of Velstra driving at the Gladstone Driving Event that appeared on the cover of *Eastern Horse World* in 1987.

## Weber Wins Record 16th USEF Title at Live Oak

Two USEF Combined Driving National Championships concluded at Live Oak International with the culminating cones phase determining the national titles. Chester Weber secured a record 16th USEF Advanced Four-in-Hand Combined Driving National Championship title, and Steve Wilson won the USEF Advanced Pairs Combined Driving National Championship for the fourth time.

Weber (Ocala, Florida), the FEI World Equestrian Games™ (WEG) Tryon 2018 individual silver and team gold medalist, commanded the lead in the USEF Advanced Four-in-Hand Combined Driving National Championship from start to finish. He accurately navigated his team of geldings, Amadeus, his 14-year-old Dutch Warmblood; Hendrik, his seven-year-old Dutch Warmblood; First Edition, his 10-year-old KWPN; and Gouveneur, his eight-year-old KWPN through razor-thin margins, leaving all the balls on their cones and adding just 1.56 time penalties for a final result of 166.13.

Misdee Wrigley-Miller (Paris, Kentucky) capped off her week-end with the Four-in-Hand Reserve Championship title. She and the team of Bolino D, her 13-year-old KWPN gelding; Calipso 86,

her 14-year-old Dutch Warmblood gelding; Daan 8, her 14-year-old KNHS gelding; and Saco, her 20-year-old KWPN gelding demonstrated a brilliant display of harmony through the tricky course to add 36.32 points for a final score of 222.46.

Paul Maye's expert work through the cones phase launched him into third place with Harmony Sporthorse's four geldings of Harmony's Cotessa, a 12-year-old KWPN; Harmony's Zandoburga, a 15-year-old KWPN; Harmony's Zeppelin, a 15-year-old KWPN; and Harmony's Ziezo, an eight-year-old Irish Cob. He had three balls down, but the fastest time of the group with only 1.28 penalties added to end on a three-day score of 226.58.

Wilson (Louisville, Kentucky) claimed his fourth USEF Advanced Pairs Combined Driving National Championship after a dazzling performance in the final cones phase with Favory Fantom, his 12-year-old Lippizaner gelding, and Favory Fáraó, his 17-year-old Lippizaner gelding. With four balls coming down and an addition of 8.4 time penalties, Wilson captured the title on 203.91 points. He also celebrated his success with his grandson, 18-year-old Avery Wilson, who also won this weekend in the Intermediate Pairs division. **Ω**

## The Great Lakes Carriage Classic – New Date, New Site

In 2019, Tri-County Carriage Association is excited to host the 3rd Annual Great Lakes Carriage Classic, (GLCC) on August 23-25. The new date and site have been chosen to better accommodate both US and Canadian competitors.

The Ancaster Fairgrounds in Jerseyville, Ontario, will serve as the destination for the 2019 GLCC and should be the next venue on your calendar after the Orleton Farm Show in Stockbridge, Massachusetts, two weeks prior. The date change for both shows means there is more time to make preparations for the fitness of competing horses and ponies.

With divisions for VSEs, ponies and horses, there is something for everyone. The show schedule will allow entries to be able to perform a dressage test and cones course on Friday, ring classes and a pleasure cross country course on Saturday, and cones and reinsmanship classes on Sunday. Additional non-core classes will be run on Saturday and Sunday including costume, Hackney, and carriage dog classes. The Fjord horse will be the featured breed for 2019.

The facility itself is even better than the last, boasting more permanent indoor stalls with rubber-matted floors, indoor and outdoor wash racks, plenty of area for schooling and parking of trailers, and large grassy areas. There are 11 RV hookup sites with 30- and 50-amp service. The grounds are easily accessible from all main roads and are not far from Highway 403. Nearby there are a large number of hotels, motels, and B&Bs, and the only trouble you will have finding a good meal is deciding which restaurant to choose.

In addition to the indoor arena with carriage storage and indoor wash rack, the facility also has a main arena that spans 115 x 440 feet (that is not misprint!), a warm-up ring of 120 x 250 feet and a separate cones ring of 150 x 250 feet. The pleasure

driving cross country course will be suitable for all divisions and covers 20 acres of grass, dirt trails, and pavement. Because of the openness of the cross country course, it is super spectator friendly.

For more information about the show, please contact organizer Jean McLean at [mclje22@cogeco.ca](mailto:mclje22@cogeco.ca) or 905-807-8313, [www.tricountycarriage.com](http://www.tricountycarriage.com) **Ω**

## Volunteer Your Time

The Carriage Barn Equine Adaptive Therapy Programs is looking for volunteers to assist with therapeutic horseback riding and carriage driving, fundraising, events, and fun activities. Volunteers are needed at various times throughout the week to work with horses and clients.

Teens, adults, and retirees welcome (volunteers must be at least 14 years old). Experience and horse knowledge is a plus, but not required. Are you a student with a community service requirement (Honor Society, Scouts, 4-H, Graduation, etc)? If so, we would love to hear from you!

Anyone interested in learning more can contact The Carriage Barn at 603-378-0140, email [carriage-barn@comcast.net](mailto:carriage-barn@comcast.net), or check out our website at [www.carriage-barn.org](http://www.carriage-barn.org).

The program offers services in Kensington, New Hampshire, and seeks to promote the health and well-being of individuals of all ages with disabilities by enhancing their physical, psychological, cognitive, and emotional healing and strengthening through equine activities. The Carriage Barn is a 501c3 not-for-profit organization, as well as a member center of the Professional Association of Therapeutic Horsemanship, International. **Ω**





**THE GREAT LAKES CARRIAGE CLASSIC**  
Pleasure Driving Show  
AUGUST 23 - 25, 2019  
Ancaster Fair Grounds, Jerseyville, ON


**2019 OFFICIALS**  
Judge Minta Winn GBR  
Judge Karen Home-Brown KY  
TD Kali Knickerbocker-Mahler NY

[www.tricountycarriage.com](http://www.tricountycarriage.com)

# Northwest Carriage Museum



**Over 50 carriages, wagons, buggies, & sleighs! Historical artifacts & interactive displays! Open Daily 10-4**  
**Gift Shop • Group Tours**  
**314 Alder Street, Raymond WA 98577**  
**[nwcarragemuseum.org](http://nwcarragemuseum.org) • 360-942-4150**  
*Come get carried away!*

Paid with PCL Tax \$

# CERTIFIED HORSEMANSHIP ASSOCIATION



**BENEFITS OF HOSTING:**

- Safety standards for your facility
- Possible insurance discounts
- Fundraiser for your program

**CHA IS IN NEED OF HOST SITES FOR DRIVING CERTIFICATIONS**  
**NEEDED: HORSES, CARTS, HARNESSSES**  
**AND A LOCATION TO DRIVE ALL ACROSS THE US & CANADA**

**CONTACT CERTIFIED HORSEMANSHIP ASSOCIATION:**  
[www.CHA.horse](http://www.CHA.horse) • 859-259-3399 • [office@CHAinstructors.com](mailto:office@CHAinstructors.com)



## American Driving Society, Inc.

The American Driving Society, Inc. (ADS) is adding value to their individual and family memberships. Two new exciting offers now apply: Accident and Excess Medical Insurance that automatically covers ADS members, ADS officials, and volunteers; and an Excess Liability Insurance available for ADS members to purchase.

Now ADS members, ADS officials, and volunteers are covered by Accident and Excess Medical Insurance. It's a member benefit at no additional cost! Coverage is for members, licensed officials, and volunteers of the ADS while participating in ADS events and clinics. Tell your friends to renew their memberships and your event organizers to make their events ADS-recognized, so they realize this incredible ADS member benefit.

Now ADS members can sign up for \$1,000,000 in excess liability insurance through Equisure. Available immediately, the ADS is offering its members \$1,000,000 in excess liability insurance through Equisure for their equine activities in the United States.

### Accident Policy Benefit Maximums:

- \$25,000 Excess Accident Medical Expense Benefit
- Accidental Death and Dismemberment and Paralysis Benefit, up to \$10,000
- \$2,000 Deductible (per accident)
- Aggregate Limit of Indemnity \$500,000 All Conditions of Coverage

The policy will run from January 1, 2019, through December 31, 2019, and costs \$25 for an individual and \$45 for a family.

You must be a current ADS member in good standing to purchase the insurance through Equisure. Coverage will commence with your payment. Coverage ends on December 31 at 12:01 am of each calendar year.

Log into or purchase a membership from [americandrivingsociety.org](http://americandrivingsociety.org) and follow the insurance link under members to sign up for your coverage today.

—Abbie Trexler, ADS Executive Director



## United States Driving for the Disabled, Inc.

We had a great start to the year with a Competitive Driving Clinic held at the Koopman's in Florida in February with clinician Sara Schmitt. We had three para-drivers attending and two non-disabled drivers. They worked on dressage and cones. We are working on a California clinic at this time.

In March, we had our 4th annual clinic in partnership with Triumph Foundation and funded by Disabled Sports USA and the Craig H. Nielsen Foundation. Saturday, we had nine individuals with disabilities participate, many of them driving more than one time. On Sunday, we had 13 individuals with disabilities; a few of them also drove more than once. Jody and Gregg Cutler hosted the clinic at their Oak Run Farm in Moorpark, California. Doug Russell brought his two small ponies, Cisco and Nugget, and a few of the drivers with paraplegia were able to transfer into his cart. We also had Diane Kastama's two carriages with hydraulic seats with one pulled by Diane's Welsh Cob Rupert and the other by one of Jody's ponies. USDfD also provided Freckles, a warmblood who pulled a Kuhnle Fun Wagon which had a modified seat on it with a seat belt, and we used a Hoyer lift to put people in this carriage. At times we had four turnouts driving through the cones together.

Many of the participants bring their families, and we also have many non-disabled volunteers to make this happen. We made sure everyone who wanted a chance to drive got a chance to sit behind the lines

and try driving. We have a few people interested in continuing to take lessons, and they will be able to do that as we now have two accessible carriages and a willing horse and a few ponies living at the Cutler's. We already have one new driver who came through the Triumph clinic two years ago who has now shown Freckles at the Sweetheart ADT in California – and she had the best dressage test of the show driving Freckles! Many of our horsey volunteers are people interested in learning about driving. They got a crash course in harnessing and hitching this weekend as we put people in the carriages when the horses were not hitched to it, so there is lots of hitching going on over the course of the day.

We are planning an Introduction to Adaptive Carriage Driving clinic in Virginia this year. We don't have a date yet but are excited about branching out. We are also planning a few more Competitive Driving Clinics. Please let us know what clinicians you would like.

Don't forget to support USDfD by visiting our website and becoming a member or making a donation: [www.usdfd.org](http://www.usdfd.org) We have some new drivers interested, and equipment and training are always hard to get. We provide grants to drivers through the Sybil Dukehart fund; details are on our website. For information on programs, please email me at [dkastama@verizon.net](mailto:dkastama@verizon.net)

—Diane Kastama, President USDfD





## The Carriage Association of America

May is National Carriage Driving Month. To celebrate our horse-drawn heritage, the CAA encourages driving clubs, museums, and historic sites throughout the United States to plan special programs and events during May. These events can explore and bring to light our shared history while also promoting current interests in restoring, collecting, and driving horse-drawn vehicles. As former CAA president, Harvey Waller, said, "This is an effort to bring national attention to horse-drawn carriages and carriage driving." The Carriage Association of America continues to support these efforts with an active social media presence; participating in the world's leading daily morning podcast for the horse world, *Horses in the Morning*; having an active blog, and producing a quarterly newsletter for museums. This is in addition to our regular activities.

May also hosts the Royal Windsor Horse Show in Windsor, England. The CAA has been attending this world-class horse show for more than 35 years. The Land Rover International Driving Grand Prix, which is part of the show, is one of the most important driving events in the UK. The best CDE drivers in the world compete, resulting in some amazing performances. We also enjoy the Champagne Laurent-Perrier Meet of the British Driving Society, the Coaching Marathon, and watching the Hackney horses and ponies strut their stuff. The show isn't just about driving though; high-level dressage and jumping competitions are taking place as are a variety of other in-hand and under-saddle classes. It is hard to top the equestrian athleticism demonstrated during the day but the evening pageant is always amazing. This year, the show celebrates the 200th anniversary of Queen Victoria's birth. Recreating 19th century Great Britain will take

more than 400 horses and 30 carriages and hundreds of human performers. It is sure to be breathtaking. After the show, a lucky few will continue to John Parker's yard in Norfolk, UK, for unique driving opportunities (tandem, coaching, etc.).

In June we refocus our efforts on learning more about Brewster & Co. with a special visit to New York City and The Metropolitan Museum of Art. We're excited to offer this trip that includes a peek at the Brewster carriage drawings that The Met has conserved. Last year the CAA funded the online presentation of these drawings. They can be seen online at [www.metmuseum.org](http://www.metmuseum.org). This trip will include an exclusive tour of the Metropolitan Museum of Art's American Wing with Merri Ferrell, and a talk on Brewster & the Gilded Age.

We have a new program starting August 2-4 in Fort Worth, Texas. The theme for this series is "Moving Forward While Looking Back." The CAA isn't just history and tradition. There will be well-known speakers who will relate how history and tradition influence driving today. Topics will help you 'up your game' both in and out of the show ring. We're working with local chapters (clubs) to bring the series to Ft. Worth. For more details contact Sally Armstrong, email: [donkeyoaties@gmail.com](mailto:donkeyoaties@gmail.com).

We have two additional programs scheduled for the year – the Carriage Conference, September 19-21 in Germantown, Tennessee, and the CAA trip to Spain October 19-27. The Germantown Carriage Conference looks to be quite the event with driving opportunities, educational talks, and a carriage cavalcade.

To learn more about our programs visit [www.CAAOnline.com](http://www.CAAOnline.com)

—Jill Ryder, Executive Director



## Carriage Museum of America

After strong demand and being out of print for several years, the Carriage Museum of America's publication *Conservation and Restoration of Horse-Drawn Vehicles* is back in print and available for shipping worldwide through Amazon. Conserving and restoring a horse-drawn vehicle is a complex undertaking that requires the skills of a wide variety of artisans and craftsman knowledgeable in crafts that are no longer widely practiced or well understood. This book sets out to define the levels of conservation and restoration, the specific steps involved in restoration, the sources for materials and special tools necessary

for the work, and most important, names of some of the craftsmen and artisans skilled in the special talents required to produce excellent results. Find this publication and see a preview on Amazon.com.

Calling At-Home Volunteers! Are you internet savvy and want to help the CMA make its collection more usable? We are looking for volunteers to help us (from the comfort of their own homes) to help locate digital books for our collection. Contact John Stallard at [cnalibrary@windstream.net](mailto:cnalibrary@windstream.net) to learn more.

—John Stallard, Director of Operations

---

*Driving Digest* is published bi-monthly (6 times per year) by Pringle Publications, 567 Yadkin Road, Southern Pines, NC 28387. *Driving Digest* (ISSN 1539-4751; USPS 020-315) is published as Periodical mail at the Southern Pines, NC Post Office as authorized under DMM Section E212.10. Periodical postage paid at Southern Pines, NC and additional offices. Subscriptions: One Year \$34; Two Years \$56. Single copies: \$6.95; Canadian: One Year \$46; Two Years \$74. For subscriptions, address changes, and adjustments write to *Driving Digest*, PO Box 120, Southern Pines, NC 28388. Phone 910-691-7735.

---

Postmaster: Please send address corrections to *Driving Digest*, PO Box 120, Southern Pines, NC 28388.



## United States Equestrian Federation, Inc.

With the busy winter season behind us, many drivers started heading north to their various homes. We started 2019 with four successful events: Grand Oaks CDE (FL), Palm Tree CDE/CAI2\* (FL), Live Oak International CDE/CAI2\* (FL), and Southern Pines CDE/CAI2\* (NC), with Live Oak International hosting the National Championships for Advanced Four-in-hand and Pair horses, and Southern Pines hosting the Advanced Pony National Championships. The US Equestrian marketing department does a fabulous job featuring the top drivers' achievements and promoting the championships to make our sport more visible. I must also congratulate the organizers, secretaries, and volunteers who work tirelessly for these events; it takes dedication and perseverance to survive the long days before, during, and after a competition.

The newly populated Driving Sport Committee is assessing their goals for the sport and working to find the best way forward. While some solutions are still being developed, a few new initiatives are underway. At Live Oak in March, the USEF Pathway Programs put on a Team Challenge, dividing program members into four teams that included FEI and Intermediate divisions from various classes. The event offered each team the opportunity to support each other, work with a chef d'equipe, mentor each other, and experience the busy schedule of being on

a team. Overall, it was a great success. Many program members appreciated the comradery developed by walking courses with team members, being able to ask questions and seek support and understand the responsibility of contributing to a team score.

In conjunction with the Team Challenge, a Chef d'Equipe Pilot Training program took place led by Karen Everett from London, England. Karen has served many years as a chef d'equipe for Australia, primarily working with top international driver Boyd Exell, and was invited to instruct a handful of qualified individuals during the event. Through both presentations and open discussion, participants learned about the official and unofficial roles of a chef d'equipe and explored how to handle difficult situations. The Driving Sport Committee is pleased with the outcome of this initial program and looks forward to developing more opportunities for future chefs d'equipe.

Looking ahead: while the US competitions slow down for the summer, the European season is just getting started. Several of our pairs and four-in-hand drivers and horses and ponies are heading overseas to prepare for championships abroad. Watch for more international news as we send our gold-medal team to Aachen, Germany, and take on both the FEI Pony and Pair Driving World Championships this Fall.

—Danielle Aamodt, USEF Director of Driving ◻

# On Sale Now!

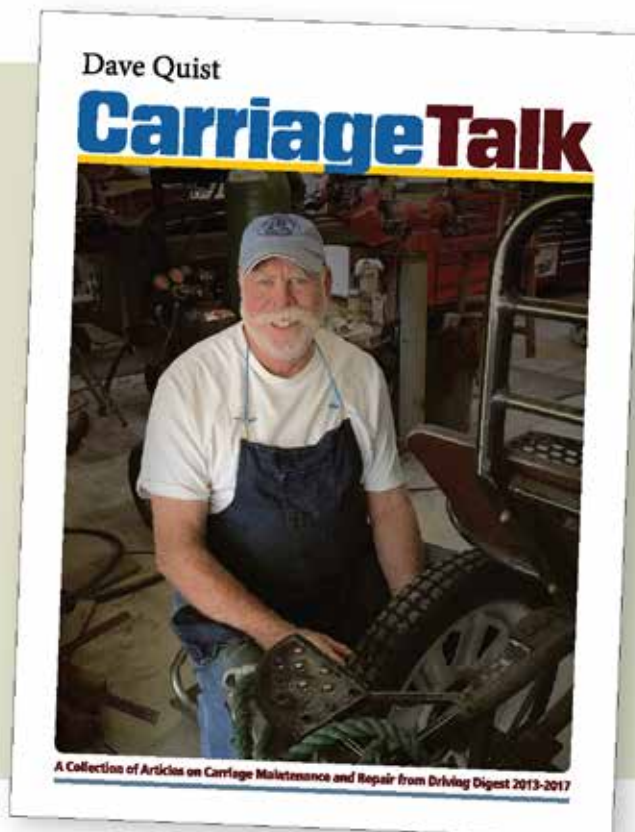
## DRIVING DIGEST

**offers this collection of Dave Quist's popular articles on carriage maintenance and repair. A resource valued by many, now in a single volume.**

**A great gift idea!**

**\$19.95 + S/H. Call 910-691-7735 or order online.**

**[drivingdigest.com](http://drivingdigest.com)**





Lancaster County  
**Carriage &  
Antique**  
Auction

*20<sup>th</sup> Anniversary*

**Little Town. Big Auction.**

**Thursday, June 27, 3:00pm**

**Friday, June 28, 8:00am**

**Rt. 340 Bird-in-Hand, PA**



Bird-in-Hand celebrates their annual sale with a Thursday evening early bird auction and homemade food! On Friday, attendees can bid on carriages, miniature horses, quilts, crafts, tools, nursery and equestrian items while enjoying abundant food and fellowship to benefit the Bird-in-Hand Volunteer Fire Company.

**Consignments Wanted!**

**Carriages/General Consignments**

Jake King 717-768-3299

Paul Stoltzfus 717-656-0038

**Miniature Horses & Ponies**

Amos Zook 717-556-0378

**General Information**

717-945-4945

[www.birdinhandauction.com](http://www.birdinhandauction.com)



*Join us Thursday for the early bird auction and homemade pizza & wings!  
See website for details.*

# ZILCO HARNESS

## SUPERIOR SYNTHETIC



**Zilco International PTY LTD**  
[zilco@zilco.com.au](mailto:zilco@zilco.com.au)  
[www.zilcoharness.com](http://www.zilcoharness.com)

**AVAILABLE FROM:**

- ALBERTA CARRIAGE SUPPLY  
[www.albertacarriagesupply.net](http://www.albertacarriagesupply.net)  
403-934-9537
- CARRIAGE DRIVING ESSENTIALS  
[www.carriagedrivingessentials.com](http://www.carriagedrivingessentials.com)  
209-966-4499
- DRIVING ESSENTIALS, INC.  
[www.drivingessentials.com](http://www.drivingessentials.com)  
800-622-8543
- MEADER SUPPLY CORP  
[www.meadersupply.com](http://www.meadersupply.com)  
800-446-7737
- RUNNING BROOK FARM  
[www.runningbrookfarm.com](http://www.runningbrookfarm.com)  
802-484-3030
- SUMMIT VIEW CARRIAGE  
[www.summitview.on.ca](http://www.summitview.on.ca)  
905-648-0892



# Quality Driving Equipment

*Available at:*

*Driving Essentials, Inc.  
548 East Main Street  
New Holland, PA 17557*



**Free Shipping  
on ZILCO  
Harness Sets**



**800-622-8543**

**[www.DrivingEssentials.com](http://www.DrivingEssentials.com)**



# CONNEMARAS



**FIRST CHOICE FOR DRIVING**

By Vanessa Morgan



**CONNEMARA PONIES**  
are a product of natural  
selections, and a large part  
of that equation was their  
suitability for driving. This  
indigenous pony breed takes  
its name from the western  
area of Ireland known as  
Connemara.



Kim Stover drove Lanie's Lad at the Teddy Bear's Picnic at Fair Hill. Photo by Fox Foto

I have been breeding and showing Connemaras for more than 30 years in our Foothills Farms/Piedmont Connemaras breeding program in Athens, Tennessee. Most of the Connemaras we bred have been used in disciplines that include jumping, dressage, foxhunting, pleasure riding and trail. In addition to riding, I learned that a handful of our homebreds and offspring from our stallions have pursued driving. And the history of the breed explains a good deal of why that is.

The American Connemara Pony Society's website tells the story of these hardy equines. Born out of poverty, the Connemara evolved from an unusual blend of natural selection and human need. Connemara ponies are a product of natural selections, and a large part of that equation was their suitability for driving. This indigenous pony breed takes its name from the western area of Ireland known as Connemara. The barren, mountainous terrain, endless bogs and desolate moors, all pounded by storms from the Atlantic, taught the native ponies to survive in this habitat.

The area farmers also led an arduous life. They needed, and could only afford,

one good pony mare that was often captured off the mountain. The mare could pull a plow or a cart, and work from morning to night, as well as produce a foal each year that could be sold. They moved tons of rock, dragged seaweed from the shore to fertilize the barren fields, and carried turf cut from the bogs to be used to provide heat. Their sturdy legs could slog through the muck and take the family to church on Sunday.

Along with great athleticism and versatility, the Connemara has an extraordinary kindness, a huge heart, and an ability to bond with their human handlers that is unique to this breed. Good-natured individuals may be found in most breeds, but for the Connemara Pony, a gentle disposition is its most outstanding characteristic. Next would be the ability to adapt to any situation, excelling in all equestrian sports. The Connemara is the image of strength, kindness, and trust. Their inner peace will calm you as they charm their way into your heart.

The Connemara is the largest of the pony breeds and ranges in height from 13 to 15 hands high, with 14 to 14.2 hands being the average. They reach full maturity at five years of age, sometimes older,

and they can live well into their 30s. The Connemara "stands on short legs, covering a lot of ground." Their body is deep and compact, well-balanced with depth, substance, and good heart room. The Connemara has a good sloping shoulder, length of rein, and moves freely with little knee action in surprisingly large strides for its height. They are easy keepers who do not require a rich diet to stay fit and healthy.

It is the friendly and willing disposition, combined with athleticism, versatility, work ethic, and hardiness that spawned this author's loving devotion to the breed more than three decades ago.

A great example of this is Willow's Aslan driven by 14-year-old Riley Wiltson. Riley fell in love with Aslan who was willing to work hard for him, learn with him, and forgive when he makes mistakes. Riley says, "Aslan has never quit on me. He is a great partner. He also has a fun personality."

Riley competes in combined driving with Aslan, and together they won the 2018 ADS North American Preliminary Single Pony Championship at GMHA in Vermont. Riley also won the ADS Youth Championship for Combined Driving in

Left: No challenge is too great for Lisa Stroud and her band of Connemaras. She drove this six-in-hand at the Southern Pines CDE to the delight and amazement of all. Photo by Pics of You



Riley Wiltson has found a great partner in Willow's Aslan, and Riley aspires to go all the way with him. Photo by Ann Pringle

2017 and 2018 with Aslan. Last year, using scores driving Aslan, Riley received his blue (Training) and bronze (Preliminary) level driven dressage awards. He says, "Aslan is getting faster in the marathon; at the 2019 Grand Oaks CDE we won best Preliminary marathon and first place Preliminary single pony. We did our first Intermediate test at the 2019 Palm Tree CDE, and we got third place." Riley's goal with Aslan is to compete at the Intermediate level, to work on the silver (Intermediate) driven dressage award, and to compete at Live Oak in 2020.

My introduction to driving was in 2006 through my close friend Carole Moss (now Grimsley), with whom I traveled to the National Drive. I brought a riding

pony, as I was not yet keen on driving myself. In 2007, I decided to take a miniature horse I happened to own at the time and had driven a dozen times or so at home. Our first day he ran away with me, and that was it; I thought "Forget this driving stuff; I am safer in the saddle!"

Three years later I gave carriage driving another chance when one of my homebreds, Foothills Hopefilly, needed a new job. She was an 11-year-old, 13.3-hand Connemara pony who was great with kids and on trails but was not keen on jumping. I thought I should experiment to see if she wanted a career change and it turns out that she did. Since I did not know a breeching from a neck collar, I thought it wise to send Hope to a trainer

for a month. She took to driving immediately. Six months later I competed in my first-ever horse driving trial at Katydid in Aiken, South Carolina. Hope convinced me how much fun combined driving was and I entered the Gayla CDE the next May. I was almost hooked! So, that fall I decided to take not only Hope but also her half-sister, CoStar, to the 2010 National Drive, held that year in Indiana. Now the combined driving hook was set.

In the winter of 2014, Carole Moss and I decided that it would be fun to join the final week of the Caravan (a drive that began in California and ended in Florida). I had a wagonette with a pole, and that December, with the help of my farrier, we hitched up Hope's older sister, Queen,



who had spent a couple of weeks pulling a drag, but never a cart. Three months later we joined the Caravan in Florida. Hope and Queen were absolute troupers and pulled us around Florida that week like they had been doing it all their lives.

I would venture to say that very few breeds of horses or ponies would cooperate with my spur of the moment decisions to pursue the various and sundry driving goals I had with such little preparation. Of course, I have learned so much in the meanwhile, and now with another Connemara pair of full brothers that I currently have, I am taking things more slowly and giving them the more conventional driving start that most horses receive.

Another Connemara enthusiast, Kimberly Stover, became acquainted with the breed when she landed a job at an eventing/combined driving facility. In describing the Connemara-Thoroughbred

crosses that Kim has driven, she says "They are smart, they are hardy, they like a challenge, they have a great sense of self-preservation and a wicked sense of humor." She explains, "a Connemara that trusts and respects you will give you every ounce of itself when things get hard. My ponies have more than once gone beyond what the bigger, stronger, fancier horses in our classes have because of their heart. These little horses want to do right and please you. They are fierce when they need to compete, and the rest of the time, they are easy-going happy ponies. Generally, not too big in size or stride, they are comfortable to the novice allowing one to gain confidence in the discipline. They can have an off-beat sense of humor, a little Irish humor, that can sometimes be confused for mischief, but once you accept it as humor, the bond that's needed for

success is set!"

Kim has been to a World Singles Championship with Tri-Creek Greystone Laughlin, won a USEF National Championship with Miles To Go, a 15.3h Connemara-cross gelding, was selected for the World Singles Championship team in 2000, and was USEF Reserve Champion driving a 15-hand three-quarter Connemara mare, Unicorn Janie, who was also selected for a World Singles team in 1998. Kim earned a USEF Horse of the Year award with Laughlin. With True Grit, a 14.3h three-quarter Connemara gelding, she was selected first alternate in 2002 for U.S. Singles team.

Kim currently has two Preliminary level driving partners: Valliantlie (Levie), Lanie's Lad (Hal), and has earned Bronze Medallions in Driving from the American Connemara Pony Society with both of them.

Phil Knox has always enjoyed driving multiples, while his wife, Chris, enjoys driving one at a time. Phil guides his team through a maze of pink snails at the Hermitage Classic. Photo by Pics of You



Diana Cooley of California, entered the world of Connemaras when her aging trail horse was no longer able to do long trail rides. After looking at others breeds, she decided on a young Connemara-cross filly. Bringing along this very young Summer Saranade was a wonderful experience for Diana. She recalls, "Summer was smart and willing to try anything we exposed her to. Because her sire was only 13 hands, we were uncertain how big she would become. We joined a local driving club, and I began driving lessons. By the time she could be driven, I had done all the early exposure and training. As we progressed from one lesson to another, she seemed to look at me and say 'what's next?' She not only became a great trail riding partner but a faithful, dependable driving partner."

Diana joined the ACPS and became close friends with breeder Joan Ervin, who owned Summer's sire. Diana and

her husband, Jerry, eventually came to have Joan's Connemara, Stetson (MGRM Premier Performance), on a permanent lease. Stetson became Jerry's driving partner. It did not take long for them to start exploring all the trails that allowed driving. Soon they added combined driving to their activities. "He was dependable and willing to go wherever Jerry pointed him," Diana says of Stetson.

After Summer's death, Joan encouraged Diana to start driving MGRM Brigadoon, her breeding stallion and well known-performance Connemara. "I drove Brigs in several combined driving events. At one of the CDEs, Brigadoon was double booked to do the CDE and, in between, was scheduled to be collected for breeding a mare. I held my breath to see how that might affect his attitude for the CDE. He seemed to be able to separate his tasks completely. He was a gentleman through and through. He was often

handled and ridden by children, safely and obediently."

Stetson and Brigadoon won many perpetual trophies both regional and national, and was always in the ribbons with adults and children alike. "In the 23 years that I have been active with the Connemara breed," says Diana, "I have seen innumerable examples of the best in temperament and performance. My current driving partner is Foothills Hopefilly, on lease from Vanessa Morgan. If it had not been for my previous experience with Connemaras, I never would have arranged to lease a pony from Tennessee as I live in California. So without a hands-on visit and only photos and info from Vanessa's website, I brought her to California without a concern. I believe in these ponies."

Connemara breeders Phil Knox and wife Chris, of Chesterfield, Idaho, have been across the county competing a beautiful team of four homebred Connemara

Author Vanessa Morgan took Foothills Hopefilly to the Katydid CDE. Photo by Pics of You





mares: three greys and a buckskin. While Chris has an extensive background in eventing, jumpers, and dressage, and finds great satisfaction in training and competing singles, Phil has always been drawn to multiples. Once they started producing their own purebreds and competed successfully with singles, Phil began to put them together in various combinations. While Chris continued to compete with singles, Phil moved on to pairs. He currently drives a four-in-hand of purebred sisters, and they have seven purebreds in work or in training. All are either daughters or granddaughters/sons of Avenn's Silke Sonata sired by their stallion RosNaRi Kilcullen. "Before coming to Knox farm, Silke won every driving competition we entered her in," says Chris. "She was spectacular in dressage, aggressive in the marathon, and careful in cones." Silke was the foundation mare for the Knox Farm breeding program. Her full sister, Avenn's Erin Terra, was a successful international competitor in combined driving with Canadian whip, Deb Laderoute.

Phil and Chris competed their ponies up through the levels, from Preliminary to Intermediate, first as singles, then as pairs, and eventually as a four-in-hand. They were successful at events throughout the western U.S. and Canada. For many years they were regulars at such events as Teddy Bear, Beaver Creek, Equestrian's Institute, Shady Oaks, High Country (Calgary), A Drive in the Park, Inavale, and The Battle of the Breeds at Spruce Meadows.

They headed east in 2014 to compete and win at the Kentucky Classic with their four-in-hand at the Preliminary level. Chris explains, "After another summer competing at Intermediate and Intermediate II around the West, we again headed to the Kentucky Horse Park for our first FEI 2\*. After winning in Kentucky, we were excited to continue honing our skills at the top levels. Since Phil had recently retired from his career as an anesthesiologist, we were able to spend that winter in Florida where we



Vanessa Morgan enjoys everything that driving has to offer with Connemara's that she has bred on her Tennessee farm. Photo by Pics of You

competed in three FEI 2\*s in 2016, capping off the season at the Live Oak International. Our wonderful homebred ponies won all three of these FEI 2\* competitions and made us more proud than I can say! To plan a mating, see a foal born, train it throughout its career and then win at the highest level of competition in the U.S. is a special treat. We've had such a great journey with our best friends and such made great memories."

The Knox Farm team won Connemara of the Year from the American Connemara Pony Society, in 2017.

The ACPS offers a wide variety of awards for driven Connemaras. One of the

most popular is the Achievement Awards program. In this program, points are accumulated over the lifetime of the pony. Points must be submitted by December 31 of the year they were earned. Connemaras are awarded Certificates of Achievement and Bronze, Silver and Gold Medallions until they receive the Award of Excellence, the final level in the program. In driving, points may be earned in combined driving, pleasure driving, and therapeutic riding/driving. Points earned for placing at American Driving Society and U.S. Equestrian recognized shows count for completion in the divisions entered. Points travel with the pony as long

as the ACPS has recorded the appropriate transfer of ownership and the new owner is a current member. Registered purebreds and half-breds alike are eligible for ACPS awards if the owner is a current ACPS member.

Connemaras are eligible for USEF Horse of the Year (HOTY) Awards in the Connemara division. Placing in recognized competitions count toward Connemara HOTY categories, even if the show was open to all breeds. The ACPS presents annual "Hall of Fame" Lifetime Achievement awards that are awarded for a career of outstanding achievement, both competitive and non-competitive.

Junior and Senior drivers who are ACPS members and drive registered Connemaras can apply for scholarships. Riley Wilitson was awarded a Junior

scholarship from the ACPS for his driving ambitions with Aslan.

In 2012, Captain Jack Sparrow (registered name: Poppyfield's Shadowfax) was awarded the ACPS Connemara of the Year. He was the first Connemara that Janelle Marshall of Windsor, South Carolina, had the pleasure of working with. She recalls, "He could give beginner lessons and be ready for FEI at the same time. He came out the same every day and gave it his all. I had the pleasure of taking him to a world championship in Europe. He handled the airplane flight like a pro. He was a delight to work with and always put a smile on my face."

In 2003, Alison 'Lisa' Stroud of West Grove, Pennsylvania, stormed onto the four-in-hand scene with her team of Connemaras. Stroud represented

the U.S. at the FEI Pony World Driving Championships at least five times between 2003 – 2011 and was also named USEF National Combined Driving Pony Team Champion nine times. Included in "Team Landhope" were Benjamin, Kilkerin, Edward, Cong Donal, and Sir Patrick.

Robin Groves represented the U.S. at the World Singles Championships twice driving a 15-hand Connemara/TB gelding, Thor's Toy Truck (TJ). Robin was twice USEF National Singles Champion driving TJ.

Helena "Lana" DuPont Wright, 2015 USEF Lifetime Achievement Hall of Fame Member, also drove Connemaras. Lana, made history as the first woman to compete on an Olympic eventing team. In 1964 in Tokyo she rode Mr. Wister, an

Diana Cooley and MGRM Brigadoon, a breeding stallion and well-known performance Connemara. Photo by Bonni Kelly







Captain Jack Sparrow has taken Janelle Marshall to the pony world championships.

off-track Thoroughbred. Many years later she took another horse, Greystone Sir Rockwell (Rocky), to the World Championships in combined driving. A homebred Connemara-cross, Rocky's Thoroughbred dam shared bloodlines with Mr. Wister. Rocky eventually became her sentimental favorite after he helped her medal at the World Pair Driving Championship in 1991. "He was my spare, but he was an awesome spare," remembers Wright. "You know, you are always trying to qualify for something, and although I drove him and had competed with him some locally, I had never really done anything with him. You get scared because at that level you want to use your proven competitors. But I drove him that morning, and he and his pair felt so good, I knew I just had to use him that day in the marathon. And I honestly think he is one of the reasons why we did so well."

I will never be, nor aspire to be at the competitive level as those mentioned above, though I do have goals and I love to train in preparation for competition. Nonetheless, I know that whether hitching up to join a neighborhood wagon train, enjoying fun days with our local driving club, relaxing on a driving vacation in Hitchcock Woods or Goethe State Forest, practicing and playing at the National Drive, or preparing for a CDE, one thing remains a certainty: Connemaras will always be my first choice for driving. Diana echoes my sentiment. She says that her goal while in retirement is "to just have fun. Connemaras are a sure bet for fun!" Chris Knox summarized well when she said, "Connemaras do it all. They are more than animals we use for sport; they are partners. Best of all they have a great sense of humor." ☺

## Who's having the most fun?

### Those at The National Drive

*Mark your calendars*

May 2-5, 2019

The Spring Fling

The 15th Annual National Drive

October 1-6, 2019

At the Hoosier Horse Park,  
Edinburgh, IN



Come as you are and enjoy a week of riding and driving at the beautiful Hoosier Horse Park

Clinicians, 3 dressage rings, cones course, marked trails, 8 hazards, Tack Swap, Chili Dump, Derby, Dog Parade, Mimosa Drive

Visit our website at  
[www.nationaldrive.net](http://www.nationaldrive.net)

Follow us on Facebook @TheNationalDrive



## NEW HERITAGE FARM CARRIAGES



### NOW UNDER NEW OWNERSHIP

*Same quality products, same great service*

**New Heritage Farm Carriages**  
for minis to drafts, beginners to professionals – we have what you need!

**Arden Harness**  
superior quality harness in leather and biothane custom-made for your equine

#### Meet our team:

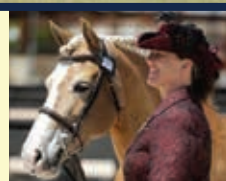
Owner: Rebecca Gutierrez,  
Windsor, S.C.  
Sales Consultant & Dealer:  
Newt Brosius, Avondale, Pa.

#### Dealers:

Lisa Singer, Chadd's Ford, Pa.  
and Windsor, S.C.  
Barbara Chapman, Metamora, Mich.  
Leslie Berndt, Lexington, Ky.  
Joe & Anna Miller, Atlanta, Ind.  
– Max Line Draft Carriages



Rebecca Gutierrez  
New Heritage Farm Carriages  
and Arden Harness  
803/646-0462  
[www.newheritagefarm.com](http://www.newheritagefarm.com)  
PO Box 375, Windsor, SC 29856



# DRESSAGE

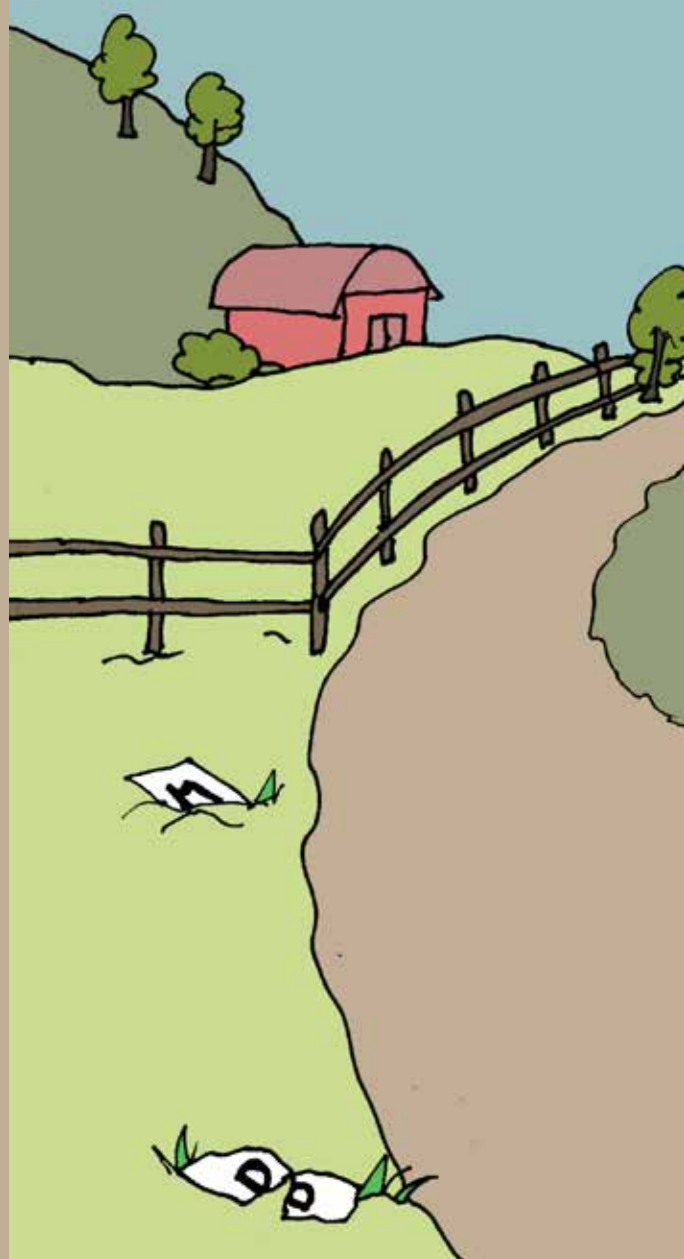
**DRESSAGE! THAT'S FOR COMPETITORS.  
I JUST WANT TO HAVE FUN WITH MY HORSE.**

According to Paula Bliss, "Dressage is getting your horse to do what you need it to do when you need it to do it."

According to the United States Dressage Federation, "The Olympic sport of dressage is derived from the French term meaning 'training,' and its purpose is to strengthen and supple the horse while maintaining a calm and attentive demeanor."

If you are going down the road and there is a ditch on your right and a truck coming on your left, you want to make sure your horse will go straight between the two. You have to have confidence that he will listen to you, your reins, and your whip and continue to go forward and not do something silly. Guess what? That's dressage!

When you are out in a group, and you need your horse to stand, or you are going up a hill and others are going a little slower, but you need to be in a trot, you need to rate your gait and collect your horse a little bit. Guess what? That's dressage!

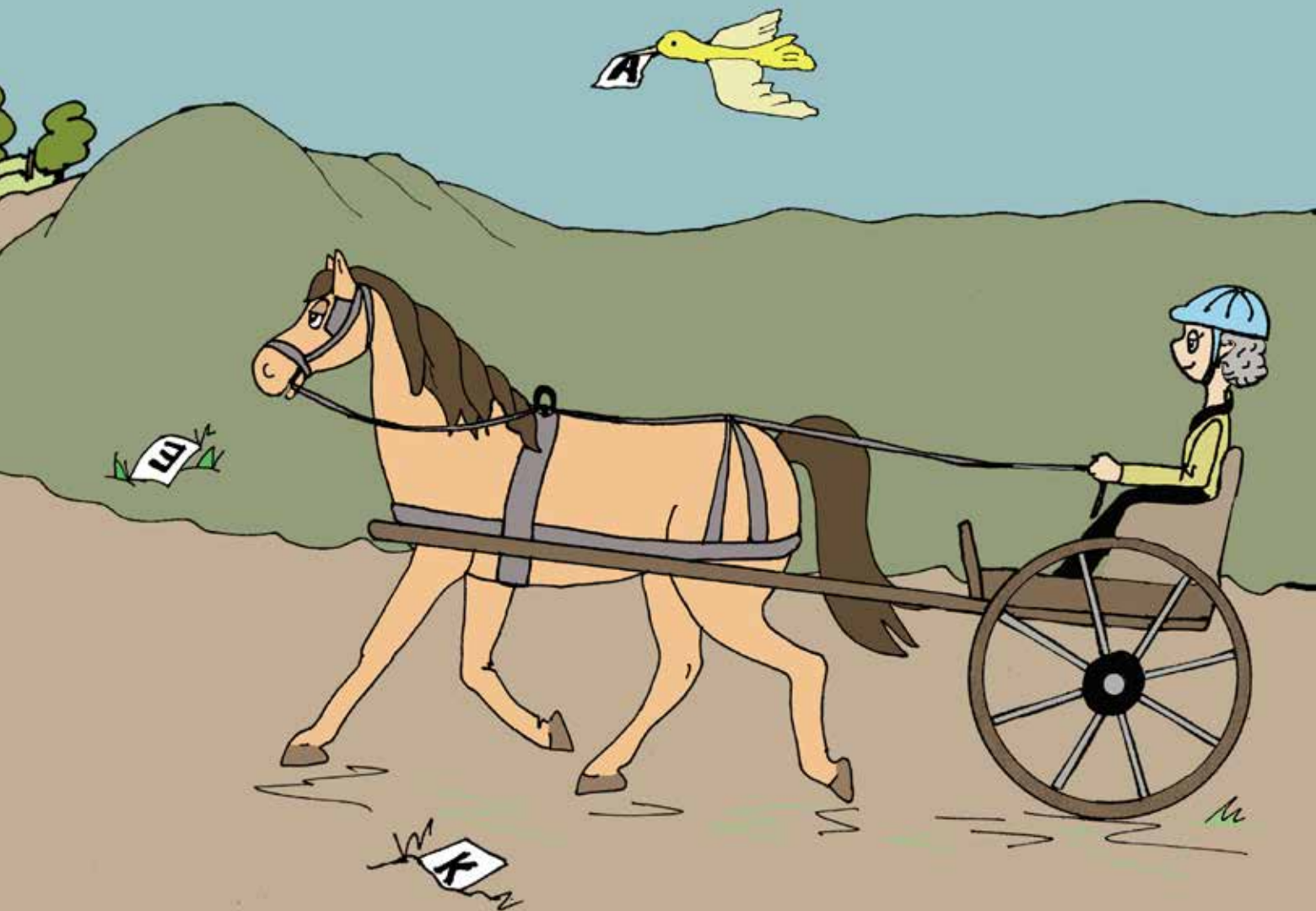




# & The Recreational Driver – or How to Have a Good Day

By Ann Pringle

Illustration by Kathleen McLaughlin



**P**aula Bliss operates a farm in Purcellville, Virginia, where she trains driving horses and coaches competition and recreational drivers. From a very young age, she was immersed in ridden dressage. “My dad was a life-long rider, and when he retired, he went whole-hog into dressage at his farm. I was fairly young when that happened and had the opportunity to work with some great trainers. Even though I didn’t pursue dressage as my discipline, I’ve used the training as the foundation for all my horses starting out.

Bliss’ introduction to driving came from a boarder in her barn who drove a pony. He wanted to go to the National Drive at the Kentucky Horse Park in Lexington, Kentucky but didn’t have time to get the pony fit. Bliss had very little experience driving at this point in her life. The boarder invited her to go along with him to the National Drive. This also happened to be the year that the Kentucky Classic CDE was happening simultaneously. Bliss had heard about combined driving but had never seen an event. She was standing at a hazard when Donna Crookston came through with her Morgan, Cowboy, and “I went right out and bought a carriage!”

## COMMUNICATION

Bliss explains that in driving, the main connection you have with your horse is through your hands. Since you can’t use your seat and legs, you have to be hyper-aware of what is going on with your hands. When you are sitting on the horse you can feel when they start to brace up and become aware of something they might want to spook at – you’ll feel that through your seat and your leg. When you drive a horse, all you have are your hands and eyes. That soft connection, that constant communication that you are having with the driving horse is giving him confidence, and he is giving you back information. You have to listen as well as instruct. There is a lot of information coming back from the horse; it is

*Dressage is not a drudge.  
It’s a tool that lets you go out and have  
many ‘good days’ driving your horse whenever  
and wherever you want.*

constant. It is that communication that makes for a good drive.

If you have a horse that is heavy, or if you are static with your hands and there is not a lot of empathy, you’re not giving and taking; you cut off communication. If you drop a horse – if you don’t have any connection, if you don’t have contact, and you drop the reins and drop the contact, it is like hanging up the phone. You have no communication. If you are heavy with your hands then your horse obviously becomes heavy to you. It is almost like yelling at one another. You need a soft empathetic connection. That is what everyone should strive for.

Good posture (and not a false posture – you want to be comfortable because you may be driving for hours.) is important. Be comfortable holding your whip. Use your whip as a proper aid. Be aware of the amount of weight you have in each hand. And remember, you have to listen as much as you tell. The horse wants to do well for you. If they are confused and an ear comes back, or if they come up off the bit a little, that is a guarantee that they do not understand what you are saying. They are asking you a question. With their body language, they are saying “would you please clear up what you just said because I didn’t get that and I would like to do it right for you.”

## BE PRESENT

When a client first comes to Bliss, and if they are already driving their own horse or pony, she likes to watch them. She’ll watch them put on the harness and put to, and go into the ring and warm up as they would normally at home. She might notice something as simple as needing

to work on making their horse stand still while the harness is being put on.

Being “present” is a phrase Bliss uses a lot when talking about driving. Bliss usually likes to walk for a kilometer or two before going to work. “If they go into the ring and they are wandering around, then go right into a trot, and they are not present – not thinking or looking where they are going – then we have to talk about that.” This is not the time to think about what they are going to make for dinner or is it time to order grain. They need to concentrate. “I think our lifestyle today is one of constant distraction. You have to decide to be present.”

The idea that dressage is something that you only do in competition, that you are trying to learn a test to drive in front of a judge, is a false premise. Dressage is what you do when you go down the road. It’s what you do when you are on a trail; it’s what you do when you are in the ring. It is the means of communication between you and your horse. “It’s as simple as that,” believes Bliss.

The elements of a dressage test: walk, working trot, rein-back, are in the dressage test, but also what you do every day, every time you drive.

“Be precise in the ring. Don’t go in and wander around. Look where you are going. Turn off the rail where you should. Don’t always go down the centerline. Go down the quarter lines. Get your horse going in a straight line, but not always on the rail. Practice your transitions. That is the most overlooked thing – probably in riding and driving. People get into a trot and stay in the trot. Downward transition to walk. Downward transition to halt. Hold the halt. It only has to be for a few



seconds, then asked in a balanced way into a walk and then a trot. Use the working walk, and use it as a reward. If you've been working hard, put him in a working walk and let him relax for a while. Then put the horse in long rein and allow him to stretch. A horse uses more muscles at the walk than in the trot or a canter. You can physically help your horse with the walk and get them to relax."

Bliss tells her recreational students when they go out on the road to pick a

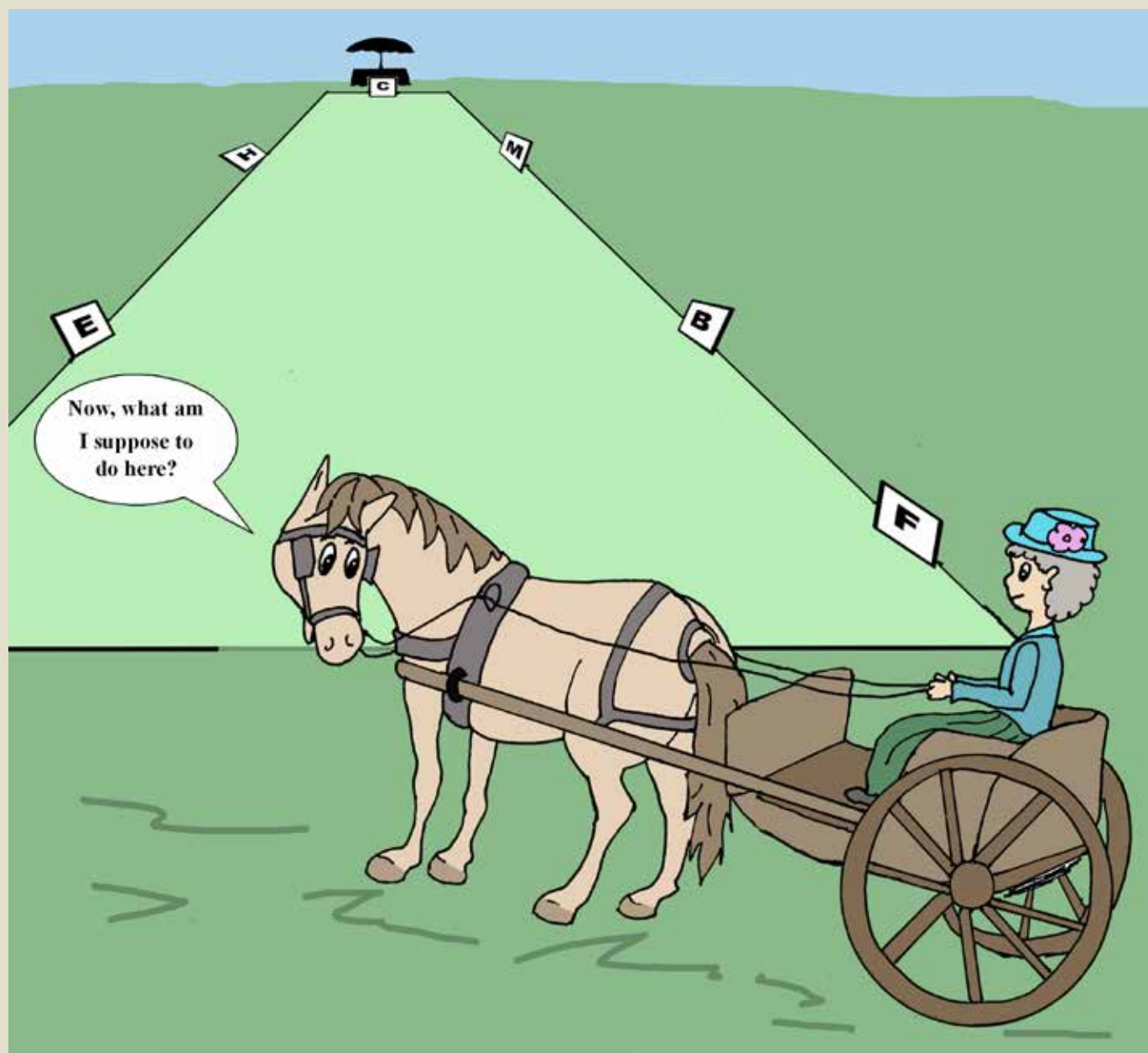
focal point and ask their horse to walk toward that focal point with energy.

Do her students know she is teaching them dressage? "They figure it out," she laughs. They work in 40 x 100-meter ring (also convertible to 40 x 80-meters). She asks them to do things between the letters, so they gradually become aware of where everything is in the ring. Then she will start calling a test to them, and when they've finished she'll tell them they just did a training level dressage test! If there

is a small competition coming up, she might encourage them to enter.

## HAVE A GOOD DAY

Dressage – just fundamental dressage – will improve the relationship with your partner, "because we are partners with our horses. It doesn't matter if you are driving a single, a pair or a four-in-hand, you are part of a group trying to achieve a goal. The goal is to have a good day."



The horse doesn't know that it is a competition horse or a recreational horse being driven by a professional or an amateur. The horse knows one thing. He is being driven. So if you can work on your communication skills through dressage, and establish that wonderful connection that you can have with a horse, where you feel like you think they do, it is seamless. If you can have that, you can go anywhere. Drive anywhere in any group, and have a good day. The whole point is to have a good relationship with your partner.

"There are very few animals out there like horses," Bliss explains, "and horses really want to work with us. It's a gift that we've been given. And it's a privilege to work with them. So we should have respect for them. And that starts with being aware of what we are doing. And be present. Looking where you are going, as simple as picking your eyes up will convey right down through the lines where you want that horse to go. And if you

don't think that is true, try it sometime. The horse is sensitive enough that they are going to go where you are looking."

### PRACTICAL DRESSAGE

"It is the everyday nuts and bolts of what we do to have a good day in order to have a horse that is going soft and quiet and able to carry itself all day long," says Bliss. "If a recreational driver goes to Fair Hill, it is really nice to be able to do a half-halt going down one of those hills and engage him behind and have the horse be able to hold the carriage back. And that's exactly what I tell them. The half-halt isn't there just to recycle your energy. It is there to rebalance the horse."

If you are in a ring, and you want to work on accuracy, set up some cones, not just at X, but on the sidelines or where you come off the diagonal; put a set of cones on the diagonal, so when you are turning off you have an eye line to look at. A lot of times, say you are going from F to H, Bliss will put a set at the H end

so they can see how much they have to correct themselves to get through that set of cones.

Practice your halt at places other than X and G. And point them in different directions. Stop at C, stop across the centerline, and have your wheels on the centerline. If you are working outside of a ring, this doesn't mean you can't stop. Practice the halt; this is especially important for the recreational driver. Go park under a tree. Take small bites at it; don't get into an argument about it. Understand that this process journey that you are on will not get fixed quickly. There will be times that you are going along fine and then you'll take two or three steps back.

When working with her recreational drivers, Bliss talks to them about engagement and being on the bit. She might put it a different way than the way she would explain it to a competitor who wants to do well competing in dressage. "I'll talk about impulsion and rhythm,



Paula Bliss and her Dutch Harness Horse Burr competed at Kaydid CDE in 2017. Photo by Pics of You.



*The idea that dressage is something that you only do in competition, that you are trying to learn a test to drive in front of a judge, is a false premise. Dressage is what you do when you go down the road. It's what you do when you are on a trail; it's what you do when you are in the ring. It is the means of communication between you and your horse.*

engagement, and engagement from behind – how to turn the engine on. With a recreational driver, I'll talk more about how well the horse can carry itself across the ground in a comfortable frame, the posture of the horse, the ability to work more easily, and not tire out as quickly. It's all the same, just put two different ways.

Bliss likes to work on what she calls 'topography.' "I like to drive a lot of my work dressage when I'm training on a bit of topography and not in a dressage ring because you can use topography. Set up a 40-meter circle on the side of a hill. Keep the horse in the same rhythm. Going down the hill, they are going to have a little half-halt, so they don't drop out of rhythm and going up they will have to engage a little bit more and reach more."

Recreational drivers should know that when they are out driving, all this should become second nature. They can have a conversation with a friend, but as they are going along on the trail, they should feel what is happening with the carriage. They should be aware of the traces. Muscle memory should kick in from what they've learned from doing dressage.

## COACHING

Do recreational drivers need professional help? "Coaching helps," says Bliss. "You need someone on the ground to tell you what is going on. What is your posture like? Is your weight even in your feet? Are you sitting up? Are your shoulders moving? Are your elbows moving? Are you static like you are sitting in a chair? Or are you giving and moving as the horse

moves around the corner." Bliss always sends her students home with homework. For example, she'll tell them to remember that they tend to get heavy with their right hand, and it might be from carrying a whip. She sees a lot of horses that are heavy on their right side, and usually, it is due to people locking down because they are carrying the whip in that hand. Sometimes a simple change in how they hold the rein (maybe over their index finger with the thumb over the rein) may open them up a bit.

Recreational drivers that have someone to help them discover that they can have a much better relationship with their horse and will have a better time when they are out driving. If you like to go on picnic drives or want to go to Fair Hill for 4 or 5 days, a coach can make sure you and your horse are ready for the challenges you might face: a bike coming up behind you, a group of joggers coming at you, deer crossing your path. Your horse should be able to understand that he has to continue to move forward and listen to you and can't be out of control. You'll have more confidence because you'll understand what your horse is doing. But more importantly, this kind of training gives confidence to the horse. They begin to learn how their body moves. They learn that they can carry themselves through this kind of training. So they have a better day.

Someone who is purely a recreational driver doesn't need to learn Intermediate Test #7; however, everything in that test is a working tool that can be used to help

you go out and have a good day. It is just training. "A lot of times when I am working with someone who wants to go to Moses Cone [Memorial Park in the mountains of western North Carolina] for the first time, I'll tell them they better be able to put their horse where they need him to be. I speak from experience."

Bliss will go over how to handle certain situations and what they can do at home to prepare. This includes fitness. "Recreational driving can require a lot of fitness. Horses need to be shod correctly for the venue they are going to. What's in your spares kit? You'll probably need more things, like a second roll of electrical tape and extra pieces of rawhide," recommends Bliss.

You have to have someone who has learned these things to say to you – let's talk about where you are going. How many hours a day do you really think you are going to drive? How much feed are you going to pack? How are you going to feed? Can you keep to your routine at home as close as you can? What are you going to do about water if you are going to be out for a long time?

It's more than just a recreational driver learning how to drive more efficiently through dressage. There's also the practical payoff of a better working relationship with your horse: a more athletic horse who is going to be able to do the job and do it comfortably.

Dressage is not a drudge. It's a tool that lets you go out and have many 'good days' driving your horse whenever and wherever you want.  $\Omega$

# Facilities Needed

One organization within the horse industry is seeking to add more qualified driving instructors and drivers. As the largest certifying body of equine professionals in North America, the Certified Horsemanship Association (CHA) offers a Driving Instructor and Driver Certification (DIDC) program. And if you own a facility that has driving horses, vehicles, equipment, and a safe location to drive, you can help this program while offering a unique service to the driving community at the same time.

by Sarah Evers Conrad







THUNDERBIRDS CHARITIES EQUINE

**Driving facilities  
are the key to  
more driving  
education  
through the  
Certified  
Horsemanship  
Association**

Photo courtesy Phoenix Zoo





This clinic was held at the Phoenix Zoo. Photo courtesy of Ann Streett-Joslin.



A team of crossbreeds pulling a large wagon was one of several turnouts used in the clinic. Photo courtesy of Ann Streett-Joslin.

CHA is currently looking for host sites for CHA driving certification clinics. Certification is perfect for recreational and commercial drivers, as well as driving instructors who teach private or group lessons at a riding school, camp, or at a commercial driving school.

CHA Master Instructor Phil Peterson of Ritzville, Washington, says host sites are the key to the success of the driving certification program for CHA. Peterson is CHA Clinic Staff (also called a CHA clinician or a CHA clinic instructor) for Driving, English/Western riding, Equine Facilities Management, and Trail, as well as a CHA Site Visitor Trainer (someone who helps CHA accredit equine facilities), and he is the 2012 CHA Distinguished Service Award winner.

"They are the key for promoting safe driving, so without our host sites, we don't certify drivers," he says. "Without our host sites, we don't communicate our expectations in terms of safe driving. The more clinics we schedule, the more people we certify, the stronger the certification becomes."

### Becoming a Host Site

Host sites must be a CHA Program Member that is pre-approved by CHA before a CHA certification clinic can be held there. The site may offer a private certification clinic for just their staff or a clinic that is open to the public. CHA recommends the host site charge \$650 per participant at a minimum to cover the expenses of manuals, CHA membership and certification fees, and use of the horses and equipment, and for it to earn a profit. It is up to the host site which meals will be included and whether lodging will be included in the final price.

Host sites must collect fees from participants, send registration information and course materials to participants, contract the services of clinic staff, and pay applicable certification fees to CHA. For a driving certification clinic, all it takes is at least one driving team and one or two single horses with appropriate harnesses and vehicles, a large arena or open level



area, a safe hitching area, and a lane or short road. The facility does not have to have a driving focus.

"Maybe they have a team for parades or hay rides and a pony for cart rides," says Ann Streett-Joslin, a CHA Certified DIDC Assistant Clinic Instructor in Dolores, Colorado. She is also a CHA Master Instructor and a Clinic Instructor for English/Western, Equine Facilities Management, and for the Instructor of Riders with Disabilities (IRD) program, as well as a CHA Site Visitor and the 2010 CHA Volunteer of the Year.

"Maybe they have a carriage ride business and would certify their drivers who are not instructors," continues Streett-Joslin. "They do not have to be heavy draft breeds."

Peterson, a CHA Past President who began with the driving program when it was in the pilot phase, says that CHA has really refined the host site relationship, especially with how efficiently the national office sends information to participants and helps promote clinics. "CHA has been extremely helpful to the host sites in filling their clinics and making it a profitable experience, as well as a positive experience," says Peterson.

Becky Manning, Equine Manager at the Phoenix Zoo, helped the Thunderbirds Charities Equine Facility at the zoo become a host site for a driving clinic in 2017. That particular facility has been a CHA accredited host site since 2009 and has hosted many other types of CHA clinics. Manning has personally been a driver of both singles and pairs of horses, mules, and ponies since 2000.

As the host, Manning's facility had to organize, promote, and put on the clinic. "It was a fun experience, and it was great to have some confirmation that our driving program and procedures are following all the safety standards that we can," says Manning. Manning says participants seemed to enjoy getting to share and exchange ideas and problem solve with fellow drivers.

Streett-Joslin was one of the attendees at the Phoenix Zoo clinic, which is



Ann Streett-Joslin enjoyed the variety of horses and ponies used, like this 19-hand Percheron she posed with. Photo courtesy of Ann Streett-Joslin.

where she received her assistant clinic instructor DIDC certification. She remembers the horses at the Phoenix Zoo clinic well – a 19-hand Percheron, a team of bay crossbreds who pulled a big wagon, and a Haflinger pony who was hitched to a cart.

"Everyone enjoyed handling and driving these well-mannered and well-trained horses," says Streett-Joslin. "A highlight was taking two vehicles on the road. The person doing the lesson had a two-way radio and was responsible for the safety and movement of both drivers. All clinic participants were able to ride in the carriages and see and hear what was going on."

Streett-Joslin is now qualified to work with a CHA driving clinic instructor to conduct a driving certification clinic, and she is looking forward to more host sites coming on board so that she can do just that.

Manning offers advice for future host sites. "Advertise as early as you can prior to the clinic to gain the number of participants you want," she says. "Thoroughly assess your equipment and tack to ensure it is all in good quality, and have some extra harness parts and equipment on hand if they need it."

**For a driving certification clinic, all it takes is at least one driving team and one or two single horses with appropriate harnesses and vehicles, a large arena or open level area, a safe hitching area, and a lane or short road. The facility does not have to have a driving focus.**

### The CHA Certification Process

Driving clinics are conducted like other clinics within CHA, such as the Standard English/Western clinics, IRD, trail, etc. Two CHA certified clinicians are hired to facilitate the clinic and determine what level to certify attendees at based on their demonstrated skill level.

There are seven discipline-targeted workshops included within any CHA multi-day clinic. For driving, these include: Teaching Techniques for Driving, Risk Reduction, Passenger Safety in Loading and Unloading, Harness Fit and Adjustment, Road Driving, Emergency Procedures, and Professionalism.

Driving certification includes hands-on single and team driving with multiple driving vehicles, and the clinic addresses both breast collars and full collar harnesses. There is a written test at the beginning of each clinic to determine the knowledge level of participants.

If attendees are trying to become certified drivers, they will do at least four topic-based demonstrations of their driving skills, whereas if they wish to become certified instructors, they must teach at least four lessons on topics assigned by the clinicians or the other participants. Then, attendees are evaluated by clinic

staff and participants on their knowledge of these topics, as well as their professionalism, group control, and their teaching techniques and practices.

Streett-Joslin calls it “a practical evaluation of your skills by qualified CHA clinic staff.”

“It is not a test to see if you harness a horse exactly like the next person, but to see if you can do it safely and effectively, for both you, your fellow clinic participants, and for the horse,” continues Streett-Joslin. “The clinic staff is there to recognize what you can do and help you identify ways you can improve.”

Peterson says the CHA process involves “learn it, do it, teach it” along with immediate feedback. This helps attendees know if they did something right, whether they did it safely, and if they did their demonstration or sample lesson with professionalism while communicating with other participants and considering each participant’s various learning styles.

“That immediate feedback is invaluable,” Peterson says. “You never have to guess what people are thinking because we draw it out of them. I think that’s the key to our CHA process.”

Peterson shares that clinics run for five days and are limited in the number of participants to eight due to the time needed for all of the required parts of the clinic.

One leading reason for a facility to host a clinic is if management would like to certify facility staff as drivers or driving instructors. “Certifying their own staff opens the possibility of expanding a host site’s program offerings and showing the world they are serious about safety,” says Streett-Joslin.

Manning recommends that attendees have basic knowledge and hands-on driving experience before seeking certification. “The clinic is a great way to take your driving up a notch in safety if you are planning on being around the public or offering lessons,” she adds.

To learn more about the CHA DIDC program, please visit [CHA.horse/store/pages/30/Certifications.html#driving](http://CHA.horse/store/pages/30/Certifications.html#driving). 

*Sarah Evers Conrad is the editor of CHA’s The Instructor and is also published in a variety of equine publications, such as Horse Illustrated, The Horse, Arabian Horse Life, American Quarter Horse Journal, American Paint Horse Journal, USDF Connection, and others. In addition, she helps equine businesses with their marketing through her company, All In Stride Marketing.*

### About the Certified Horsemanship Association

In addition to driving certification, CHA accredits equestrian facilities and certifies equine facility managers, riding instructors and instructors of riders with disabilities, vaulting instructors, and trail guides, from day ride trail guides to wilderness guides. CHA’s purpose is to promote excellence in safety and education for the benefit of the horse industry. It also does this by producing educational manuals, horsemanship DVDs, and YouTube safety shorts, and by hosting regional and international conferences.

For more information about being a host site, please visit [CHAinstructors.com](http://CHAinstructors.com), send email to [office@CHAinstructors.com](mailto:office@CHAinstructors.com), or call 859-259-3399.





YOUR SOURCE FOR  
EUROPEAN DRIVING ESSENTIALS



INCLUDING:

- Arden Harness
- Ideal Harness
- Fleck Whips
- Voskamp Hall Carriages
- Excellent Carriages



We carry the only FEI  
approved driving cones and balls.

See our website & Facebook for recent arrivals!

carriageimports.com



carriageimports@hotmail.com

P.O. Box 551

434.262.8262

Palmyra, Virginia 22963

## Welsh Ponies & Cobs Be A Contender!!



Join Us

and find out for yourself!!

Welsh Pony & Cob Society of America

[www.welshpony.org](http://www.welshpony.org)



Photo Credit: Derek Riley, Whip: Amy Riley driving Quillane Apollo

[www.facebook.com/wpcsa](http://www.facebook.com/wpcsa)

Midwestern Values • Customized Service • Quality Carriages

# Midwest Custom Carriages

Pleasure to Competition  
Singles to Multiples  
Small Pony to Draft  
Training to Advanced



Enjoy the  
Comfort and Satisfaction  
of a Poj-Kon Carriage  
from MCC!

**Chad & Myrna Rhinehart**  
Reedsburg, WI  
608-393-0598



**John Freiburger**  
Fitchburg, WI  
608-212-0804

Safe, Quiet, Well-Built European Carriages for all Levels of Drivers

[www.MidwestCustomCarriages.com](http://www.MidwestCustomCarriages.com)



Gerald Hook

July 19-21, 2019

## LORENZO DRIVING COMPETITION

Back by popular demand:

- Driven dressage & House Rules Timed Country Drive with incorporated Cones Course
- Utility Division
- Drive & Ride Class and Grooms' Class

New This Year: Friday evening Picnic Class

Lorenzo State Historic Site • Cazenovia, New York



[LorenzoDriving.org](http://LorenzoDriving.org)



# The Small but Mighty HDT



by Mary Baillie

WINDSOR TRACE IN WINDSOR, SOUTH Carolina has a vibrant carriage driving community and is home to many driving VSEs. For several years the Monster Mini HDT was held here but ended in 2017. As a small pony driver, I was very interested in carrying on the tradition of introducing new drivers to the sport of combined driving.

With the support of many enthusiastic and experienced whips, the second Small but Mighty HDT took place this past February.

The event is open to VSEs and Small Ponies (11.3 hands and under) and is very much aimed at novice drivers and those who are competing for the first time. To that end, we have several experienced competitors who are available to mentor those drivers who ask for help. The mentors are with competitors for the weekend, explaining, walking courses, organizing their drivers and cheering them on. We arrange neighborhood stabling when possible and have been fortunate to have people like Lisa Singer do course walks, answer questions, and help advise us on running the HDT.

This area is blessed with perfect footing, the availability of top-notch dressage

rings, obstacles, and generous landowners who open their farms to our show. We keep our marathon short (under 4 kilometers) and the land is flat which makes it easier for people who have difficulty getting their equines conditioned in the winter.

The Overall Training Champion and Winner of the Aiken Driving Club Challenge Trophy was Erin Harrell with Bubbles who were at their first show.

We are hopeful that the show will grow in popularity and are now making plans for the 2020 Small but Mighty HDT. Ω



Linda Willis and her miniature horses truck along the marathon course. Photo by Jay Willis



Price Story and her Dartmoor showed in the Intermediate division. Photo by Jay Willis



Erin Harrell was the overall winner of the Training division. Photo by Mary Anne Boyden



# VILLA LOUIS CARRIAGE CLASSIC

SEPTEMBER 6-8, 2019



VILLA LOUIS HISTORIC SITE  
PRAIRIE DU CHIEN, WISCONSIN



- ADS PLEASURE DRIVING
- OBSTACLES
- VENDOR FAIR
- SOCIAL EVENTS



Photos by Bob Mischka Photography

VILLA LOUIS CARRIAGE CLASSIC, INC.  
MIKE RIDER, CHAIRMAN  
608-326-4436

[WWW.CARRIAGECLASSIC.COM](http://WWW.CARRIAGECLASSIC.COM)



Tourism Info: 800-732-1673 or [www.prairieduchien.org](http://www.prairieduchien.org)

Exclusive Provider of  
*Coyaltix Carriages*



**REXX MANN**  
AGENT • NORTH AMERICA  
COMPLETELY CUSTOMIZABLE

Phone | (405) 326-5623  
Email | [twistedluckcarriages@gmail.com](mailto:twistedluckcarriages@gmail.com)  
[www.coyaltix.com](http://www.coyaltix.com)

# Arizona Drivers Have Fun in the Sun



Ann Kosin in the Carriage Dog class also placed in the AARP class with a combined driver-equine age of 104!



Thomas Nesbitt sports an appropriate chapeau in the Red Hat class.



Trish Demers took the Red Hat class a step further with a lobster hat for her and her horse.



Yes, this is Arizona, and each afternoon we were treated to a dust devil aiming for a driver – but we are used to them. This one didn't bother either the horse or driver!



by Peter Atonna. Photos by Jean McFadzen

IT MAY BE THE DESERT, IT MAY BE DUSTY, IT MAY BE HOT – BUT Arizona carriage drivers still love to show how well they drive, how they can present themselves in all their finery and, most important, to have fun with their equine and carriage. Thus, the Arizona Driving and Carriage Society hosts an annual pleasure driving event. When? In the springtime, of course, when the winter rains have brought the desert into bloom and the cool days make being outdoors delightful.

At the Event Center at Dale Creek in March, we hosted 33 competitors for 48 offered classes ranging from traditional reinmanship classes to the always fun costume, red hat, and carriage dog classes. This year, Muffy Seaton joined us as the head judge joined by now Arizona's own Wayne Kramer as our technical delegate. In addition, we offered a unique opportunity to drive dressage tests of the driver's choice to be judged and given an oral evaluation by Lois Whittington, a well-known Arizona dressage judge. Ω



Left: Muffy Seaton was the head judge. Right: Wayne Kramer served as technical delegate.



High Point winners in each division received a belt buckle for a prize.



For the Costume class, Sheryl Jackson was the Good Humor Man along with her friend.



Keven Fetherston competed in the Gentlemen to Drive class.



# Windsor, Winners, and Weather

by Ann Pringle

THIS YEAR'S WINDSOR TRACE CDE WAS BITTERSWEET FOR competitors, officials, and volunteers alike. Courage to Lead Farm is for sale. The 14-acre farm is the main venue, with dressage arena, cones course, big tent, secretary and scoring trailer, food vendor, and two marathon obstacles on the property. Several other properties in and around the Windsor Trace compound encompass the other obstacles, parking, and marathon track, but Courage to Lead Farm is the heart of the competition.

Windsor Trace event offers both a combined test on Friday and a combined driving event on Friday and Saturday. This year, competitors had their first taste of a two-phase marathon. The first section is a combination of the previous Section A and Walk (or transfer) sections, enabling drivers to choose a pace that best suits their horse.

Twenty competitors competed in the combined test. Shelly Temple and Kail Palmer-Miller judged dressage while Hannah Polson judged cones. Theresa Bron came from Washington State to participate as a Learner judge, part of the American Driving Society's licensed officials training program. A cloudless sky brought early morning temperatures in the 30s, so down jackets, hats, and gloves were required attire until later in the day. The



Small ponies were well represented. Jane Hostetter drove Tail and Sam in the Preliminary division. Photo by Ann Pringle



Guy and Nahla, Friesian crosses, driven by Robert Burrows were the lone entry in the Intermediate pair horse class. Photo by Ann Pringle





Heeza Diamond in the Rough driven by Tabitha Tashjian competed in the Training VSE class. Photo by Ann Pringle

day ended with the ever-popular 'Mule Crawl.' Competitors traveled to each of the obstacles in their golf carts, UTVs, four-wheelers, or on foot, both to view the obstacles and to partake in beverages and snacks served from the bucket of a tractor.

Saturday was a repeat of Friday for those entered in both the combined test and CDE, although drivers drove a different cones course. Thirty-four participated in the combined driving event.

Competitors ranged from minis to Friesians and everything in between, including the ever-popular driving breed – Morgans. Wendy O'Brien and her four-in-hand of Welsh Cob ponies were spectator favorites. Classes ran the gamut from Training level through Intermediate II.

Gloria Ripperton took home the trophies for both the combined test and the CDE. "I inherited Kiko from Boo Fitch after her death last year, and it has taken me a while to learn how to drive her. She has a lot of personality, so you have to work with her. I was hoping to show her this winter and spring, but all of the local shows were rained out (or just muddy beyond belief), so Windsor Trace was our first outing this year and it could not have been more wonderful. The dressage arena was lovely, and both cones courses were challenging. My navigator, Becky Brown, is a friend from my past

*continues on next page*



Gloria Ripperton was thrilled with Kiko at the pair's first competition together. Photo by Meghan Bengé



### Windsor, cont.

eventing days, and we just had a great weekend together."

Organizer and course designer Lisa Singer said this year's Windsor Trace was the best yet.

Andy Cross was presented with an award for being the best navigator, riding on Wendy O'Brien's carriage with her pony four-in-hand. Mary Baillie's small Welsh pony Sundance was named best conditioned. Driver Jenny Peterson's husband was given the sportsmanship award. Jan Pacific and her mini were given a special award, a professional portrait photograph by Gordon Munro, chosen by the officials.

Windsor Trace cares about the environment. All 'paperwork' is distributed before the event via the internet – course maps, obstacle maps, orders of go, and more. Everything is also posted on the side of the office trailer for people to check regularly and take a picture with their phones. Even spectators are asked to photograph the orders of go. The bare minimum of paper forms and schedules are copied for officials and scoring purposes. It works. ☺



Tracey Turner and Chardonay placed third in the large Preliminary pony class. Photo by Ann Pringle



*Come Join the Fun!*

**COLORADO CDE & CT**

**Location**  
Colorado Horse Park  
Parker, Colorado

**Hosted By**  
Colorado Driving Society &  
Rocky Mountain Carriage Club

**Judges**  
Herdy Zantke  
Craig Kellogg

**TD**  
Wayne Kramer

**Course Design**  
Richard Nicoll

**Organizer**  
Sal D'Alessandro  
303.941.0170  
SalDAl8522@gmail.com

**Secretary**  
Pat Lamprey  
303.429.7525  
Pat.Lamprey@gmail.com

**LABOR DAY WEEKEND**  
**August 30, 31 – September 1, 2019**

**Colorado CDE & CT**

*32 drivers from 9 states traveled to compete in 2018.*

*It's Colorado beautiful & loads of fun!*

*Please add us to your 2019 driving calendar!*

Recognized by  American Driving Society, Inc.





## 21<sup>st</sup> ANNUAL ORLETON FARM

Combined Test, Super Derby & Pleasure Driving Show

31 Prospect Hill Road, Stockbridge, MA 01262

### AUGUST 8, 9, 10 and 11, 2019

Prize list available now at [ColonialCarriage.org](http://ColonialCarriage.org)

Information available on ADS omnibus.



~ COME TO THE BERKSHIRES ~  
*Experience the legacy and tradition of carriage driving.*

*Something for everyone...*

Volunteers • Sponsorships • Advertising  
Exhibitor Welcome Party • Saturday Night Buffet  
Combined Test Awards Reception  
Gathering of Vintage Automobiles  
1, 2 or all 4 days, you decide.

Check for updates on class listings at [ColonialCarriage.org](http://ColonialCarriage.org)



## CARRIAGE AND DRIVING SOCIETY OF GREATER KANSAS CITY

### ***When was the club formed?***

Thirty-nine years ago several driving enthusiasts got together to develop a club to promote equine driving and fellowship among drivers and others interested in the art of driving at the turn of the 20th century and all that accompanies it.

### ***Purpose of the club or mission statement:***

Our bylaws have a long list of objectives of why the club was formed, but it all boils down to promoting the heritage of horse-drawn vehicles and equipment, collection, restoration, display, and repair, and to promote safe driving and horsemanship. We do this through public demonstrations, assisting members with information through speakers, clinics, seminars and other educational offerings

### ***Principle state/geographic region:***

Our members are principally from Missouri and Kansas, though we pull drivers from the entire Midwest for clinics and competitions.

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

We hold approximately 6 to 8 activities a year. These include meetings at local restaurants, fun drives, clinics, day trips, competitions (My Revelation Carriage Classic (MRCC) driving show and the Longview by the Lake HDT), plus our annual meeting in December. During busy summer months and harsh winter months we back off meetings to allow our members to participate in area-wide driving activities and to accommodate inclement weather.



2018 MRCC Turnout class Vicki Bodoh, WI.  
Photo by Linda Barta



Lea Huber, KS, competing in cones in 2016.  
Photo by Annette Turnbaugh Photography

### ***Number of members:***

As this is our renewal grace period, approximately 48 individual and family members.

### ***Type of activities:***

See above.

### ***Does your club publish a newsletter?:***

Our newsletter, *Driving Lines*, is emailed monthly. It is edited by long-time member Mary Loy Brown.

### ***Does your club have a website?:***

[cdsgkc.org](http://cdsgkc.org) and we are on Facebook

### ***Current officers:***

Co-Presidents: Barbara Kirby & Linda Barta

Vice President: Judi Adams

Secretary: Jerry Plummer

Treasurer: Sheila Goodman

### ***For more information:***

New Member Liaison: Judi Adams  
913-441-3723

Website: [cdsgkc.org](http://cdsgkc.org)



2018 MRCC, Bobbi Wojtowicz, MO, on the cross country course at beautiful Longview Horse Park. Photo by Annette Turnbaugh Photography



2018 MRCC Turnout competitor Patti Wolf, TX. Photo by Annette Turnbaugh Photography

# FAMILY ALBUM



◀ Sue Drover of Center Barnstead, New Hampshire, said "This photo was taken by me, while 'sleighbing' with my Canadian mare, Marina. Yes, that's my kayak!"



▲ John Bennett drove UC Chili Pepper at the SNECDA Pleasure Show, September 2018. PHOTO BY AURORA LEE LUCE.



▲ Elmo defends his 2018 Carriage Dog title winning 2019 blue at Grand Oaks. Elmo is with Paul and Glenda Van Sickle and the Friesians Dolly and Rio. PHOTO BY JIM MCINTYRE



◀ Kevin Fetherston and his warmblood pair competed at the Arizona Festival of Driving Pleasure Driving Show. Diva is a 14-year-old Trakehner/Hanoverian mare. The bay is Diamond, a 12-year-old TB/Percheron-cross mare. Marcia Fetherston is his groom. PHOTO BY JEAN MCFADZEN





▲ Glenna Van Buskirk checks Caris Lord of Carrington's bridle. PHOTO BY VICKI DEJONG



► Bill and Kim Allen survive the Gulch hazard at the 2019 Live Oak International. "Commander Mark is unfazed by the potential disaster that nearly unfolded behind him. No one should doubt the value of an experienced navigator." PHOTO BY PICS OF YOU.



► This is Beth Rieselman showing Silver Linings Artimus at the Grand Oaks Combined Test in December. PHOTO BY PICS OF YOU



*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](mailto: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

# Wheels and More Wheels

DRIVERS NEED A LOT OF WHEELS: A CARRIAGE or two or three for the horse to pull, a trailer to get both the horse and carriage to the show, and a truck to pull it all. So when I arrived in Germany I needed a plan on how to acquire all of the above in European size. As some of you know, many of the local European horses travel in two-horse trailers pulled by a car – not even a large car like an SUV, more like a small European sedan. Or the horses travel in a large lorry that would certainly hold all the necessary stuff for a trip to the show but might be a bit awkward to park in a tiny European driveway. It would have been grand to have only one vehicle while I am here, but I could not figure out how one or two horses, horse and carriage equipment, and one or two carriages were all going to fit into a trailer pulled by a car.

I concluded that I still needed the big old American pickup truck. It would clearly haul the trailer even when packed. So the logical American thinking was to bring my pickup truck to Europe. Since my employment contract covered the shipping of one vehicle, I sent the pickup to Europe. In Germany, a pickup

truck can be called a *Lustwagon*. Is that not the perfect description for an American pickup truck in Europe?

Having been to Europe a few times before, I realized that my daily transportation could not be a large Ford F250 4-wheel-drive pickup truck. So when I arrived, I found my car, Rudi (named for the dealer who was a character), my German specifications daily travel car. German specifications mean that it maximizes fuel efficiency (he's diesel and gets 1,000 kilometers per tank), drives fast (140 kph easy) and holds a surprising amount of people and luggage in a tiny body that fits into my minuscule garage.

Rudi is just adorable compared to my pickup, Big Bertha. Bertha requires assistance to park like an airliner at the terminal. You need at least two friends with orange vests to stop the traffic and eagle-like eyesight just to park on the street. For this reason, she does not even live at home, she boards on the Army post where she lives with her own kinds of other large American vehicles like Chevy Suburbans and soccer mom vans.

With the pulling transportation solved, the next item was a horse trailer. At a local driving show, I looked around and saw the most terrific driving trailer. It is a two-horse trailer in the back with a carriage platform in the front. Perfect, with the American pickup to haul the other required carriage in the bed. A local driving friend was able to find a driver with a used trailer for sale.

Then the exciting process of vehicle registration and customs began. As an American living in Europe under SOFA (Status of Forces Agreement), I am entitled (required) to register all of my vehicles with inspection and registration and customs clearance with both the Americans and the Germans. I am also required to have an American and USAREUR driver's licenses. So everything needs dual inspection or testing to be legal. What a nightmare! For the driver's license, I had to study for a minimum of two hours online and answer 200 questions



Rudi and Bertha.



to test my European driving skills and knowledge. Then I had to show up with the certificate and take an eye test at the local office. Armed with a new driver's license, I could then register each one of the now three vehicles, a pickup truck, car, and horse trailer. Each one first had to be approved by the American customs to show I did not purchase them for commercial or resale purposes. Then they had to arrive separately at the inspection location to be examined by both the American and German authorities. This is an extensive inspection that involves lights, brakes, and structural issues. The truck failed the first inspection because the parking brakes did not apply equally. Luckily, the problem resolved itself (as it was likely from sitting on a boat in the ocean for two months) within the 30-day grace period for resolution.

Armed with acquisition and registration of the vehicles, the next issue was insurance. As luck would have it, USAA (my insurance company) routinely handles Americans with vehicles living in Europe. However, the addition of a horse trailer was a first time experience for the agent. When that was resolved, I believed I was ready for the road.

But not so fast. It turns out American specifications and German specification vehicles have significant differences when it comes to lights on the back of a vehicle. American vehicles have a rear brake and turn signals in the same light box. German vehicles have two different lights in the rear box. So the issue is that it is not possible to attach the plug from the trailer to the truck. After months of fussing and seeking advice, a local German mechanic (also named Marcel – my full name) told me to look on the Internet for something like “trailer light converter.com.” It exists! And as I write this, the magic converter is ‘in the mail.’ Here’s hoping it works, as I am dead in the water until it arrives.

Finally, I also needed carriages if I wanted to be a driver in Europe. After much research and help from my friend Newt Brosius at New Heritage Carriages (my favorite presentation carriages), I was able to determine that shipping my existing carriages to Europe was less expensive than purchasing new-to-me carriages in Europe. The primary reason is that a 20-foot container holds four carriages. So you can ship up to four carriages for the same price. Since I needed



Transporting carriages from the loading dock to the garage with Bertha.

at least two single carriages and wanted to have two pair vehicles, it made perfect sense (at the time) to ship all four carriages in one container. The deal on the container was that we would load and unload the container ourselves and pay for the shipping of the container to save money.

As they say, however, the devil is in the details. It turned out that the carriages needed to go into the container sideways, so each carriage had to be hand-carried into the 20-foot container. And the container is about six feet in the air. On the North Carolina side, my husband was able to round up four very good friends, a neighbor's open yard and a lift trailer to load the carriages. However, after loading the carriages and then coming to visit, he quickly determined there was no place near my house to unload a 20-foot container. Besides, I didn't have

enough friends to carry the carriages out of the container and down a six-foot drop on the streets of Germany. I solved the problem with lots of extra cash to find an unloading dock and professional movers. Because this also involved a change of unloading location, that drove everyone into a paper panic that was only solved by more money.

Once the carriages arrived, I still had to deliver them into my custody. Without proper storage at my current barn for four carriages, I decided I would put them into my tiny garage and deal with the issues later. With the help of a friend, we arrived at the loading dock with Bertha, the big American truck, and after four trips safely delivered three carriages home and took one to the barn. And now I am ready to show. Well maybe – after I get my German horse-driving license. Next article. Ω



Left: This is not Marcie's trailer, but shows how the carriage fits on the front platform. Right: With two horses in the trailer, one carriage on the front, and the other in the bed of Bertha, Marcie is ready for the next event.



by Diane McKay

## Longears

# For the Love of a Donkey

"I SAID RIGHT FROM THE START OF ESTHER'S training that whether driving her to the Gates of Hell or the Pearly Gates, she will get you there safely," Leslie Owen proudly proclaims. Now five years later, she certainly has the stories to tell.

Leslie and her husband, Tom, live just outside of Paola, a town near the northeast corner of Kansas. She started carriage driving about 13 years ago when she bought two miniature horses. Although they were loved dearly and had an excellent way of going, Leslie felt they just weren't quite suitable for the things she wanted to do. Eventually, she sold them to her friends who now show them in some low-level events.

Longing to stay in carting, Leslie wanted something a little larger yet quiet, and something she could share with her grandchildren. She began to think about her love of donkeys, and in her quest to obtain one in August 2014, she paid a visit to the neighbors who lived down the road. As it turned out, they had two youngsters on the farm. Even though neither donkey had much in the way of training, Leslie decided she liked the bigger of the two. After they made a deal for purchase, they delivered her three-year-old donkey to the farm.

Leslie named her donkey after the brave and beautiful Persian queen, Esther, whose name means 'star.' The queen was considered to be one of the most heroic women in Jewish history for her role in saving her people from genocide. Little did Leslie know at the time how befitting the name would turn out to be.



Leslie and Esther love a parade. Photo by Tom Owen

"You have to honor the way the donkey thinks," says Leslie. "The relationship you have with one is much like a dog; they have to trust you totally, and they decide if you are worthy of their trust. They are a spiritual animal having a sense of calmness about them, sometimes creating a feeling of Zen. They have wisdom as no other animal has. I like to think of it as 'donkey time.'"

Leslie is a member of The Carriage and Driving Society of Greater Kansas City founded in 1980. The club provides a variety of activities with monthly meetings, competitions, demonstrations, and parades, and prides themselves on having something for everyone. In September of 2017, Leslie and Esther entered one of the club's recognized combined driving events. Although she felt prepared, she began to panic the day before. On competition day they went on to perform their dressage and cones tests and could

Right (right to left): Leslie's grandchildren love giving Esther her bath. Nothing fazes Esther, not even an approaching tornado! Photos by Leslie Owen





not have been received more positively by the crowds. Esther was a star indeed.

Before the summer of 2018, Esther had never been in an arena with other equines. An amusing story Leslie recalls is when they had the opportunity to practice in a driving class that included Hackney ponies. Things were going well at the walk and regular trot, but when the announcer called for the strong trot, the Hackneys flew by them like B-52 bombers. Although the level-headed donkey was a bit startled by this at first, she quickly settled and trotted on at ease.

Two weeks later they were competing in their club's pleasure show and found themselves in the company of a new driver with a 4-year-old Gypsy Vanner gelding. As it turned out, the Gypsy who was lonely for his donkey back home fell in love with Esther, staying glued to her during the whole class. To this day, Leslie still chuckles to herself about this one too.

To prepare for her club's 2018 My Revelation Carriage Classic pleasure show, Leslie participated in one clinic given by Michael Scott, a well-known horse trainer and combined driving competitor from Minnesota and another clinic from trainer-competitor-clinician Andy Marcoux. Her hard work paid off for the pair took home two-second place finishes and won a reinsmanship class in the Novice Division. Leslie couldn't have been more proud of her donkey that day.

Leslie has been participating in parades with Esther for the last four years. She is always amazed at her donkey's steadfastness. When an individual set off firecrackers near them at the 2016 Fourth of July parade, Esther was not amused but was never disconcerted. In 2018, while making their way back to the trailer, the sound of an approaching train was heard in the distance. Knowing Esther had never seen or even listened to a train before, Leslie's panic was beginning to build inside her. She quickly devised a plan of action on how to handle the situation. Trusty Esther never flinched as the train went by. Leslie couldn't help but cry, just a bit in awe, once they made it back.

She is very proud of Esther's role in the living nativity a local church holds each Christmas which they have participated in since 2016. During the annual five-mile-long Lawrence Old-Fashioned Christmas Parade in 2017, they landed a spot in the 2019 Mischka Press donkey calendar for December, a pretty impressive and rewarding experience. Each year, approximately 125 entries both ridden and driven enter the parade, and out of the 50-70 carriage turnouts, they are the only donkey that participates.

Leslie's plans for this year are to compete in her club's two sanctioned competitions, the June Carriage Driving Show, the September CDE and a couple of pleasure shows. Her goals are to continue learning and training so that they can perform at the best of their abilities. She loves driving Esther in their Frey Sprint 2-wheel cart and using their enhanced synthetic harness by Iowa Valley Carriage Company for its ease and comfort for Esther. She will also continue having fun with parades and lead-line classes with her four-year-old granddaughter, Clementine.

Leslie will soon retire from her work in the veterinarian industry which will enable her to have even more time for what she enjoys. She also loves the sport of foxhunting, something she has participated in off and on for the last 40-plus years. As a member of the Mission Valley Hunt Club since 2007, she currently



Leslie, Esther, and Izzy ready for the show ring. Photo by Annette Turnbaugh

holds and appreciates the position of Field Master for the hill-top division.

Esther is now eight-years-old and stands 50 inches tall and always shows a willingness to please. "My donkey came from good people and learned early on that humans were okay and could be trusted," Leslie says fondly. She credits part of their success together because of the way the donkey's first three years were slow and easy. "Donkeys can't be rushed; the best and most important gift to ourselves and them is to have a wide and open time frame. When it happens, it happens," she says. "I've had so much fun with Esther and relish going down the path together with her. Even though there's still so much to learn, sometimes I pinch myself when I think of how far she's already come and that I'm part of her life."

Enjoy the ride, Leslie! ♡



Esther earned a spot in the 2019 Mischka donkey calendar for December. Photo by Joe Mischka



by John Greenall

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

# Horses, Carriages, and Weddings

Research: John Greenall

Author: Sue Greenall

FOR MOST PEOPLE, THE MOST FORMAL EVENT they ever attend is a wedding: their own, their children's, or a friend's. Today's weddings range from mountain-top ceremonies to Vegas to a three-day event. Historically, weddings were family affairs and relatively simple.

The bride always wanted a new and pretty dress; some things never change. Socially acceptable was just about anything. Finances dictated the amount of lace, tatting, and ruffles as well as the color. That all changed in the 1800s. Prosperity spurred the social set who emulated royalty. The most challenging fabric color, due

to the dying technique, was black; therefore black dresses became a symbol of affluence. In the same vein, a gentleman could wear just about anything, often the only new shirt or suit he would ever own. Military attire was fashionable, but by the 1800s, white tie became the symbol of formality.

For once, the man had the biggest challenge to appear appropriately attired. Details of white tie include the proper amount of shirt sleeve showing under the cutaway coat, a correctly starched white wing collar and waistcoat (the back of which was left open, so the gentleman



The bride, Anna Jensen-Kimball, and her groom, Redford Kimball ride to the reception in a Victoria carriage pulled by Canadian Crossbred horses owned by Erik and Mary Jensen. The coachman is John Greenall; footman is Pamela Davenport, the assistant footman is Jennifer Knox. Photo by Zorn Photographers



did not sweat too much) and coordinating coat, scarf, and top hat. The advice of the day was to 'wear it like you are comfortable,' which was not the case. The lady went to her seamstress and wore the fashion of the day.

In 1840, Queen Victoria chose a white dress for her marriage ceremony. From that time on, wedding dresses were white. Eventually, the flowers were white, the cake was white, the horses were white, and even the carriage was white. The people loved Queen Victoria. Following in her footsteps was her son, Edward VII, who was quite the dandy when it came to clothes. He showed up to a formal event in a short coat and cummerbund, and the tuxedo was born.

Just about anyone who drives a carriage has been asked to take a bride to the church. Some have even arrived in sleighs. The wedding romance with horses and carriages has an interesting history. The only formal weddings people saw were those of royalty who paraded through town in royal carriages for all to see. It wasn't enough to copy the clothes; people wanted horses and carriages too.

Queen Victoria again gets the credit for the design of the Victoria carriage after seeing a similar carriage while in France. She found it suitable as it was low slung, allowing for easy entry, and open, allowing for her to be seen easily. Without realizing it, she created the bride's dream carriage.

The Jensen wedding was designed around historically correct wedding protocol. Anna had studied and worked in the fashion industry in Europe. She considered herself an Italophile and the wedding would be a perfect way of putting her profession as a fashion stylist to good use. She is quite a formal girl who did not doubt that the men in her wedding




The father of the bride and his daughter. Photo by Zorn Photographers.

would all be in white tie and tails (which at first was not an easy sell for Denver in the summer!). The ceremony and reception would be held at the Denver Country Club (oldest country club west of the Mississippi), so a formal wedding would fit right in with the surroundings.

The horses were no problem as Anna's parents, Erik and Mary Jensen, have a four-in-hand of Canadian cross-breds. The Victoria was built by Hooker of New Haven, circa 1895. Turning it out

correctly required a coachman and a footman in formal livery; black top hats, high black boots with tan tops, formal livery coat and brown gloves.

I was asked to drive the Victoria. With the wedding taking place on the golf course of the Denver country club the large horses and the full-size vehicle was at times no easy fit as I had to stay on the narrow paths designed for golf carts. The bride had assured the country club that we would stay off the grass! 



by Andy Marcoux

## For the Sport of Carriage Driving

# Experimental Training

WE'VE ALL SEEN IT HAPPEN. WE'RE AT A CLINIC, and the trainer asks the owner of the horse for the reins. He or she wants to take the pony for a spin 'to figure a few things out.' The first time or two around the ring looks pretty regular. After a few minutes, things are looking a little better, but you're not quite sure. Then, it happens.

Suddenly the horse that looked like a two-bit nag when it stepped off the trailer is going like ambrosia.

Maybe you've even experienced this yourself. That experience can be elating, but it can also be frustrating and humbling because the trainer seemed to do it so easily.

What you saw when you watched that high-level rider or driver put that horse together was really just a series of experiments. Sure, they approached the project with a great deal of knowledge and a pretty good idea of what would work. Still, once the reins are in the hands, they all have to 'give it a try.'

Whether the trainer knows it or not, they are usually following a methodical model of experimentation. Any good experiment has these six things in common

- Controlling Variables
- Research/observation
- Hypothesis
- Testing
- Analysis
- Conclusion

### Controlling Variables

One of the reasons we trainers like working on figures in arenas so much is that the arena can serve as a control on the variables in our experiments. A figure in an arena lends consistency to the way the horse is going, even if that's consistently bad.

If the horse consistently throws his head up and counter-bends through a half-circle at A, but does not exhibit that behavior at C, there's a level of predictability to matter. We can create a pattern where we can rely upon the horse giving us the behavior that we want to address.

That's where lesson plans are so helpful. A lesson plan is merely a set of patterns that you drive several times over to help create predictability. Once you have something going on that is predictable, it's easier to observe the factors that contribute to that predictable action.

### Research/Observation

Just like any experiment, an experiment in training horses starts with an observation. We watch the horse go, and try to take in every detail we can about how the horse is going. We look for what's right, and what we don't like about it. Think of the research phase as 'data collection.'

While the trainer was giving you the instruction, he was engaged in the data collection

*When you take a 'what happens if?' approach, you're more open to seeing the actual outcome of the experiment. Rather than saying "he didn't react the way I thought he should," you're more likely to observe "he reacted this way to that aid." That's very helpful because it can give important clues to other avenues of experimentation.*



mode. When they asked for the reins, they usually controlled for variables by following a pattern to improve upon the quality of the data collected.

Once enough data has been collected, it's time to move on to the next phase.

### **Hypothesis**

The hypothesis is just as it would be in a scientific experiment. I see that the horse is doing 'X.' I have a hypothesis that if we introduce 'Y' into the equation, the horse may change his behavior.

Those blanks could be filled with any number of things. Let's say the horse is counter-bending through a turn (looking in the opposite direction from his line of travel). The trainer may hypothesize that building a firmer outside rein just before the turn may encourage the horse to carry the rein forward through the turn and thereby eliminate the counter-bend.

So the hypothesis would be "What if we build a firmer outside rein approaching the turn?" Once you've decided on the hypothesis, you can move on to the actual experiment.

### **The Difference between "What if?" and "Should"**

The tricky thing about any experiment is being a willing observer. There's a big difference between trying something because it 'should' work, and trying something to see if it works.

The problem with trying something that you think 'should' work is that you've poisoned your observations of the results. If the horse doesn't react the way you think he 'should' to the new aid, it's easy to jump to the conclusion that the horse is wrong rather than the aid is ineffective.

Equally as destructive is that you may think that an aid works 'as it should' when in reality it's making no difference at all. That takes you a step away from the solution, rather than closer to it.

When you take a 'what happens if?' approach, you're more open to seeing the actual outcome of the experiment. Rather than saying "he didn't react the way I thought he should," you're more likely to observe "he reacted this way to that aid." That's very helpful because it can give important clues to other avenues of experimentation.

### **Experiment**

This is the 'give it a try' portion of the experiment. It's putting the hypothesis into action. That may be in the form of introducing a new aid, or change in timing of an aid or working on a different pattern.

In the experimentation phase, you'll want to repeat the experiment several times in a row. Finding out something worked once may confirm your hypothesis, but if it's not repeatable, it's not really valuable. If it's not repeatable, then you can't rely upon it as a tool.

The same goes for something that doesn't work. I've had plenty of times when the horse didn't respond to the first two or three times I introduced a new aid, but then, suddenly it started to make sense to them.

### **Analysis**

The analysis portion is sizing up how well or poorly the experiment went. That means taking a step back and evaluating the results of the experiment. You analyze if the new aid made things better, worse, or lead to no change at all.

### **Conclusion**

The conclusion of the experiment is not the conclusion of the experimentation. It's just, taking into account everything we've done so far, and deciding what path that points us toward.

If the experiment was wildly successful, then you have to figure out how to put what you learned into practice. If the experiment was marginally successful, now you have to figure out if it's worth continuing, or do you need to change tactics.

The easiest one to handle is the experiment that was a complete failure. Sometimes we learn more from the complete failures than anything. That gives a clue that you were doing exactly opposite to what would help the horse go better.

Now, I know you're thinking, "But wait, Andy, I watched a trainer work a horse for five or ten minutes, and he completely changed the way the horse was going in that time. When did all of this other stuff happen?"

The whole process starts from the first moment the trainer lays eyes on a student and their horse. The observation phase is almost involuntary for trainers. That goes

hand in hand with generating a hypothesis based on the trainer's experience.

When it comes to testing, a trainer can feel if things are falling into place, or moving in the wrong direction. Once they recognize things moving in the wrong direction, they tweak the experiment to move toward the desired outcome.

### **You can do it too**

This experimentation is not the exclusive property of trainers. You can do this with your horses too. All it takes is a momentary step back while at the same time looking ahead.

Start being more observant in your every day driving and riding. You have to start paying attention to what is happening rather than what you are trying to make happen, or why something is not happening.

Of course, you can make that easier by controlling for variables by working on a predictable pattern such as following a lesson plan. When your work develops consistency, the 'is happening' thing will be easier to predict and observe.

When you're getting good at that, you can start asking what was happening at the moment before that? From there, you'll start to get ideas about what's leading into that moment.

Then you ask, what do I want to happen differently? Think about what you really want for an outcome, rather than what you don't want. That will help develop an idea of what actions you can take to improve that outcome.

Here's where I have to caution you to limit those actions to just one or two things. If you try three different actions to change the outcome, it will be difficult to evaluate just which action had the most significant effect.

Now you have a hypothesis to test. Try, try again ... and again ... and again. Once you've conducted your experiment for more than a few cycles, you can analyze your results, draw your conclusions, and carry on to the next experiment.

Reading it here, it may sound far more involved and complicated than it is in practice. Start with something simple, like getting a better halt, then build your experiments from there. You might be surprised at all of the things you can do.  $\Omega$



by Hardy Zantke

## From Behind My Splinter Bar

# ADS Preliminary Test 4

PLEASE FORGIVE ME, FRIENDS, WHO ARE NOT into driven dressage. I know this is boring for you – but we are in the middle of the competition season, so for those who are actively driving, I hope this still comes at the right time. As the season wears down, I promise, I'll share some more memories of my grandfather's days with his drayage teams in East Germany after WWII, which perhaps might find more interest with our non-competing drivers. In the meantime, for German adventures, I'm happy that we can rely now on my friend Marcie Quist and her sharing of her experiences from over there.

But for our dressage drivers, we now come to ADS Preliminary Test 4 which is quite often used and presents some new challenges, especially in the geometry department:

We have our first two movements as usual, so nothing new there. The third movement also does not pose any new tasks. We just drive at the working trot along the long side from H via B – keeping the horse round, on the bit and forward, hopefully tracking up, and driving close to the sideline – within a foot or so. But then they ask for a 90-degree right turn at F. As described in the last article for the 90-degree left turn at E, we drive this as a quarter circle. So we start the turn well before F and end it when we reach the quarter line and from there go straight until we reach the centerline at D. This, however, usually is not marked. Now comes the new challenge:

The fourth movement calls for two 30-meter circles, the first to the right and the second one to the left. Yes, we know, Hardy, keep the horse round, on the bit, bending and tracking up. But now to the geometry: Our arena is 40 meters wide, so a 30-meter circle means we need to stay off the sideline 5 meters, that's 15 feet, that's just the middle between the quarter line and the sideline. And I give you the leeway and don't care if you have those 15 feet off the sideline under your carriage, or on your left or right wheel. Either one is good enough for me. Although, if we want to be precise, it should

be under the center of your carriage, meaning your single horse should be on that line, or for a pair your pole should be. When you walk the test before you drive it – which you should to get your bearings – then you should be on that line once and just in the middle between K and E –and later again between B and H and H and E and B and F. But wait, there is more! You must straddle X, and you must be straight there between E and B! So do not drive it like an X, but be straight facing B both times – after your first half circle to the right as well as after your full circle to the left – and each time you go over X your horse should be straight for a step while you change his bend from one side to the other.

.....  
*When you are at an ADS competition, please make an ADS salute ... the whip to be in front of your face with both reins in your left hand as described in the ADS rule book – Article GR8.2*  
.....

And there is still more: After your first half circle to the left you should go over G. That is usually marked, and the judge at C can see that perfectly well, as it is just 10 meters away from C. So have your horse go over G and have your carriage straddle it. I won't fault you if you have your inside or outside wheel on G, but don't stay further away from it or you will lose a point – or more – for not being accurate enough.

Then comes the next challenge: As you are about to complete your third half circle, this one after you drove over X the second time (or already the third time in the test, if we count your original entry too) and are now on the half circle to the right and start approaching the center line at D – which – again usually is not marked. But now the problem is, that from D, e.g., as your horse's nose reaches the center line you are supposed to have completed your downward transition to the walk as the next movement calls for a walk. As described before, that means the judge at C wants to see



the first walk step as the nose reaches the centerline – and he can see that darn centerline exactly from C, while you can just go by the previous tracks in the arena. And if you are the first one in there, then of course your own tracks as you came down the centerline after your entrance. So you need to start your downward transition well before your horse's nose reaches that centerline. And the challenge becomes even greater, as it also means, you need to do that downward transition with your horse still on the circle and can't wait for him to be straight! So that is the challenge here.

After your downward transition, the walk should present no new difficulties, just a nice quarter circle turn as you reach the sideline, then along the sideline until your outside wheel reaches E. Then give your hand and let your horse stretch down and lengthen to M, aiming slightly to the right of M so you get your wheel into M and picking up your contact a little there to still get a few steps at the walk on the bit before you do your upward transition to the working trot again.

The test is friendly and leaves it up to you when you want to do that upward transition as long as it is between M and C. But it does ask for still a few steps at the working walk from M. So try to show those. But for going through the corner, it is up to you if you'd rather do that still at the walk or at the trot.

Now comes the next challenge. Movement 7 calls for a three-loop shallow serpentine from C to A with each loop just to the quarter line. That darn quarter line. So many drivers miss it. It is just the middle between the centerline and the sideline. Walk your test before and get your bearings. When there are posts at the short side next to A count them, but watch out, sometimes they are not evenly spaced there as they might have left some extra room for the opening at A. So if needed, measure it with your own feet to find the quarter lines next to A and then look along the arena to see how you can find your spots. Perhaps the grass arena is mowed lengthwise, and you can see the lines. Don't go by previous tracks; chances are previous drivers might have been off as well.

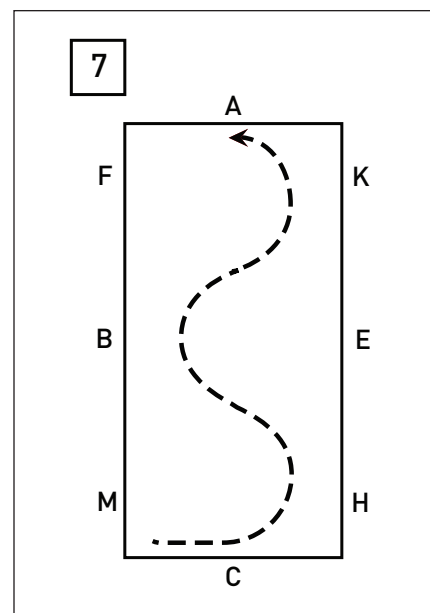
Note: most drivers make the first loop too large and go beyond the quarter line there. To avoid that, you need to be prepared to come off the baseline at C pretty

quickly. Yes, I still would like to see your outside wheel at C, but you can start to get your horse bent and off the baseline already as he passes C. So don't go over that quarter line in the first loop, nor in the next two!

Look at the drawing: Normally serpentine are supposed to cross the centerline at 90-degree angles. Not this one. You can't do that with a shallow serpentine from quarter line to quarter line in an 80-meter arena; the figure would be very awkward. So the drawing is correct. On this one, you can cross the centerline at an angle.

There is nothing really new on movement 8. Movement 9 only has a new challenge at the end as now the halt for the first time is along the short centerline, but now not with the horse's nose at X as usual, but this time with the front axle of the carriage on X. Since you usually are sitting above the front axle, that means, you over X. Again, the judge at X can see that very well. So be accurate. We have covered the halt as well as the reinback before as well as the upward transition through the walk afterward. The rest of the test does not have any new challenges anymore either. Just a 90-degree turn at E – making it our usual quarter circle, then along the sideline, quarter circle through the corner as well as before reaching A, down the centerline keeping it straight, straddling X and all the way to G. Halt and salute there.

To refresh your memory: I have written about these before – but to repeat: When you are at an ADS competition, please make it an ADS salute as described in the ADS rule book – Article 8.2 of the General Rules, as well as Article 520.3 of the Driven Dressage Rules. Both require the whip to be in front of your face if you give the whip salute (which most ladies do as well as gentlemen with hard hats) with both reins in your left hand. Holding the whip out to the side with your right hand is not a proper ADS salute! Neither the FEI nor USEF have the salute described in their rulebooks. Accordingly, there is also no description of it in the yellow pages of the ADS rule book, but the ADS General Rules apply to all ADS competitions, and their Driven Dressage Rules do too. So, if you hold out your whip to the side you might be faulted and get a comment in your test: Not an ADS salute.



We also covered before: Leave the arena at the working trot. That is still written on the test, and according to ADS Dressage Article 520.14, you also must leave the arena at A. That's not an issue at most competitions where A is the only opening. But at some lower level events they don't have the entire arena with a barrier to the side, but may have just defined the corners and some stretches in between with some openings. This seems to invite some drivers to leave through one of those openings. Don't. Art 520.14 calls for that to be penalized as an error.

The pattern on how you want to leave is left up to you. I think it looks good to drive from G once again nicely forward towards C then turn and go by the baseline as originally at the start of your test, but now through either one of the two corners, depending to which side your horse bends better, so either go via M or H and from there on the diagonal and via X to the exit at A. I think that looks like a good businesslike pattern for a good exit. After all, while technically the test is finished – except you still do need to do these two steps, leave the arena at the working trot and at A – the judges are still working on their collective remarks. They might still debate in their heads what numbers to give you for example for 'driver.' So as you wanted to start with a good impression you also want to leave with one if you can.

Happy Driving until next time and don't practice dressage too much. Do some 'puttering' too. What great advice in the last issue! ♪

## May

**May 1-5 | Mule Days at Leatherwood**

**Mountains**, Leatherwood Mountains Resort, Ferguson, NC. 336-973-5044, [www.leatherwoodmountains.com](http://www.leatherwoodmountains.com)

**May 2-5 | The National Drive's Spring Fling**

**Hoosier Horse Park**, Edinburgh, IN. Linda Sadler, 217-621-7845, [thenationaldrive@gmail.com](mailto:thenationaldrive@gmail.com) [www.nationaldrive.net](http://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](mailto: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](mailto:jeanne@sargentequest.com) [www.sargentcde.com](http://www.sargentcde.com)

**May 10-12 | NCDC CDE**

**Mureita Equestrian Center**, Rancho Mureita, CA. Harriett Merritt, 925-548-5566, [hl\\_merritt@yahoo.com](mailto: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](mailto:tracy@gmhainc.org) [www.gmhainc.org](http://www.gmhainc.org)

**May 11 | 78th Annual West Virginia**

**Strawberry Festival Horse and Carriage Parade**, Buckhannon, WV. Susie Sheets, 304-613-0103, [wildwood0103@gmail.com](mailto:wildwood0103@gmail.com) [www.strawberryfestival.com](http://www.strawberryfestival.com)

**May 11 | Delmarva Driving Club's Annual**

**Spring Show**, Caroline County 4-H Park, Denton, MD. <http://delmarvadrivingclub.com/horse-show--calendar.html>

**May 11 | Blue Moon Dressage LLC Driving**

**Combined Test**, Bridgetown, NJ. Carol Conner, 856-305-4109, [bluemoonfarm@comcast.net](mailto:bluemoonfarm@comcast.net)

**May 17-19 | Pioneer Pleasure Driving**

**Carriage Show**, Seward County Fairgrounds, Seward, NE. Garnet Blatchford, 402-681-6779, [arington@qwestoffice.net](mailto:arington@qwestoffice.net) Sheila Purdum, 402-560-2255, [purdumstables@gmail.com](mailto: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](mailto:joshilohjo@yahoo.com) [www.gladstonedriving.org](http://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](mailto:windridgefarmsnc@gmail.com)

**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](mailto:workshops@dochammill.com) [www.dochammill.com](http://www.dochammill.com)

**May 21-26 | Bishop Mules Days**

**Bishop**, CA. Monika Watson, 760-872-4263, [info@muledays.org](mailto:info@muledays.org) [www.https://muledays.org](http://www.https://muledays.org)

**May 25-26 | HACA Pine Hill Driving Trial**

Pine Hill, Bellville, TX. Tammy Lewis [hacacub.com](http://hacacub.com)

## June

**June 1-2 | Elk Creek CDE**

**Fair Hill DNR**, Elkton, MD. Diane Trefry, 443-553-1453, [FHI.diane@gmail.com](mailto:FHI.diane@gmail.com) Lisa Singer, 610-960-8695, [chateauolg@gmail.com](mailto:chateauolg@gmail.com)

**June 1 - 2 | Pleasure Days**

**Hansen Dam Horse Park**, Sylmar, CA. Diane Kern, 818-881-0581, 818-312-7695, [flashkern@gmail.com](mailto:flashkern@gmail.com) [www.pleasuredays.org](http://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](mailto:workshops@dochammill.com) [www.dochammill.com](http://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](mailto:ldoyle@morvenpark.org) [www.morvenpark.org](http://www.morvenpark.org)

**June 14-16 | Summer Festival CDE**

**Clay Station Horse Park**, Wilton, CA. Debbi Packard, 916-952-2196, [claystationhorsepark@frontiernet.net](mailto:claystationhorsepark@frontiernet.net) [www.claystationhorsepark.com](http://www.claystationhorsepark.com)

**June 15-16 | Midwest Carriage Festival**

**Walworth County Fairgrounds**, Elkhorn, WI. Michelle Harn, 608-558-3436, [michelleharn@hotmail.com](mailto:michelleharn@hotmail.com) Heather Kuenzi, 920-285-0701, [keponyclubcenter@gmail.com](mailto:keponyclubcenter@gmail.com) [www.columbuscarriagefestival.com](http://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](mailto:adsbarb@hotmail.com) Darlene Daly, 810-441-0888, [ddaly0037@gmail.com](mailto:ddaly0037@gmail.com) [www.metamoracarriagedriving.org](http://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](mailto:hatsbykatie@gmail.com)

**June 22 | Topeka Driving Horse Auction**

**Topeka**, IN. Rick and Andrea Welsh, [info@topekalivestock.com](mailto:info@topekalivestock.com) [www.topekalivestock.com](http://www.topekalivestock.com)

**June 27-28 | Lancaster County Carriage**

**and Antique Auction, Bird In Hand, PA**. 717-945-4945, [www.birdinhandauction.com](http://www.birdinhandauction.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](mailto: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](mailto: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](mailto:dannyannefarm@yahoo.com)

## July

**July 5-6 | Horse Progress Days**

**Arthur, IL**. Dale Stoltzfus, 717-940-4412, [logcab7@ptd.net](mailto:logcab7@ptd.net) [www.horseprogressdays.com](http://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](mailto:cherylprattrivers@gmail.com) [www.morganheritagedays.org](http://www.morganheritagedays.org)

**July 6 | Notara Farm HDT**

**Notara Farm**, Verona, WI. Mary Ruth Marks, 608-513-7490, [maryruthmarks@gmail.com](mailto:maryruthmarks@gmail.com) [www.notarafarm.com](http://www.notarafarm.com)

Clubs and organizations are invited to list drives, clinics, competitions and other activities in this calendar on a space available basis. Listing must be submitted at least 12 weeks prior to event. Items advertised in Driving Digest are listed in bold type. Some calendar items are obtained from listings made available by associations and publications such as ADS, AHSA, CAA and Rural Heritage Magazine. Driving Digest attempts to check the accuracy of these listings but cannot be responsible for cancellations and corrections. Readers are advised to call ahead before driving long distances to ensure the event is still scheduled.



**July 12-13 | Colorado Horse Mule and Carriage Auction**, Brighton, CO. Harley Troyer, 970-785-6282, troyauctioneers@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, 905-807-8313, 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. Sal D'Alessandro, 303-941-0170, saldal8522@gmail.com

**August 30 - September 1 | Kentucky Classic at Hillcroft Farm**, Paris, KY. www.kentuckyclassicde.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@pegasusride.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 Taresh, 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

More at [www.drivingdigest.com/calendar](http://www.drivingdigest.com/calendar)

## The Carriage Trade

### BEAUTIFUL CARRIAGE MACHINE SHOP COUNTRY GIG,

Show condition, for a large horse (16-17 HH). It was made for my 16 HH Friesian x Morgan. Used for only 2 show seasons. Details: Black metal frame with gold/straw pinstriping, brass metals, patent dash & fenders, leather



er shaft wraps, cane sides and back, grey corded upholstery, seats 2 comfortably, lamp brackets, flat bench with removable wedge, crank shaft for balancing carriage, large storage under seat box, wood wheels with flat tread. Super smooth ride, and quite stable for obstacle courses. Shaft covers included. A sliding back band saddle with brass and patent leather is also available. Asking \$3500. Located in Northern Virginia. linda@dankalman.net

**Iowa Valley Carriage**  
Chad & Myrna Rhinehart, Owners

TRUSTED SOURCE OF QUALITY SUPPLIES  
FOR ALL LEVELS OF CARRIAGE DRIVING

visit us online...  
[www.iowavalleycarriage.com](http://www.iowavalleycarriage.com)

E9432A SOUTH AVENUE  
REEDSBURG, WI  
608.393.0598

218-223

**Ozark Mountain Minitack**  
Call for free catalog  
or visit our website.

Complete line of  
driving supplies  
for your  
Miniatures  
and Ponies.

[www.minitack.com](http://www.minitack.com) 888-775-6446

215-220

**Double E Carriages LLC**  
Quality Restoration and Repairs

- New Wicker & Repair •
- Complete Restoration •
- Repair & Service Center •
- Custom Carriage Covers •
- New Spindle Seats •
- Custom Made Accessories •

Phone 717-768-8484  
40 North Harvest Rd. • Bird-in-Hand, PA 17505

219-224

**Big Black Horse**  
[bigblackhorse.com](http://bigblackhorse.com)

- Comfy Fit Harness
- Buggy and Work Harness
- Mini, Pony and Draft Horse Tack and Supplies
- Easy Entry Carts
- Custom Embroidery

Jeff and Ginny Pomije  
Big Black Horse, LLC  
34223 201st Avenue  
Montgomery, MN 56069  
507-602-0920  
[jeff@bigblackhorse.com](mailto:jeff@bigblackhorse.com)

218-223

**LANE RANCH & CO**

Motion Picture Livestock & Equipment  
Lancaster, California since 1908  
661.942.0435  
[www.laneranch.net](http://www.laneranch.net)

218-223

**Need HARNESS?**

Call for your **FREE** catalog today!  
610-273-7370

**Yonie's Harness Shop • LLC •**

**The Luminary Shoppe**  
Rick & Pat Bischoff

11 Gray Lane • Joliet, MT 59041  
406-962-3677  
[www.luminaryshoppe.com](http://www.luminaryshoppe.com)  
[lampltr@montana.com](mailto:lampltr@montana.com)

Specializing in fine carriage  
lamp restorations, repairs.

217-225

**GREENALL CARRIAGE HOUSE**

Let us help you get started or advance in the  
exciting world of carriage driving.

**APPRAISALS, CARRIAGES, and APPOINTMENTS**

John and Sue Greenall  
268 Kings Highway at Blood Hill Rd.  
West Windsor, VT 05089  
(802) 436-2266 • fax (802) 436-2828  
9 a.m. to 7 p.m.  
[www.vermontel.com/~greenall](http://www.vermontel.com/~greenall)  
[john@greenallcarriage.com](mailto:john@greenallcarriage.com)

The EAGLE  
and 14 other models

217-225

**Harness • Appointments • Appraisals**

WEAVER R. MARTIN  
717-354-8970  
717-355-0637 Fax

INTERSTATE  
BATTERIES

**Shady Lane Wagons**  
Spring Wagons • Meadowbrook Carts  
Used Horse Drawn Vehicles Bought & Sold  
New & Used Saddles

192 AMISHTOWN ROAD • NEW HOLLAND, PA 17557  
[www.shadylanewagons.com](http://www.shadylanewagons.com)

219-224

**Dartmoor Pony Registry of America**

Dartmoors  
A Sane Mind in a Sound Body

Preserving the Breed

[www.dartmoorpony.com](http://www.dartmoorpony.com)

219-224

• Hitchwagons  
• Carriages  
• Vis-Vis  
• Sleighs  
Send \$3.50 for catalog

**Woodlyn Coach Co., LLC**  
Ivan Burkholder, Owner

4410 TR 628 • Millersburg, OH 44654  
(330) 674-9124 Fax (330) 674-3589  
[ivanburkholder@embarqmail.com](mailto:ivanburkholder@embarqmail.com)

Restoring Antique Carriages • Parts and Supplies

218-223

**A and H**

Custom-made pleasure  
and show harness  
717-445-4050

New & Used Saddles  
Hours:  
M-F 8a-5p  
Sat 8a-3p

Harness and Tack Co.  
Saddle & Tack Repair

In the Village of Churchtown  
2178 Main Street  
Narvon, PA 17555

Visit us at [www.ahharness.com](http://www.ahharness.com)

213-219

Fine quality, handmade, lightweight and balanced whips  
CUSTOM SIZED

**MCR WHIPS**

Meredith Commons Russo  
Whipmaker  
401.529.3735  
[mcrwhips@gmail.com](mailto:mcrwhips@gmail.com)

215-220

**BOWMAN BITS USA**  
Made for Horsemen by Horsemen  
Jacob Bowman

6705 Private Road 387  
Millersburg, Ohio 44654  
[b Bowmanbitsusa@ibyfax.com](mailto:b Bowmanbitsusa@ibyfax.com)

330.893.1954

218-223

**A&A**  
Carriage Wheel  
Specialty Carriage Wheel Repair

Aaron M. Nolt  
214 North Shirk Road  
New Holland, PA 17557  
717.355.9182 | Fax 717.351.0894

Pioneer Buckboards • New Wheels • Wheels Repaired  
Buy, Sell, Trade Horse Drawn Carriages

217-225



## Summit View Carriage

Division of 1140586 Ont. Inc.  
www.summitview.on.ca

Doug and Dorothy Lillycrop

1234 Powerline Rd E, RR #2

Lynden, Ontario LOR 1T0

Phone: (905) 648-0892

E-Mail: summitviewca@aol.com



- Zilco Harness Distributor
- New & Original Carriages & Sleighs
- Driving Accessories

213-218

## Hats Off Boutique

Exquisitely Designed Hats and Accessories

Sherri Lower  
Owner

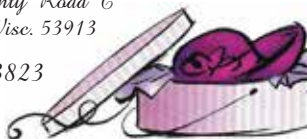
www.Hatsoffboutique.com

Hatsoffboutique@yahoo.com

S 2933 County Road E

Baraboo, Wis. 53913

352-281-3823



218-223

## Superior Stables

GYPSY VANNER HORSES



Bred to Drive

970-764-7741

Pagosa Springs, Colorado

www.superiorstables.com

217-225

# Trainer's Directory

## W. Craig Kellogg

Driving Trainer

Experienced in all levels of CDE and Pleasure

Southern Pines, N.C.

910-603-9744 or 910-692-9416

email: wcraigkellogg@embarqmail.com

213-218

## Monroe Driving

*Giving drivers the knowledge to drive with controlled freedom.*

Available for lessons & clinics.

**Scott Monroe**

USEF "r" CDJ - ADS "R" CDJ - USEF "r" CDTD - ADS "r" CDTD

Portland, Maine • CELL: 860-459-0208

EMAIL: scottmonroe@sbcglobal.net

213-218

**Rebecca Gutierrez**  
Realtor, Associate Broker

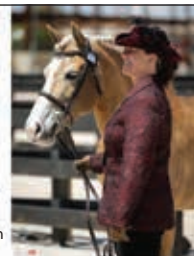
*The only carriage driving Realtor in Aiken, SC!*

803/646-0462 mobile

706/868-3772 office

rebecca@aikenhomesource.com

rebeccagutierrez.yourkwagent.com



**kw AUGUSTA PARTNERS**  
KELLER WILLIAMS, REALTY

214-219



**Dragstra Stables, Inc.**

Wiebe Dragstra

Southern Pines, NC

*Pleasure and Combined Driving training for horse and driver*  
910-245-3290  
dragstraw@eol.com  
www.DragstraStables.com

**CLINICS, LESSONS, TRAINING & JUDGING FOR COMBINED AND PLEASURE DRIVING**  
With USEF International Driver  
**Lisa Singer**



CONTACT: 610-960-8695

chateaulog@aol.com www.chateaulogdriving.com

Winter/Spring Dec.-April - Windsor, SC

Spring/Summer/Fall - Chadds Ford, PA

Trainer/Instructor and Clinician for driving for the past 35 years

9 times National Pairs Champion

8 times member of USEF team for World Pair Championship

3 times Triple Crown winner for Combined Driving

3 times North American FEI Challenge winner for Pair Driving

1997 Equestrian of the Year for the Chronicle of the Horse

215-220

*Celebrate Commemorate Appreciate*

**DrivingDigest**

offers discounted rates to recognize these special milestones

Carriage Association of America



## Driver Proficiency Program

*Promoting Safety and Tradition in Carriage Driving*

Why complete the program?

- Evaluate your skill
- Reinforce that you are harnessing and driving correctly

What do I need to know for Level 1?

- Harness knowledge
- How to harnessing a single horse
  - Putting to
  - Practical driving
  - Horse care

Any safe style of driving is accepted for Level 1

Learn more at  
[www.CAAOnline.com](http://www.CAAOnline.com)

Join the American Driving Society, Inc.!

**Benefits include:**

- Recreational and Competitive Awards Programs
- Youth Championships for CDE, Pleasure, and Recreational Drivers.
- Online access to ADS Rulebooks and Dressage Tests
- *The Omnibus*\*
- ADS Trail Guide\*
- ADS publications, *The Whip* and *The Wheelhorse*\*
- Safety Education
- And so much more!

\*Available online



Pictured: Marcie Quist and US Equestrian staff at The National Drive.  
Photo by Abbie Trexler.

The American Driving Society, Inc.  
*Come Drive With Us!*

[www.americandrivingsociety.org](http://www.americandrivingsociety.org)



Smucker Harness Co is the exclusive dealer for the Supreme Synthetics harness.

**Supreme Synthetics**

Manufactured in the USA with USA synthetics.  
Starting at 795.00. Marathon package shown 895.00.



[daniel@smuckersharness.com](mailto:daniel@smuckersharness.com) • 717-445-5956  
Smucker Harness Company • 2016 Main St., Narvon, PA 17555

[smuckersharness.com](http://smuckersharness.com)



Discover the Magic  
that is the  
Gypsy Vanner

**'We Drive A Fine Line'**

The Gypsy is extremely versatile. It is the versatility that astounds us at events. There are those exceptional individuals that can and will excel at what they do. It is our task to discover that talent and bless it with training, regardless of our personal goals and ambitions as a rider or driver.

14402 Lawrence 2145  
Mt. Vernon, MO 65712  
(417) 461-1255

[chocolatehorsefarm@gmail.com](mailto:chocolatehorsefarm@gmail.com)

[www.ChocolateHorseFarm.com](http://www.ChocolateHorseFarm.com)



## Advertiser Index :: Issue 219

|  |                               |
|--|-------------------------------|
| American Driving Society .....                     | 58                            |
| Carriage Association of America .....              | 58                            |
| Carriage Imports .....                             | 33                            |
| Carriage Talk .....                                | 12                            |
| Certified Horsemanship Association .....           | 9                             |
| Chocolate Horse Farm .....                         | 58                            |
| Colorado Combined Driving Event.....               | 40                            |
| Driving Essentials.....                            | 13                            |
| Great Lakes Carriage Classic .....                 | 9                             |
| Rebecca Gutierrez, Realtor.....                    | 2                             |
| Hunters Creek .....                                | Inside Back Cover             |
| JM Saddler .....                                   | Back Cover                    |
| Kentucky Classic CDE .....                         | 1                             |
| Lancaster County Carriage and Antique Auction..... | 33                            |
| Lorenzo Driving Competition .....                  | 33                            |
| Martin Auctioneers.....                            | Inside Front Cover and page 2 |
| Midwest Custom Carriages .....                     | 33                            |
| National Drive.....                                | 21                            |
| New Heritage Farm Carriages .....                  | 21                            |
| Northwest Carriage Museum.....                     | 9                             |
| Orleton Farm Pleasure Show.....                    | 40                            |
| Smuckers Harness.....                              | 58                            |
| Twisted Luck Carriages.....                        | 44                            |
| Villa Louis Carriage Classic.....                  | 35                            |
| Welsh Pony and Cob Society .....                   | 33                            |
| Zilco .....  | 13                            |

## Classifieds

Rate is \$15 for 20 words or fewer. Additional words are \$1.00 each. Words in ALL CAPITALS are an additional \$1.00 each. Abbreviations count as a word. Add \$1.00 for tear sheet; \$4.00 for issue. No discounts for classified ads. The publisher is not responsible for errors due to illegible copy. Classified ad with black/white photo is \$35. Classified ad with color photo is \$100. All classified ads will be placed on the Digest's webpage FREE of charge. Deadline is four weeks preceding publication.

# DrivingDigest

## Subscribe Now

☐ New Order  
☐ Renewal

### Enclosed payment is for:

(US DOLLARS ONLY)

| Six issues a year.          | 1 year<br>(6 issues)          | 2 years<br>(12 issues)        |
|-----------------------------|-------------------------------|-------------------------------|
| US addresses                | <input type="checkbox"/> \$32 | <input type="checkbox"/> \$56 |
| US with First Class postage | <input type="checkbox"/> \$50 | <input type="checkbox"/> \$92 |
| Canada                      | <input type="checkbox"/> \$46 | <input type="checkbox"/> \$74 |
| Other Countries             | <input type="checkbox"/> \$56 | <input type="checkbox"/> \$88 |

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State, Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

## Address Change Form

Must be received 4 weeks prior to mailing

### Old Address (prefer subscriber mailing label)

Name: \_\_\_\_\_

Street: \_\_\_\_\_

City: \_\_\_\_\_

State, Zip, Country: \_\_\_\_\_

### New Address (one change only per request)

Name: \_\_\_\_\_

Street: \_\_\_\_\_

City: \_\_\_\_\_

State, Zip, Country: \_\_\_\_\_

Mail to: **Driving Digest**  
 PO Box 120, Southern Pines, NC 28388



by Karen Martin

## Guest Editorial

# A Perspective of Carriages in Today's Market

Today's market demonstrates the many ways we buy and sell, as well as what we buy and sell.

AUCTION HOUSES AND OTHER INDICATORS OF THE market show that antiques of every sort are selling for less than years before. Collectors of antique furniture, collectibles, and carriages are increasingly rare. Well-established auction houses are finding new ways to restructure their operations, and it is reflected in what they accept for consignment, changing location, or the individual services they offer. Finding the best way to respond to the ever-changing or diminishing demand requires flexibility as well as stamina. As an auction company that has operated for decades as the primary venue for the sale of horse-drawn vehicles and related items, Martin Auctioneers has adapted to the changing market for over three generations in their service to the agricultural, antique, and equestrian market. The current goal of the company is to reflect the needs of their clients and to sustain and maintain good business with a newer and diverse clientele while responding to the interests of their core constituency.

*Carriages have always been a niche market with more buyers interested in use than collecting, with specific makers and types driving that market.*

Market data shows there is less demand for mid- to low-end antiques. Fine art and luxury items tend to hold their value, although new markets have entered the arena for the past few years as mid-century modern. Carriages have always been a niche market with more buyers interested in use than collecting, with specific makers and types driving that market. For example, coachmen driven vehicles that were once the most expensive during the carriage era were not as sought after as sporting vehicles because driving for sport and pleasure influenced demand. At this time, as collectors diminish and the sport loses participants, the supply and demand in the carriage and antique equestrian accouterments is currently low and does not reflect the historical and intrinsic value of the objects. To sustain

their place as the pioneer and leader of carriage auctions, Martin Auctioneers plans to change its auction schedule and adapt accordingly. The goal is to continue to meet the interests and demands of those interested in the preservation of horse-drawn transportation history, artifacts, and the sports of combined and pleasure driving.

Dedicated clients, friends, and international audiences have loved to come to Martin Auctions. There are few events where so many with a common interest gather under one roof, earning Martin Auctioneers the title of the "mecca of carriage driving." Former curator of the Long Island Museum of American Art, History and Carriages, Merri Ferrell has referred to the auction as the "University of Martin Auctioneers." As far back as 1979, Ferrell would join Smithsonian curator and author of *Carriage Terminology*, Don Berkebile, and walk the field. "Every item was an education. I learned about the range of decoration, fabrics, and types by looking at original vehicles that were at each auction. There was nothing like it. And I could meet so many of the long-term collectors. It was time to catch up, learn and share a common interest." At the auction people can see, touch, hear and revel in the exquisite examples of history that pass through the auctions from Royal coaches to circus wagons, from TV and movie props to early pleasure wagons. Accouterments such as harness, to stable fixtures, and all the "what is it" that can be found in the 1893 *Moseman's Illustrated Catalog of Horse Furnishing Goods* that are rare collectibles have graced the auction block throughout the U.S. and Canada. As the industry changes these hidden treasures will become fewer.

We hope to appeal to upcoming collectors, competitors, buyers, sellers, and lovers of the auction, carriages, and driving. We hope to show new audiences the incredible beauty and history of what we sell. These items do have an important place in our museums, carriage houses, and barns. It must be a consolidated effort to promote carriages as remarkable artifacts that are significant to equestrian history and the sport of carriage driving. ☐



# Look who is competing using WCCs & hear what they are saying...



## CAROLA SLATER-DIENER

World Pairs Driving Champion driving WCCs in both phases

"In Europe, we drive ECC carriages & in the US, we drive WCC carriages...THEY ARE THE SAME!!!"

Iika Zimmerman, Photos



## MUFFY SEATON

"I LOVE my WCC! It's very stable, light weight, comfortable for me as well as for my pony and navigator. I have driven it from training level to FEI as well as training every day at home for at least 9 years and have never had a mechanical problem with it. It's also a very cool color! I totally recommend WCC!"

## RILEY WILTISON

American Driving Society Driven Dressage Champion

"Hunter Creek Farm is sponsoring 14 year old Riley and his horse Asian"

Pics of You, Photo



## RANDY BIRD

"If you did this for a living, wouldn't you have a WCC too."

## JEANNE WILLIAMS

Owner, Trainer-Competitor, WCC Dealer from Sargent Equestrian Center

"We Sell ONLY THE BEST "WCC"

Iika Zimmerman, Photo



ALL WCC CARRIAGES  
2 YEARS WARRANTY  
ON ANY DEFECTIVE PARTS

Please visit our website [www.horsecarriages.com](http://www.horsecarriages.com)

## BOB COOK

Hunter's Creek Farm, Inc.  
347 Old Dewberry Lane,  
Southern Pines, NC 28387

910.693.1121 (Home & Office)  
910.391.5598 (Cell)  
bobcook@horsecarriages.com  
www.horsecarriages.com

### Carriage House

533 Edmonds Rd.  
Cameron, NC 28326

### Cindy Cook O'Reilly

WCC Sales Manager  
832 Cranes Creek Rd.  
Cameron, N.C. 28326  
910.315.3227  
foxplayterriers@aol.com

## WCC Approved Dealers

### CANADA

Randy Bird  
Randy Bird Equine Education  
5200 White Road Harwood  
Ontario, Canada - K0K2H0  
905.342.3053  
rbird@eagle.caa  
www.randybird.ca

### FLORIDA

The Grand Oaks  
of Weirsdale, FL  
Sales by Tom Warriner,  
Vice President  
Call Toll Free: 866.500.2237  
tomw@thegrandoaks.com  
www.thegrandoaks.com

### WEST COAST

Jeanne Williams  
Sargent Equestrian Center  
15757 E. Sargent Rd.  
Lodi, California  
209.727.0200 (Office)  
650.465.8528 (Cell)  
jeanne@sargentequest.com  
www.sargentequest.com

### GYPSY CARTS

Dennis Thompson  
Gypsy Gold LLC  
12501 SW 8th Ave.  
Ocala, FL 34473  
352.307.3777 (Home)  
352.817.1777 (Cell)  
Toll Free:  
866-GYPSYVANNER  
(497-7982)  
ggvannerhorse@gmail.com  
https://gypsygold.com/

## The "London Dray"- the Gypsy pickup truck



Red, Wine, Wine detail  
Violet,  
& Green  
Price \$18,995.  
Includes all options  
FOB Southern Pines, NC  
In Stock



# When the Squeaky Wheel Gets the Oil... Leather & Blankets Get **SADDLER'S®**



**SADDLER'S TLC®** cleans leather and restores natural oils with a fast, one-step process — wipe on leather, then wipe it off. The job's done!

**SADDLER'S PRESERVATIVE®** conditions leather in all kinds of weather. Protects new leather, restores used and neglected leather.




**SADDLER'S® BLANKET WASH** is biodegradable and earth friendly — Specially formulated to clean and safely remove odors from horse blankets, saddle pads, pet beds, sleeping bags, and washable outdoor gear.

**FIRST REACH OINTMENT®** soothes and relieves the irritation of minor cuts, scrapes, chapping, sores, burns and other minor skin irritations. Penetrates quickly, aiding in fast healing by providing a protective barrier.

**RAPLAST®** is a unique stop-chewing training aid that stops horses from chewing on wraps, blankets, wood, manes and tails, plus more. RAPLAST® works by sight, smell and taste.

**QUITCHEW®** is Saddler's newest stop-chewing training aid. Clear, colorless weather-resistant formula won't stain! Spray on wood fences, trailer ties, blankets, and other outdoor items.



 All Saddler's products are made in the U.S.A.

 FIND US ON FACEBOOK:  
[www.facebook.com/jm.saddler.1](http://www.facebook.com/jm.saddler.1)