

DrivingDigest

Issue 224
March/April 2020
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A few of the Chambers' carriages were on display in their yard in during The Grand Garden Show in 2018.

Photo courtesy of Brad Chambers

DrivingDigest

Driving for every equine. Issue 224 – March/April 2020

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Letter from the Editor

Little Victories



by Ann Pringle

MANY *DRIVING DIGEST* READERS KNOW that I have not owned or driven a horse for many years. During the years that I worked in a barn caring for 12-plus horses and ponies, I wasn't able to spend much time with my horse. Then when I became employed by the American Driving Society, my work schedule made it difficult to spend quality time with a horse. I am the kind of person who liked to do my own barn work, grooming, etc. so boarding was not an option for me. Opportunities to ride and drive with my friends are abundant, however, so I don't feel deprived.

Despite not having my own horse, I've attended countless competitions, driving activities, and clinics. I haven't taken a driving lesson for over 35 years, but now I find myself in a parallel situation to those who take lessons and participate in clinics. My dachshund puppy, Copper, and I have a trainer! Once a week, Sherry Holm (who also has been involved in carriage driving her entire adult life) comes to teach me how to teach Copper to walk on a leash without pulling, to sit, and to lie down, among other things. We've only had three lessons so far, but I'm experiencing what I know every driver who takes a lesson must feel – it isn't easy! The amount of concentration it takes is incredible. During the one-to-two-hour lesson, I have to focus on both what Copper is doing (or not) and what Sherry is telling me. I have to be quick to correct and even quicker to reward.

Persistence and consistency, as I know all you drivers know, are the keys to success. Little victories. Keeping his atten-

tion on me and not all the distractions is a challenge. By the time you meet Copper in person, I hope he'll show you the results.

I've heard from several readers in response to Ed Winterberg's Guest Editorial in the last issue on the situation facing Wildwood Stable and access to Acadia's carriage roads. I recently had a phone call from the current operator at Wildwood, who gave me a much more favorable forecast. You'll hear from him in our next issue.

The Southern Pines CDE in April will be a milestone for me. I've been the secretary at this event for 14 years, ever since the event moved to the Carolina Horse Park. The event has grown from a DT for Training and Preliminary drivers to an FEI show and site of several USEF championships. It has been very satisfying to meet the challenges that each year has brought, but there comes a time when satisfaction doesn't outweigh the effort required to hold up the standards we have set for ourselves. The time has come to let someone else take on the job. SPCDE organizers Claire Reid and Kelly Valdes are also stepping aside, so we are planning a big retirement celebration for ourselves during the event. Happily, a new team is being formed to keep Southern Pines CDE going. It is important to rotate new people into the organizational pool. 2021 will be one of the very few years since 1982 that I won't play a significant role in a driving competition. I guess that will mean more time to play with Copper and to work on content for *Driving Digest*! ☺

If you move or have an address change, please notify us immediately. The post office will not forward magazines unless you subscribe for first-class delivery. They are returned to us and we are charged as well!

The next issue (225) will be dated May/June 2020

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Southern Pines Classic - April - NC
Midwest Horse Fair - April - Wis
Clydesdale National Sale - April - Illinois
Delmarva Driving Show - May - Md
Elk Creek CDE - June - Md

DEALERS

Gary Gang (AZ)
928-202-0460

Frazer School of Driving
(MT)
406-846-3686

Richard Holyoak (Canada)
403-933-3706

Bill Wiggins (WA)
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The American Driving Society, Inc. Announces Pony and VSE Measurement Program

THE AMERICAN DRIVING SOCIETY, INC. (ADS) announced for 2020 its new Pony & VSE Measurement Program. Article 930.4 will be added to the 2020 ADS Rulebook:

- ADS Ponies are 120 cm to 149 cm.
- ADS Small Ponies are 99 cm to 120 cm with or without shoes.
- VSEs are under 99 cm with or without shoes.
- Animals will be measured annually and receive a Temporary Measurement Card until the age of eight years when they will receive a Permanent Measurement Card.
- Measurement Cards are for the exclusive use of ADS Competitions.

Measurement Procedures:

An ADS measurement may be taken by only a trained ADS licensed official or veterinarian. USEF Combined Driving Pony Measurement cards and USEF Dressage

Pony Measurement Cards will be accepted as proof of height.

Measurement MUST be taken from the highest point of the withers. This spot must be identified by palpation before the measurement is taken.

Animals are to be measured on a flat, hard surface. Concrete or tarmac is ideal. If no such surface is available, the floor of a horse trailer that has been leveled is acceptable. The animal must be positioned with front legs parallel and perpendicular. Front toes should be inline. All four feet must be taking weight. The head must be in its natural upright position.

Officials may not measure their own or their family's animals.


A veterinarian is not required to measure unless an animal is borderline in height, and there might be a question as to what height it might be.

Photographic identification, such as a Coggins with photographs is acceptable

for animal identification. If a Coggins has a space for notes, a veterinarian may measure the animal and add the height in this space.

All ponies and VSEs may be measured from January 1, 2020, to July 1, 2020.

Effective July 1, 2020, all ponies and VSEs must have a valid ADS Measurement Card or USEF Measurement Card as defined in Art 930.4.5.

A page dedicated to the ADS VSE and Pony Measurement Program has been created on the ADS website at americandrivingsociety.org. On it, you will find a list of frequently asked questions, a list of ADS Licensed Officials who have been trained to measure animals (this document will be updated regularly as the list grows), and the ADS VSE & Pony Measurement Card in fillable PDF format. 

Morgan Horse Association Announces Show Horse Hall of Fame Inductees



SUZY STAFFORD'S PVF PEACE OF Mind (Hunny) was inducted into the American Morgan Horse Association's Show Horse Hall of Fame. Hunny is one of three Morgans to be honored in this year's class, along with Opies Boy and Treble's Tanqueray GCH. Hunny, in her debut at the 2013 Morgan World Championship Show, was a two-time World Champion and four-time Grand National Champion in the Carriage Driving division. She was also the USEF Zone 2 Regional Champion in Ridden Dressage First Level and Carriage driving. Hunny accumulated multiple USEF honors from 2014 through 2016, including Reserve National Combined Driving Horse Champion, Reserve Combined Driving Horse of the Year, and National Combined Driving Horse Champion. In 2015, Hunny was named the USEF Horse of the Year and was inducted into the Horse Stars Hall of Fame, sponsored by the USEF and Equus Foundations. 

The Foundation for the Horse Providing \$10,000 in Matching Funds for Australia Wildfire Relief

THE FOUNDATION FOR THE HORSE IS accepting aid through its Disaster Relief Fund to support veterinarians working with wildlife, horses, and other livestock affected by the Australia wildfires, which have taken an unimaginable toll on the nation and its animals.

The Foundation, whose mission is to improve the welfare of horses, will match the first \$10,000 in donations. All contributions will be distributed to the Australia Veterinary Association's Benevolent Fund to support the many veterinarians impacted by the fires or providing charitable care to affected animals.


"The sheer scope of this catastrophe and the gallant veterinary response, which undoubtedly includes many equine veterinarians pulled from their tradition-

al practice to provide emergency care for all species, compels The Foundation in this instance to reach out beyond its horse-centric mission," said Lisa Metcalf, DVM, MS, DACT, chair of The Foundation's Disaster Medicine Subcommittee. "We are all vets first, before being equine vets, and although our dollars may be needed in the future for rebuilding or another disaster, this is now."

To support the needs of the affected veterinarians and those on the front lines in Australia, please donate online at foundationforthehorse.org/impact/disaster-relief.

Donations are also accepted by mail at The Foundation for the Horse, Disaster Relief Fund, 4033 Iron Works Parkway, Lexington, KY 40511; and by phone

at (800) 433-0177 (U.S. only) or (859) 233-0147.

The Foundation for the Horse (formerly AAEP Foundation) is a 501(c)(3) organization established in 1994 that serves as the charitable arm of the American Association of Equine Practitioners to improve the welfare of horses. Since its inception, The Foundation has distributed more than \$6 million to fulfill its vital mission. For more information, visit foundationforthehorse.org. 

First Three-Show Pleasure Show Challenge

CARRIAGE DRIVING BRINGS AN undeniable spirit and elegance to the equestrian community recapturing the essence of days gone by.

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So, mark your calendars to enter these three top Pleasure Shows on the East Coast to win \$50 and Challenge Ribbon!

- Aiken Carriage Classic, April 18-19, 2020, Aiken Training Track Field, Aiken, S.C. Questions contact Katy Rhinehart 641-485-7821, gkm104@heartofiowa.net

- Carriage Classic in the Pines, May 2-3, 2020, Big Sky Farm, Southern Pines, N.C. Questions contact Leslie Griewe 910-215-3562, griewe@embarqmail.com

- Morven Park Carriage Show, Arena Driving Trial & Pleasure Drive – Morven Park International Equestrian Center, Leesburg, Va.

Questions contact Samantha Franklin 703-777-2890 x6614, sfranklin@morvenpark.org

For further details consult the American Driving Society Omnibus listing for each show. 


Certified Horsemanship Association Adds New Horsemanship Safety Video to Collection

THE CERTIFIED HORSEMANSHIP ASSOCIATION (CHA) has expanded its educational offerings on its YouTube channel again. These free resources are great for all ages and experience levels to watch and expand their knowledge while keeping a focus on horsemanship safety. Viewers can watch all the videos, which cover a variety of topics and range from three to 15 minutes in length by visiting youtube.com/user/chainstructor/.

The newest additions cover the following topics:

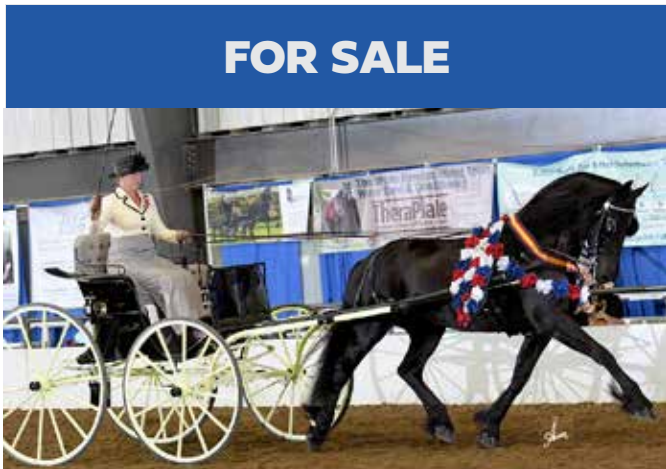
- "Lunging the Horse Safely" with CHA President Tammi Gainer
 - "How to Safely Hitch a Horse" with Ellen Taylor from the Harness Horse Youth Foundation
 - "The Horse's Digestive Tract" with CHA Instructor and board member Susan Garside
 - "Sample Lesson: Simple Change of Lead" with CHA Certifier Cheryl West
- Past topics covered include Sample Lesson: First Trot, Lengthening and Shortening Horse's Strides, Truck and Trailer Safety Check, Showmanship Tips, How to Pony a Horse Safely, How to Fit a Rope Halter, and much more.

CHA encourages the horse industry and the public to use these free videos and to embed them on their websites for their clients. CHA's videos are created with the goals of helping to spread the CHA's mission of safe, effective, and fun horsemanship.

CHA Instructors Change Lives Through Safe Experiences with Horses. The purpose of CHA is to promote excellence in safety and education for the benefit of the horse industry. CHA certifies instructors and trail guides, accredits equestrian facilities, publishes educational manuals, produces educational horsemanship DVDs and Horsemanship Safety shorts, and hosts regional and international conferences. For more information on the largest certifying body of riding instructors and barn managers in North America, Certified Horsemanship Association, please visit www.CHA.horse or call 859-259-3399. To find a certified horseback riding instructor or accredited equine facility near you, visit www.CHAINstructors.com. 

Mary Phelps’ “The Gangsters” Now Breyer Model Ponies

SMALL IN SIZE BUT NOT TALENT, CLASSIC AMERICAN SHETLAND Buggy Maloney and Shetland/Welsh cross Tony Da Pony compete with owner Mary Phelps in the top level of combined driving: FEI Advanced. Nicknamed the “Gangsters” for their playful names, they are now immortalized as Breyer Model Horses.



Trained/shown by Suzy Stafford, Isobel is the most talented Friesian driving horse in North America and in foal to Hessel for an April birth! For details: fhana.com/classifieds (Gail Aumiller, PA 717-372-2650)

Breyer Model Horses, celebrating the brand’s 70th Anniversary this year, invites families and collectors of all ages to the 31st annual BreyerFest celebration at the Kentucky Horse Park in Lexington, July 10-12, 2020. For this year’s Celtic Fling, BreyerFest celebrates three-day eventing superstar Ballynoe Castle RM, a 2000 Irish Sport Horse owned by Carl and Cassie Segal and ridden and trained by Buck Davidson. Joining Ballynoe Castle RM at this year’s event will be “The Gangsters” – Tony Da Pony and Buggy Maloney – a pair of adorable pinto driving ponies; Avatar’s Jazzman, a champion eventing Morgan; the beautiful Hawkes Ranch hitch Clydesdales; and the amazing Tempel Lipizzans. Follow along on the BreyerFest Blog on www.BreyerHorses.com to learn more about BreyerFest guest horses and performers in the coming months! 🐾



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American Driving Society, Inc.

The ADS is in its 46th year of supporting carriage driving, and we've got so much to celebrate. The 2019 ADS Annual Meeting Weekend was a great success, with well-attended driving events, a record-setting number of meeting attendees, and a fun awards Gala. During the Gala, ADS President Dan Rosenthal named Mid-Atlantic Regional Director and Recreational Driving Chair Heidi Ferguson as the 2019 President's Award winner for her exemplary contributions to the ADS and recreational driving. Gary Grisham was named the 2019 ADS Volunteer of the Year, and although he wasn't able to attend (he lives in Hawaii), he was well honored with a nomination submitted by Hardy Zantke. The 2019 ADS Youth Champions were: Combined Driving, Diego Rubio; Pleasure Driving, Jordyn Anderson; Recreational Driving, Riley Schoenecke. The Hours to Drive pin winners, the Calculated Championships, and the Driven Dressage Awards were all

awarded at the Gala. This was the first year for the ADS Hours to Drive Challenge, in which the ADS regions compete for the most hours driven, won by the Mid-Atlantic Region by a 200-hour lead.

During the Board Meeting on December 8, the ADS Board of Directors approved the ADS VSE and Pony Measurement Program that requires all VSEs and ponies competing in ADS-recognized competitions to be measured before competing, beginning July 1, 2020. For more information and a list of Frequently Asked Questions, navigate to <https://americandrivingsociety.org/Events-Resources/VSE-Pony-Measurement-Program>

Make sure to order your 2020 ADS Rulebook: americandrivingsociety.org/Events-Resources/Rules/Order-Rulebook

And finally, the 2020 ADS Dressage Tests are posted on the ADS site under Resources. The Judges View from C is available to everyone, and the Driver's View From A is available to all ADS members.

—Abbie Trexler, ADS Executive Director



United States Driving for the Disabled, Inc.

By the time you read this, the winter season in Florida will have wrapped up, and we want to thank all of the shows that offered the FEI para-driving test to those competitors who are aiming to make the 2020 para-driving team. January 29 was our first para-driving competitive clinic in Florida with Sara Schmitt. Many para-drivers are scheduled to be at the clinic. We thank Anna Koopman for organizing the clinic at her parents' farm in Florida.

We have seen Chris Carswell, Stefanie Putnam, and Bob Giles participating in the USEF Developing Drivers program clinics in Florida this year. We plan on hosting a few more clinics, so please email Diane at dkastama@verizon.net to suggest clinicians and locations.

Para-driver Ginny Leal is organizing a clinic for all drivers at Sargent's Equestrian with international para-driver and World Champion Jacques Poppin in February. While USDFD doesn't sponsor this, para-drivers are encouraged to apply to the Sybil Dukehart grant program for help with expenses.

USDFD worked with the ADS on accommodations and dispensations for the new dressage tests at the lower levels that are requiring one-handed movements. We have a few para-drivers who find it physically impossible to hold the reins in one hand, and they have dispensation for this.

Our Accessible Carriage Program is still in the works. Please contact Diane Kastama at dkastama@verizon.net if interested. Please renew your memberships at www.usdfd.org

—Diane Kastama, President USDFD



Carriage Museum of America

Building on the success of the Carriage Museum of America's searchable online library catalog available through our website at carriagemuseumlibrary.org, we have now made digitally accessible nearly 130 additional titles. Many of these digital titles which can now be read in full come from the 'Driving' and 'Coaching' sections in the CMA's library including *An American Four-in-Hand in Britain* by Andrew Carnegie; *An Old Coachman's Chatter* by Edward Corbett; *Coaching Days and Coaching Ways* by Tristram Outram; *Driving Lessons* by Edwin Howlett; *Driving* by Frances Ware; *Driving for Pleasure* by Francis

Underhill; *Riding and Driving for Women* by Belle Beach, and many others. Be sure to explore our catalog and discover something new to read this winter.

The CMA was proud to sponsor the CAA International Carriage Symposium near Washington, DC, in January. This event was a great success and featured talks by carriage scholars from around the world, trips to see private collections, and a trade fair. We hope you join us in another two years for the next Carriage Symposium.

—John Stallard, Director of Operations



The Carriage Association of America

The 7th Bi-Annual CAA/CMA International Carriage Symposium in Herndon, Virginia, was a success! Many thanks to our speakers - Jeffrey Allison, Amy Bracey, Stephan Broeckx, Dr. Mario Doberl, Stephen Heaver, Rob Lewis, William Neel, Richard Nicoll, Jerry Rider, and Cathy Wegener. Mark Duffell and Whitestone Farm put on a fantastic lunch for us. In addition to seeing their carriage collection, we learned a bit about registered Angus cattle. There was a great deal of discussion at Winmill Carriage Museum at Morven Park as we viewed a wide variety of carriages ranging from Tom Thumb's Coach to a Brewster Shell Sleigh. Several attendees also visited the National Sporting Library and Museum, where they were able to see the Silver Coach discussed at the 2018 Symposium. On Sunday, as a special treat, Jack and Marge Day opened their carriage collection to CAA members, and the Fire Museum of Maryland opened especially for us.

The CAA Annual Membership Meeting took place during the Symposium. We're pleased to announce Sally Armstrong of Texas as our new president. Our vice-presidents are E G Moody (Tennessee), Bill Venditta (Pennsylvania), and Allen Tucci (Pennsylvania). Jimmy Chancellor (Tennessee) is our treasurer, and Lynn Tuckwiller (West Virginia) is secretary. We welcome two new board members, Margie Cox (Oklahoma) and Mark Duffell (Virginia).

Our next venture is CAA Sporting Day of Traditional Driving Seminar February 27-29, 2020, in Weirsdale, Florida. This seminar offers potential organizers, judges, or participants the opportunity to learn more about this fun and special event. International judge Raimundo Coral of Spain will join the panel, as will Erik and Mary Jensen (Colorado), David Saunders (Florida), and Gloria Austin (Florida). Combined, they have judged, orga-

nized, and participated in a Sporting Day of Traditional Driving for years. Not familiar with Sporting Days of Traditional Driving? They were started in Europe by combined driving enthusiasts looking for a less stressful activity that still challenged their skills. The Sporting Day focuses on traditional driving and includes three phases: a Turnout Inspection, a Country Drive, and a Cones Course.

The CAA has been promoting Sporting Days for about fifteen years. We accept all types of carriages, but antique vehicles or traditional reproductions of the same are preferred. In the same vein, traditional leather harness that is appropriate to the vehicle is preferred over synthetic harness. The Sporting Day of Traditional Driving does contain competitive elements. Each turnout, however, is competing against an ideal, rather than against the other turnouts in attendance. The optimum score of 100 is broken down among the three phases as follows: a possible 50 points for the Turnout Inspection, 25 for the Country Drive, and 25 for the Cones Course. Drivers are challenged during the driving portion by an assortment of 'hazards' you might find on a country drive. They may include: Drive up to a carpet, halt, and take up or let off a passenger; Drive up to a gate, stop, put a groom down. Groom opens gate, turnout drives through and stops, groom closes gate and remounts vehicle; Rein back for a specified number of steps; Demonstrate appropriate road signals; Drive over a bridge; Execute a whip salute; Signal and execute a turn; Demonstrate a repair, in case of a breakage; Drive at a fast trot up to a cone, and stop with the front hub in line with the cone; Drive a figure-8 indicated by cones. To find out more about CAA Sporting Days of Traditional Driving or the seminar, please visit our website at www.CAAOnline.com.

—Jill Ryder, Executive Director

United States Equestrian Federation, Inc.

The Driving Sport Committee met at the 2020 USEF Annual Meeting in West Palm Beach, Florida, on January 9 to discuss various driving sport programs and initiatives. The meeting agenda covered various topics to move the sport forward into 2020.

The committee will be creating a position of Driving Technical Advisor as a part-time role to guide the USEF Pathway Programs and deliver support for athletes. An outline of the roles and responsibilities for this position will be published soon with instructions on how to submit a proposal.

Some new competition format ideas are in the works as well. The goal is to create smaller competition products that are simple for organizers to manage and accessible for drivers to attend; for example, a 1-2 day competition with any combination of dressage, cones, and/or a modified marathon. Besides the benefit of having more events locally, drivers could have access to additional recognition at all levels – for instance, special awards for driv-

ers under the age of 25 (U25). USEF also recognizes the need to build a pathway for competitions to develop regional events into large-scale licensed competitions, if the possibility is there. These new products will roll out in a pilot program before the end of 2020.

Another new initiative that the committee is taking on is building the foundation of the USEF Athlete Pathway Programs: the Emerging Driver Program. While this program will underpin the Developing and Elite Athlete Programs, it will function differently. The purpose of the USEF Emerging Driver Program is to provide structure for introductory and grassroots education for the driving discipline but allow the clinics or educational events to be managed regionally. The program will offer benefits and support to facilities, clubs, or coaches who want to host an event. Watch for more information later this year.

The Driving Sport Committee is revitalized this year with the continued goal of increasing the driving discipline on a national level. It's an exciting time to be part of USA Driving.

—Danielle Aamodt, USEF Director of Driving

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KNEE PROBLEMS

and the Carriage Driver

BY DR. DAVID COHEN

Although carriage driving offers equestrians an opportunity to enjoy their horses and ponies for years longer than they might be able to ride, the aging process can take its toll.

In the March-April 2019 issue of *Driving Digest*, we explored problems involving the hand, wrist, elbow, and shoulder. In this issue, we will explore issues with the knee, and what we can do to extend the years we can enjoy being on the carriage.

For a variety of reasons, the knee joint is the most complex joint in our bodies. The knee joint has three bony parts to it, which must work in harmony. There is the medial side, the lateral side, and the kneecap (patella). Each one of these parts has a different shape and a different center of rotation. Both the medial and lateral sides of the end of the femur (thigh bone) must move against the upper portion of the tibia, and the patella must move in a groove that exists in the end of the femur. On the outside of the knee are two very strong ligaments which help to hold the knee together. These are the medial and lateral collateral ligaments. In the center of the knee sits the anterior and posterior cruciate ligaments which keep the knee from shifting too far to the front or back. There is also a ligament structure surrounding the knee called the capsule. The knee capsule contains many nerve endings and is a significant source of pain and swelling following an injury to the joint.

When engaged in the sport of carriage driving the knee joint is stressed in a variety of ways. One must flex the knee and put stress on it when harnessing, putting to, and significantly when getting into the carriage.

Probably the most common knee problem would be progressive arthritis, something that we all will face to some extent as we age. For this discussion, I am going to consider the most common type of knee arthritis known as degenerative arthritis.

Degenerative arthritis is basically wear and tear. The cartilage that covers the surfaces of the knees starts to wear out. In the early stages of this process, treatment with mild anti-inflammatory medications such as ibuprofen can be beneficial. Exercises to maintain strength

in the thigh muscles are also beneficial. Please keep in mind, however, that even over the counter medications for the treatment of arthritis should be cleared with your doctor since they can interact with other drugs that you may be taking and they all can have undesirable side effects in some instances. If you have high blood pressure, the chronic use of anti-inflammatory medication can exacerbate that problem and, therefore, would require close monitoring.

Limiting the amount of bending of the knee when mounting the carriage would be helpful. This can be accomplished by using a small stool. If knee discomfort is a significant problem following a drive, the application of an ice pack is also worthwhile.

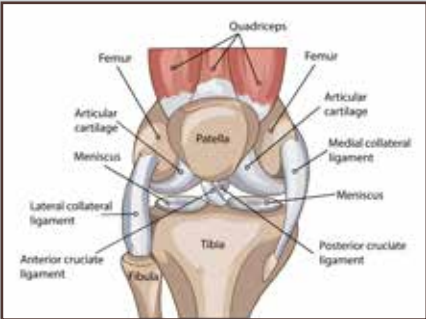
If the surfaces of the knee joint are not completely worn out and you are in a situation where some cartilage still remains in your knee, cortisone injections can be very effective. Of course, this mode of treatment is administered by a physician trained in joint injection techniques. Cortisone is a strong anti-inflammatory medication that can calm joint arthritis down for months at a time. It is, however, a double-edged sword. Too much given too frequently can be harmful. My personal rule when I was practicing orthopedic surgery was no more than three injections into the same joint within a year. Keep in mind that cortisone is a powerful drug, and in some patients such as diabetics, it may not be advisable.

For moderate knee pain as the result of arthritis, the use of a cane will usually help. The cane would need to be used on the side opposite the painful knee. A cane functions by shifting your body weight in the direction of the cane, so if your right knee hurts, you need to shift weight to your left.

Certain modifications of your carriage are also considerations. A lower step, if it can be installed, will help since it would enable the driver to get onto the carriage without bending the knee as much.

When engaged in the sport of carriage driving the knee joint is stressed in a variety of ways. One must flex the knee and put stress on it when harnessing, putting to, and significantly when getting into the carriage.

Getting into the carriage can put strain on the knees, even more so when attempting to get into the carriage without a step.



There may come a time, if your knee is arthritic and worn down to the point where bone is rubbing against bone, that the treatments mentioned above are no longer effective. If your activities are limited to a degree that is unacceptable, then a knee replacement is an option. I happen to have considerable experience with this modality of care. I have replaced many knees during my years of practice and have undergone a knee replacement myself just two months before writing this article.

Total knee replacement involves removing the worn-out joint surfaces and replacing them with a combination of metal and very high-grade plastic (high

molecular weight polymer) material. The required rehabilitation from a knee replacement is intense and requires a partnership between a physical therapist and the patient. It is necessary to perform a prescribed set of exercises under supervision and also independently for months following the procedure. All things considered, total knee replacement is highly successful, providing the patient is willing to follow through with the prescribed exercise program for months after the operation.

Now let's consider various injuries that cause your knee to become painful and not function the way you would like. Fortunately, most of these injuries will heal with appropriate care and periods of rest.

As noted at the beginning of this discussion, the knee joint is held together by various ligaments. A stretch or tear of

these ligaments is a sprain. By far, most sprains heal well with rest and, at times, a period of immobilization with a type of splinting device known, as you might expect, as a knee immobilizer. These sprains can occur from a fall or a twisting type injury. Once a significant sprain injury occurs, driving or even riding on a horse carriage is a very bad idea. Time

This carriage has a place to put your foot as you step into and off of the carriage.



It is important to find the right seat adjustment. Too close, just right, too far back.



is the best healer for this type of ligament damage, and rest does not include balancing around on a carriage. Some sprains can be severe enough to require surgery. As noted earlier in this discussion, there is a ligament within the knee known as the anterior cruciate ligament. There are times when this ligament, if torn completely, will require a surgical procedure known as a cruciate ligament reconstruction. This requires implanting a new ligament within the knee using either the patient's own tissue or a graft from a cadaver. This is a complex operation usually only performed on a younger individual and requires an extensive course of therapy and rehabilitation after it is performed.

If one falls and lands on the patella (kneecap), a bruise will result if you are lucky. If not so lucky, the kneecap will break, but let's assume luck is with you. In that case, ice application will help along with rest and occasionally splinting. If pain is severe after such an injury, an x-ray will be needed to assure that the kneecap is not broken. A broken kneecap often will require surgery. Even a simple bruise of the kneecap will require four to six weeks to heal. If during that healing period, the pain is not too bad, it is perfectly ok to ride or drive your equine of choice.

There are two semicircular structures within the knee known as the medial and the lateral meniscus. These structures help to stabilize the knee and also act as shock absorbers. If one has a twisting injury to the knee joint, these can tear. It is usually the medial meniscus that gives way. A small tear may, at times, heal without surgery, but some will require surgery. Some tears can be repaired using

an arthroscope, which allows the surgeon to perform various procedures through very small minimally invasive incisions. Removal of the torn portion is sometimes necessary. In a very active young person, a meniscus cadaver graft can in some cases be implanted. If a meniscus is removed, arthritis of the involved knee will be more likely to be problematic later on in life, so in a young person, we try to avoid this. A large untreated tear of the meniscus will cause unpredictable collapse (instability) of the joint. This is not something that most people will tolerate for long.

I did not discuss fractures of the knee but will just say that a fracture of the knee is certainly possible as the result of a fall. This is most likely in an older person (over 60) since, as we age, most of us lose some of our bone mass, and, of course, this will increase the possibility of a break. Fractures of the knee will often require rather complex surgical care. So how do you know if you have a severe sprain or a fracture? Well, that is why we have x-rays. It is important to see a physician after any knee injury that causes significant pain and have the knee properly evaluated with an examination and appropriate x-rays.

Stay strong

Before I end this discussion, let's talk a bit about what you can do to keep your knees in optimal condition. In carriage driving, we use our knees quite a bit. Besides driving, we walk cones over and over again,

we walk hazards over and over again, and we take a good bit of stress on the knee, whether driving or navigating.

There is a muscle in the front of the thigh that controls the knee. This muscle is the quadriceps muscle. It has that name because it is comprised of four parts. Strengthening this muscle is very beneficial for the health of the knee joint. Performing extension exercises against weight will do this for you as well as holding the knee in extension and contracting the muscle in the front of the thigh will serve that function. Certainly, a few sessions with a physical trainer would be very worthwhile. Weight control also is very important in the long run since weight adds stress to the knee.

Paying some attention to seat adjustments may be quite helpful. The knee joint is generally susceptible to greater stress in a flexed position. Adjusting the seat back a bit while still maintaining a forward position sufficient to operate the brake may be quite helpful. Also, keeping the seat back a bit enables the large muscle in the front of the thigh to function under a greater mechanical advantage when bracing against the dashboard. These are small measures, but every little bit helps.

In closing, keep in mind that as we age, we will all have some aches and pains in our knees and or other parts of our anatomy. The goal is to keep these elements of growing up from significantly limiting our ability to continue in the sport we love. ☺

As we age, we will all have some aches and pains in our knees and or other parts of our anatomy.



Top to bottom: Island photographers took photos to sell to the tourists. This one dates to 1941. Photo courtesy of Mackinac State Historic Parks.
• Modern-day tourists are still enjoying carriage rides on the island.

CARRIAGE TOURS

A MACKINAC ISLAND TRADITION

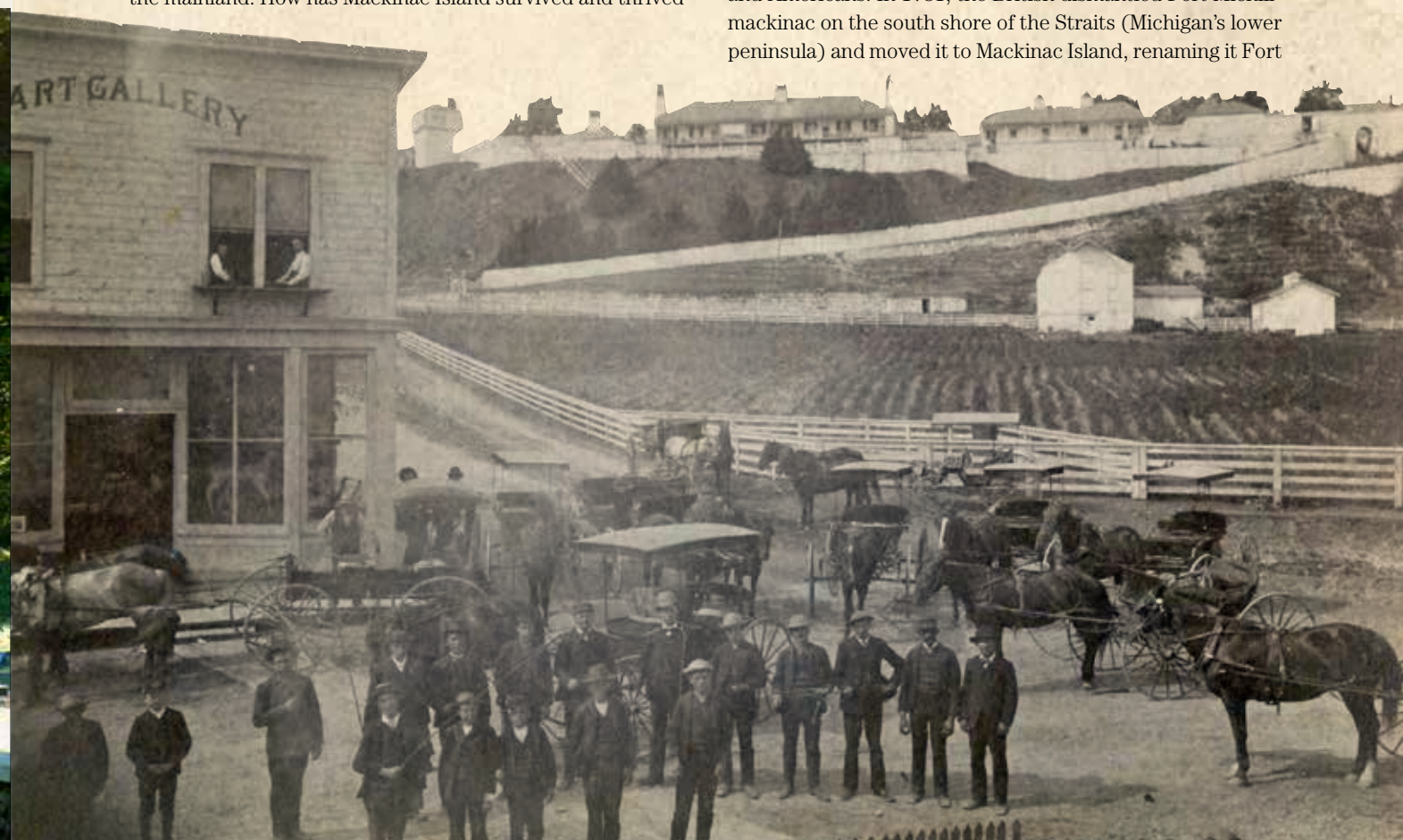
BY ANN PRINGLE

MACKINAC ISLAND. There is no place quite like it in the U.S., possibly the world. Imagine taking a high-speed ferry to an island in one of Michigan's Great Lakes and being met at the dock by a horse-drawn carriage. Imagine 40 hotels, guest houses, and resorts offering 1,600 unique rooms and dozens of restaurants, shops, and museums, all of which rely on real horsepower to function. You won't see a car or truck anywhere from the time you step off the ferry until you return to the mainland. How has Mackinac Island survived and thrived

from the 19th century to the 21st? The Chambers family was there at the beginning and is still there today.

IN THE BEGINNING

The Straits – the area between the upper and lower peninsulas of Michigan – was once home to the Chippewa and Ottawa tribes; Mackinac Island – located at the eastern end of the Straits – has been possessed by the French, British, and Americans. In 1781, the British dismantled Fort Michilimackinac on the south shore of the Straits (Michigan's lower peninsula) and moved it to Mackinac Island, renaming it Fort



A rare image showing the hack drivers and the carriages used in the 1880s to take people through the National Park. Mackinac was a National Park from 1875-1895, the second after Yellowstone. Photo courtesy of Mackinac State Historic Parks



This circa 1945 photo shows the carriages lined up on Main Street awaiting the tourists to arrive by ferry. Photo courtesy of Brad Chambers

Mackinac. Horses were the only transportation available, and they were used to bring lumber and supplies across the ice in the winter. In the 1800s, the people who lived on the island used horses for transportation, and as businesses grew, horses were used to transport goods that came to the island by ferry. The railroads came to Mackinaw City and St. Ignace in 1881. Hotels sprung up starting in 1885. Grand Hotel was built in 1887, attracting a new variety of people to Mackinac Island – the tourist.

CARRIAGEMEN

‘Carriagemen’ have been giving horse-drawn carriage tours of the island since 1869. As ferries arrived at the

docks, drivers lined up their carriages in the center of Main Street to greet tourists as they arrived on the island. Competition among those drivers was keen and occasionally cut-throat. One thing they did agree on was that they did not want automobiles to take over. In 1896, the minutes of the Village of Mackinac Island Council included an entry presented by four men, including Thomas P. Chambers, requesting an ordinance to ban horseless carriages on the island. It protested granting a license to anyone for the purpose of “running of any vehicle known as a horseless carriages on the streets or roads in this village as the running of such a vehicle on the streets or roads of the village is dangerous to the lives and property of your petitioners and their patrons and to all others who use the streets and roads of the village as such vehicle as known as a horseless carriage when operating and running will frighten even a quite [sic] horse and will cause any timid or spirited animal to run away to the danger of both lives and property...”

In 1898 Mackinac Island officials banned automobiles from use on the island.

A SUMMER DESTINATION

Mackinac Island was evolving into a resort community with wealthy families from Chicago spending the summer season on the Island. Horses and carriages crowded the streets to pick up passengers coming off the boats, and it became clear that

they needed more carriages. In 1924, because of the intensity of the competition among the carriage operators, the Mackinac Island State Park Commission was called to mediate between the carriage owners and the result was the formation of the Carriagemen’s Association. On account of the price of liability insurance and the cost of running a stable, they needed a more formal association. In 1948, thirty families formed a new corporation, Mackinac Island Carriage Tours, Inc. Each carriageman with a team of horses and a carriage was issued shares of stock. Today, about six families are still involved.

THE CHAMBERS FAMILY

Several of Thomas Chambers’ descendants still actively run Mackinac Island Carriage Tours [MICT], including Thomas’s great-grandsons, James (Jim), and William (Bill) Chambers, and his great-great-grandson, Brad. Today, it is the world’s oldest horse and carriage service. The company owns and operates approximately 100 carriages pulled by over 350 horses, providing carriage tours, taxi service, and commercial drayage for all the hotels, gift shops, and businesses on the island.

Bill Chambers – or Dr. Bill, as he is fondly referred to on the island – is the spokesperson for the Chambers family. Now 87 years, he still lives in the family home built by Thomas Chambers in 1830 on the corner of Market and Cadotte streets. (Michigan didn’t become a state until 1837.) Thomas, the oldest of three brothers, was the first to arrive from Ireland. According to Dr. Bill, Thomas settled on Mackinac to do some trading with the Native Americans and opened a store.

“There were 30 families at one time in this business,” says Dr. Bill. His father, Arthur T. Chambers, and grandfather were the largest owners of carriage licenses in the city of Mackinac Island; the local town government still requires licenses to operate horse-drawn carriages on the street.

Another rare image showing the hack drivers in the 1880s. Photo courtesy of Mackinac State Historic Parks

Large, strong horses were needed to pull up the steep Mission hill. Steel shoes with corks were put on the horses. The most important thing, according to Dr. Bill, were the teamsters. “They knew how to put them over the hill – they knew how to drive them, and the horses knew the drivers.”

Dr. Bill and his siblings – Bud, Sally (both now deceased), and Jim – played in the stables as soon as they could walk. And even before they started school, they learned how to drive by sitting on their father’s lap and holding on to the back of his hands until they were ready to hold the reins alone.

After high school, Bill, who liked to hang around with the veterinarian on the island in the summers, left to attend college at Michigan State and studied to become a veterinarian. He served in the Army as a veterinarian during the Korean War.

Sally married and went to Boston with her husband. Jim married a local girl and stayed on the Island.

Bud became a master mechanic and built and

Right: Arthur T. Chambers (white hat), father of Bill and grandfather of Brad, in front of the Carriage Tour ticket office in the mid 1940s. The office looks exactly the same 75 years later.

Below: The house built by Thomas P. Chambers in 1830 and where Dr. Bill Chambers lives today. One of the 20-passenger tour carriage is passing by. Photo by Ann Pringle

repaired the Carriage Tour carriages. He was responsible for redesigning them after World War II when tourism increased. Many of the carriages held just four people. The largest carriage they had held 12 people. Most held four or six, a few held nine, but only two held 12. Bud’s father came up with a way to make them hold more people, but he needed Bud, who had a very steady hand to make it happen. Using an extremely sharp hand-saw, Bud sliced the carriage in two, right down the middle. They inserted an eight-inch piece and changed the axles. Now the carriage would hold six people. They still use the tools that their grandfather used.

Dr. Bill recalls talking with his brother Jim about how Bud was responsible for steering their futures in a



certain way because of the improvements he made to a carriage that ultimately impacted the business. Bud was smart enough to see that they needed carriages that would hold more people as tourism grew. Today’s carriages used for tours hold up to 35 people and are pulled by three draft horses.

Jim still looks after the company’s 350 horses. Most of the horses used to pull the taxis and tour carriages are Percherons. The Chambers also own and breed Hackney horses.

continues on next page





This two-seated Studebaker pony runabout was owned by Arthur T. Chambers and is part of the collection displayed in the MICT/Grand Hotel stable and museum. Photo by Ann Pringle

For six months a year, the horses work on the island, giving tours and delivering people to hotels and restaurants. The other six months, they are taken by ferry to farms in Michigan's Upper Peninsula owned by Jim, one with 600 acres, another 1,100 acres, and the third 100 acres, located in an area with the largest native grass (natural prairie grass) east of the Mississippi. The horses are pastured or kept in large feedlots surrounded by woods. These are horses that don't like to be kept inside. Those who need it are fed grain.

CARRIAGE TOURS TODAY

Where do they find these horses? Jim has contacts throughout the United States who know what kind of horses will work well on Mackinac. "These horses are made for Mackinac Island; otherwise, they don't offer them to Jim," explains Dr. Bill. If they don't work out, back they go.

One of freight wagons. Photo by Ann Pringle



All these carriages need drivers. Where do they come from? According to Dr. Bill, they don't care if their drivers have any prior horse experience. In fact, they prefer that they don't, so they can train them how to drive on Mackinac. "We'll make a driver out of them," he says. "That's what we've done for 100 years." They train about 75 drivers each season. A few of the drivers are islanders who stay all year, but 50 years ago, when Bill's father was in charge, he liked to hire college students who could talk comfortably to the tourists about the island's history. As far as handling the horses in the barn area, they have experienced horsemen who supervise the drivers very closely.

The drivers groom the first pair of horses they will drive, harness them, climb on the seat while the horses are hitched, and the lines are handed to them. The horses only work 4-5 hours out of 24 and then are turned out for the rest of the day. The drivers often work much longer hours, from 9 a.m. through the evening. The season lasts about 150 days.

Two blacksmiths are constantly busy; veterinarians and maintenance men work continuously behind the scenes to keep the horses healthy and the carriages in good repair.

Over the years, the Chambers have amassed a nice carriage collection, many of which are on display at the Mackinac Island Carriage Tours/Grand Hotel's sta-

ble or Surrey Hill, a stop on the regular carriage tour. As a young man, Dr. Bill saw carriages that weren't being used, or that were being modified for other uses and would stash them away in a warehouse or the back of a barn. His dad would select the carriages that he liked and were in good shape and preserve them. Some they sent out to be restored. All but a couple are island carriages and include such well-known carriage makers as Brewster, Kimball, and Studebaker. They have a variety, and all are usable.

Much of Mackinac's promotional material features the iconic Hackney horse. Dr. Bill has a pair of Hackney ponies to drive for his pleasure, but the early horses the Chambers drove were what he calls 'driving horses,' probably Hackney crosses.

Bill's son Brad is the fifth generation who is committed to the family business. He lives next door to his father in the house initially built and lived in by his great-great-uncle Frank. Brad runs the day-to-day operation of MICT – Mackinac Island Carriage Tours. "I grew up in St. Paul, Minnesota, in the winter, where my father practiced veterinary medicine and on Mackinac Island in the summer. Summers on the island were great as a kid. We had a lot of freedom to roam and explore. Since we knew most of the island residents, and Carriage Tours workers were all over the island, we always felt a sense of security. My brother and I would often leave early in the morning on our horses and ride the trails and roads in the center of the island. We would try to get lost, but being on an island, we would always eventually find the beach road, left or right; it didn't matter, it always took us back to town."

Brad's first official job with Mackinac Island Carriage Tours was at the age of 14, loading passengers into carriages. In 1979 he helped open Surrey Hills, Carriage Tours' new carriage museum and transfer station where guests changed from a carriage seating 20 people pulled by two horses, to a carriage seating 35 pulled by three horses. This was the first display of carriages collected by Carriage Tours and the Chambers family.

In 1981, Brad and his brother opened Chambers Riding Stable. "My father gave us ten horses and saddles and told us not to call him unless we were completely stopped and couldn't figure it out. Well, we never called him (for riding stable business!) and seven years later had a successful business with over 25 horses and seven employees, which we turned over to our Uncle Jim and cousins to operate."

After college, Brad began working with reservations and general business of MICT when the marketing and reservation director became ill. "MICT also purchased the island freight service that year, so I helped with managing that business and merging it into Carriage Tours operation. My official title is corporate treasurer, but we are not much on titles, I am involved in every aspect of the business.

"I am most proud of transitioning Mackinac Island Carriage Tours into the 21st century. We have maintained its integrity but also incorporated many new technologies into the business. As you can imagine, we are most adverse to change. Especially motorized vehicles on the island."

Brad says he never had any doubt about going into the family business. "Like each generation before, you kind of just grow up around the business, and the next thing you know, you're in it, and it has become a career." He and his brother



Top: Brad Chambers, Dr. Bill Chambers, Jim Chambers, and President of Grand Hotel Dan Musser, Jr. at the opening of the Mackinac Island Carriage Tours/Grand Hotel Stables in 2012. Photo by Ann Pringle. Below: Mackinac Island traffic. Photo by Ann Pringle

joked that one of the two needed to be involved, and since his brother became a cardiologist, Brad became the successor. "I think he has the easier job!"

It is unimaginable to think about automobiles on Mackinac Island. Today, fewer cottage owners have their own horses and carriages and depend on bicycles, taxis, and private tour carriages for their transportation. E-bikes – or electric-assisted bikes – are a cause for concern on Mackinac. "This is the beginning of a bad trend," worries Dr. Bill. They can go as fast as 25 miles an hour and can pose a danger to the thousands of people on foot, on regular bicycles, and of course, the horses. There are ample accommodations for disabled people to get around on the Island without e-bikes.

What is their future? The carriage business on Mackinac arose after the Civil War, survived two world wars,

operated through depressions, recessions, and everything else. "You adjust your operation to what's happening at the time," Bill explains, however "any movement to motorize would be a disaster to Mackinac Island."

The carriage tour operation works on Mackinac Island because it has always been done this way. "You couldn't start a company like this today," says Dr. Bill. Last summer Grand Hotel, the most famous of all the island's hotels, and has been privately or family-owned from the beginning, was sold to a resort corporation. It remains to be seen how and if this will impact the Mackinac businesses and way of life that until now have been primarily family operations. The community is a close-knit one with people who have lived on the island for generations. There is no place quite like Mackinac Island. ◻



FEEDING THE **DRIVING PONY**

BY SANDY ROSE

DRIVING PONIES

are as much equine athletes as their larger counterparts and require diet considerations different than the average backyard pony. Keeping them at peak performance condition is a combination of proper nutrition and conditioning.

MANAGING THE DIET
and planning a consistent exercise
program is crucial for peak performance
of driving ponies. But pony metabolisms
present a few added challenges for
their owners.



A muzzle is one way of letting ponies spend more time outside in the pasture without the risk of founder. Photo courtesy of Thinline

Most often, pony owners are told to eliminate grain, limit hay, muzzle, or restrict pasture all together because many ponies are challenged by Cushing’s Disease (a dysfunction of the pituitary gland), metabolic disorders, and obesity. However, they are equine athletes and have different requirements compared to the average pleasure pony.

A conversation with your veterinarian is the first step. Discuss your goals and expectations for your equine partner along with a realistic evaluation of your pony’s condition, age, breed, and suitability for the job. Your veterinarian will be able to help you determine what the pony will need going forward.

Providing enough nutrition without high levels of sugars and starches (called nonstructural carbohydrates or NSC) is a primary concern when feeding performance ponies. Dietary NSC recommendations suggest NSC levels for hay should be no higher than 10% for Insulin Resistance and 12% for laminitic and special needs ponies (EMS, PPID, PSSM, and RER). Hay qualities vary, and the best way to determine the exact nutritional quality is having a hay analysis done. For more information on hay testing and interpreting hay analysis, visit agry.purdue.edu/ext/forages/publications/ID-190.htm. If the sugar/starch levels of the hay are over 10-15%, it is possible to reduce those levels. According to Dr. Marty Adams, Ph.D. for Cargill, “soak hay in cool water for an hour to decrease the NSC by 30% and the DE (digestible energy) by 20%.” Beet pulp is a highly digestible fiber and

averages about 12.3% NSC. Rinsing the beet pulp after it is soaked further reduces the NSC and is a great way to provide fiber into the diet. Total forage (including pasture and hay) intake is generally suggested at 1.5% to 2% of the bodyweight.

Pasture turnout can prove challenging for pony owners, and it is important to manage the time a pony spends grazing. Limited grazing time, the use of muzzles during turnout, or incorporating dry lot time gives the pony a chance to relax and “be a pony” and reduces the incidence of founder. Early morning hours are best for pasture grazing because the levels of sugars in the grass are at the lowest levels. The length of time a pony should be allowed to graze on pasture greatly depending on each pony’s metabolism. Some ponies cannot be turned out on pasture grass at all, while others can tolerate much more extended periods of grazing. The use of a grazing muzzle will prolong turnout time. Any pony owner knows it may require a little ingenuity in getting crafty ponies to keep their muzzles on!

Driving ponies require adequate vitamins, minerals, and protein to do their job. Frequently, ponies are fed little to no feed or vitamin/mineral supplement for fear of overfeeding. It is the #1 mistake owners of performance driving ponies make in the feeding program. Balancer pellets or feed specially formulated for ponies provide the necessary nutrients needed to maintain good body functions and condition without the added carbs. Be sure to check the label for feeding rates. All too often, owners blame the feed or balancer for the horse losing condition but fail to feed the recommended amounts. And, don’t forget electrolytes for those working ponies!

What can you give your driving ponies to provide them with the fuel they need to do the marathon or long pleasure drives? Lipids (fats) are the fuel of choice because fats are absorbed as volatile fatty acids in the gut and do not alter the blood glucose levels. Fats are 2.25 times more dense in digestible energy than grains making them the perfect choice for performance ponies. Some feed companies offer balancer pellets with added fat as an option for pony owners.

High-performance ponies may require additional supplementation to cope with stress, travel, and intense workloads. Depending on the probiotic and prebiotic fortification of the feed or balancer pellet, it may be beneficial to add a high-quality digestive aid. Flax or fish oil is helpful by providing fat, protein, and two forms of polyunsaturated fatty acids. ☐



The length of time a pony should be allowed to graze on pasture greatly depending on each pony's metabolism.

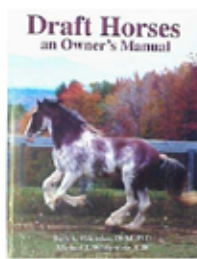
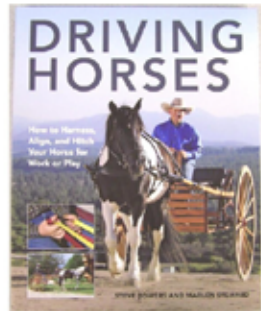


Sandy Rose has been breeding Welsh ponies for more than 35 years and produced some of the top hunter ponies in the country. She has been an Equine Specialist and Nutrition Counselor for Southern States since 1997. Sandy began driving ponies in the early 1980s and has competed with singles, pairs, and a four-in-hand in both ADS and USEF shows. Photo by Beverly Aird-Rankin



PASTURE TURNOUT
can prove challenging for
pony owners, and it is important
to manage the time a pony
spends grazing.
...
Some ponies cannot be turned
out on pasture grass at all, while
others can tolerate much more
extended periods of grazing.

No matter your passion;



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It Was a Derby Day

Articles and Photos by Diane McKay



THE MOORE COUNTY DRIVING CLUB, BASED IN SOUTHERN PINES, North Carolina, is proud to lay claim to the largest membership and being one of the most active in the country. Besides energetic monthly meetings, they hold schooling combined driving events and combined tests throughout the year, as well as three American Driving Society sanctioned shows. Last year, thoughts of having a driving derby were visited a few times, and the decision to finally run such an event came to be on January 18 at the Carolina Horse Park in Raeford, North Carolina.

The park graciously donated its spacious venue for the competition that turned out to be exciting for the 24 drivers and many spectators who attended. Cold temperatures didn't seem to dampen the spirits of anyone's joy who contended to achieve good scores, and judging by the smiles of all, including first-timers, it was evident that the show was a success.

Keady and Randy Cadwell of Tremont Farm designed the half-kilometer course consisting of ten sets of cones and two portable gate obstacles, giving everyone a good run for their money. Each competitor was allowed to have two goes through the course with its challenging twists and turns. As always, it takes a village for events to run smoothly. With club members Craig Kellogg officiating as the judge, Maureen Grippa's expertise taking on the colossal position as show secretary, and various others acting as ring steward, scorer, cones pushers, and hospitality, the organizers were more than pleased.

In evaluating what the competitors thought of the club's first time driving derby, this is what some had to say: "Many thanks to all who worked to put this event on. It was such fun, and I had a blast. I will be back again," or "Everyone looked like they were having a great time at the derby today," and "What an incredible event for everyone. We had a wonderful time and learned so much. What a fantastic day."

Suffice it to say that the first derby was a winner and the club looks forward to hosting it again. Ω

Top left, counter-clockwise: Paul Grippa and his Arabo-Friesian pair made the dirt fly. They competed at the Advanced level. | Kate Carr was Junior Champion over ten years old. | Katie Wilkins won the Green as Grass VSE class. | Punky Mudge won the Preliminary Single Horse class. | Hope Lucas and her mini mule Texas Pete were second in the Training level VSE class.



Windsor Trail Rocks

by Linda Willis

A YEAR AGO, SMALL WORKS OF ART BEGAN APPEARING IN THE PINE forests surrounding the Windsor Trace Development in Windsor, South Carolina. These magical stones all conveyed a brief message to the finder, "Keep or rehide, but please post a pic to Facebook – Windsor Trail Rocks."

The Kindness Rocks Project was founded by Megan Murphy of Cape Cod, Massachusetts, in February 2015 with two goals: 1: to inspire others, and 2: recruit every person who stumbles upon it to join the pursuit of inspiring others through small acts of kindness. "Together, we can make this world a little bit happier." Since then, it has become a worldwide phenomenon with millions of rock painters, hunters, and sharers.

I first became aware of the project when I picked up a small painted rock outside a restaurant near my home outside Reading, Pennsylvania. That rock introduced me to the Berks County, Pennsylvania Rocks affiliate of the Kindness Rock Project, which focuses their efforts primarily toward hospitals, physicians' offices, and public parks. Their rocks most often carry words of encouragement and hope, but among its 39,000 members are many talented portrait and wildlife artists who capture amazing images on small stones. Rock painting has become a popular activity at schools, playgrounds, and care facilities. I purchased a few supplies, and while I don't consider myself very artsy, I tried my hand with a few stones and hid them locally. Lo and behold,

Left (top left, clockwise): The Grinch • A fox in his natural habitat. Photo by Linda Willis • Sweet treats on the trail. • Even the ponies seem to be looking. Photo courtesy of Linda Willis



Above: It takes a keen eye to spot this parrot. Photo by Linda Willis

Below: Nancy Mullen driving Teddy, and Price Story find a rock. Photo by Joy Milano



they soon showed up on the local Facebook Group Page as having been found and relocated several times. One of those early masterpieces eventually made its way to Hawaii and another to the southernmost beach on Key West!

That fall, when we returned to our winter home in Windsor, South Carolina, I invited a few friends over to introduce them to the Kindness Rocks. That first evening we created the first six stones which now appear as the cover photo of our Facebook page. We opted for the name "Windsor Trail Rocks" and set up a dedicated Facebook group to capture any activity prompted by our rocks. Stones are placed primarily in trees or fence lines immediately adjacent to the carriage trails where they may be easily photographed or reached by a driver or passenger. The reverse side of the rock invites the finder to become part of the process, and the rock community grows exponentially from there. Finders very often graduate to rock painters in short order! Per-

The supplies used to create the Windsor Trail Rocks. Photo by Linda Willis



haps the most significant rewards come from seeing others enjoying our work and watching the stones travel throughout the neighborhood and occasionally afar. Several of the Windsor Trail Rocks were photographed in New York City at Trump Tower and the Guggenheim Museum. What began as a fun activity for a few carriage drivers has now grown to include many riders, dog walkers, and non-horsy neighbors who also frequent the local trails. Our Facebook group page has become a hub of activity with multiple reports of rock sightings each day.

Kindness rocks come in every size, shape, and motif. I like to study each individual stone and let its shape and topography dictate what it wants to be. Everything from dinosaurs, sharks, corn cobs, Volkswagen Beetles, and M&M's have been the result. Each artist seems to develop a style that is often recognizable to others. Several neighborhood painting groups meet regularly to chat and replenish the rock population.

Very few supplies are needed to begin or join a rock community. Round, smooth, flat-surfaced river stones are a perfect choice for painting and, if not indigenous to your area, are available by the bucket at most garden centers. Inexpensive acrylic paints and brush sets are widely available. Oil paint pens (not permanent markers) are used to create the lettering on the backside. Once they are completely dry, stones are sealed with a waterproofing spray like Rustoleum Satin Clear Enamel.

Early on, there was some concern that too many brightly colored stones might detract from the natural beauty of our woods. There was little cause for worry since the stones tend to disappear quite quickly. Most finders eventually come upon a 'keeper' they just can't part with, and other rocks fall into the leaf litter never to be found. Still, others go on to be hidden in faraway places and perhaps become the genesis for a new rock community. These magical stones have created a new excitement in the 800-acre pine woods within which we are privileged to drive our horses. It is a real joy to spot a rock snuggled in the crook of a tree branch or perched atop a fence post. Some days I can drive for an hour and see none, and the next day perhaps five. In any event, they never fail to make me smile, and they do indeed "make this world just a little bit happier." ☺

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Driving Digest Salutes

USEF Equestrian of Honor Nominee: Chris Bickford

The Bill Robinson Trophy is presented to an equestrian competing with horses or ponies across all the breeds in harness or for driving performance in non-international competitions.

After years of training and showing horses for clients, Chris and Sonya Bickford have chosen to compete their own horses in the carriage pleasure driving division, and that decision continued to pay sporting dividends in 2019. With Chris at the reins, the couple's 12-year-old half-Arabian Shezaffirecracker swept through the Arabian world's carriage pleasure driving division in 2019, winning half of their classes this past season. They won two carriage driving championship titles at the U.S. Arabian Sport Horse Nationals, and were never out of the top three. They later also won five regional championship titles and a regional reserve championship title.

Results like these propelled Chris and Shezaffirecracker to their second USEF Horse of the Year Carriage Pleasure Driving Grand Championship.

Chris Bickford and his horse Shezaffirecracker were honored by USEF. Photo by Adam Brennan, www.picturesbyab.com



US Equestrian Horse of Honor: Shezaffirecracker

2007 Half-Arabian mare (Afriendly Fire x Foxy Style/Fox's Legacy)

Owners: Chris and Sonya Bickford

Shezaffirecracker has collected numerous carriage pleasure driving accolades with co-owner and trainer Chris Bickford over the years, and 2019 was no different. Shezaffirecracker and Bickford began their season by winning a total of four carriage pleasure driving classes at the California Springfest Horse Show and the BC Morgan and Open Horse Show. Next, they earned eight regional championships and three regional reserve championships at the Region 5 Arabian Horse Association (AHA) Sport Horse Championships. Shezaffirecracker and Bickford made the trek to the Sport Horse National Arabian and Half-Arabian Championship Horse Show, hoping to prove their mettle. They tallied two national champion titles in carriage pleasure driving gambler's choice and pick your route, and three reserve national champion titles in carriage pleasure driving turnout, scurry obstacles, and timed obstacles, as well as finishing in the top 10 in two other classes. They closed out 2019 by winning five classes at the Arabian Fall Classic to end their season on a high note.



Jordyn Anderson was the 2019 ADS Youth Pleasure Driving Champion. Photo by Myrna Rhinehart

USEF Horse of the Year (HOTY) Awards

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

Pleasure Driving Pair Horse: **Eads Fan Fjildsicht, Hessel Vn Et Hosse plak; Thomas Burgess, Va.**

Pleasure Driving Single Pony: **Silver Lake In Line; Amy Severino, N.H.**

Pleasure Driving Pair Pony: **Tommy, Teddy; Kathleen Whaley, Ky.**

Pleasure Driving Dressage, Training Level: **Zavanna Hinki M.F.F.; Erin Miley, Ohio**

Pleasure Driving Dressage, Preliminary Level: **Fr Freedom First; Victoria Surr, Mass.**

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

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

Combined Driving Advanced Pair Horse: **Tuzes, Favy Farao, Mr. Lindsey G; Steve Wilson, Ky.**

Combined Driving Four-in-Hand Horse: **Boris W, First Edition, Amadeus, Hendrik, Gouveneur; Chester Weber, Fla.**

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

Combined Driving Pair Ponies: **Tanner, Teddy, Tommy; Kathleen Whaley, Ky.**

Combined Driving Intermediate Single Horse: **Hendrick; Chester Weber, Fl.**

Combined Driving Intermediate Pair Horse: **Endorro, Favy Franky, Mr. Lindsey G. Steve Wilson, Ky.**

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

Combined Driving Intermediate Pair Pony: **Marko, Mista Q, Rio; We Both Farms, Esther Wright, Fla.**

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

Combined Driving Preliminary Single Pony: **Nick; Paula Bliss, Va.**

Combined Driving Preliminary Pair Pony: **Dunbarton Double Stuff Oreo, Bayshore Pastime, Midnight Surprise; Megan Fullgraf, N.C.**

Friesian Driving: **Sjaantje; Gail Aumiller, Pa.**

Friesian Part Bred Driving: **Harper Jr.; Lauren Riehle, N.C.**

Morgan Carriage: **Sutton Remembrance; Elizabeth Goldman, Wash.**

Welsh Pleasure Driving Sec. A & B: **Nistar Blazing Kansas; Cynthia Bellis-Jones, Ky.**

2019 ADS Preliminary Calculated Championships as awarded at the ADS Annual Meeting

Single VSE Champion: **Lucinda Wright, Ore.**

Small Pony Champion: **Mary Baillie, Ont.**

Single Pony Champion: **Janelle Marshall, S.C.**

Pair Pony Champion: **Beverly Patrick, Pa.**

Single Horse Champion: **Bill Allen, S.C.**

Pair Horse Champion: **Doug Graves, Mt.**

2019 ADS Intermediate Calculated Championships as awarded at the ADS Annual Meeting

Single Pony Champion: **Sara Schmitt, N.J.**

Single Small Pony Champion: **Price Story, S.C.**

Single Horse Champion: **Dwayne Pash, N.J.**

Single VSE Champion: **Anne Buckler, Wa.**

Pair Pony Champion: **Boots Wright, Fla.**

Pair Horse Champion: **David Young, Calif.**

American Driving Society Dressage Award Winners

Silver Medal: **Kaylee Angstadt, Louise Fox, Susan Mallery, Debbi Schuster, Margaret Shenker**

Bronze Medal: **Kaylee Angstadt, Diane Holmes, Eileen Leek, Susan Mallery, Linda Poland, Gloria Ripperton, Margaret Shenker, Donna Trieber**

Blue: **Kaylee Angstadt, Judi Tintera**

2019 ADS Hours to Drive

100 Hours Pin Recipients

Carolyn Aarup, Marcus Bach, Lenore Blemke, Anne Buckler, Sheri Haviza, Kristina Jensen, Claire Lacey, John Layton, Colleen Layton, Jessica MacDonald Martin, Diane Mansur, Martha Merry, Tammy Opperman, Jennifer Peterson, Deborah Sheka, Mary Eleanor Whelan

250 Hour Pin Recipients

Joanna Bligh, Catherine Nahmens, Mary Thomas, Ann Sanders, Judy Sobczak, Marcia Wright

500 Hour Pin Recipient

Tina Cornell, Kim Crum, Judy Davis, Teresa Jump, Lori Steedsman

750 Hour Pin Recipients

Gail Aumiller, Linda Piette

1,000 Hour Pin Recipients

David Anderson, Donna Crossman, Anna Klumpp

1,500 Hour Pin Recipient

Terry Scott

2,000 Hour Pin Recipient

Terry Scott

2019 ADS President's Award Winner:

Heidi Ferguson

2019 ADS Volunteer of the Year:

Gary Grisham

2019 ADS Youth Champions:

Combined Driving: **Diego Rubio**

Pleasure Driving: **Jordyn Anderson**

Recreational Driving: **Riley Schoenecke**

Ω

HOUSTON AREA CARRIAGE ASSOCIATION



HACA volunteers staff a booth at the annual Horseman's Market Day.



HACA provides carriage rides at a residential community for adults with functional disabilities. Some residents try to ride on every different carriage!



The small pony line-up at the St. Patrick's Pot o' Gold pleasure show.



The HACA Pine Hill Driving Trial provides regional drivers a fun, competitive weekend of combined driving.

All photos courtesy of the Houston Area Carriage Association

Name of club:

Houston Area Carriage Association (HACA)

When was the club formed?

HACA was formed in early 80s as a social club to promote driving. Founding members included Stewart Morris Sr., Stewart Morris Jr., Robert Strange, Phil and Margie Hanneman, Henry and Francine Dismukes, Tom Smith, Bill Peacock, and Sid Latham. Soon after the formation, the first Greater Foggy Bottom CDE was held at the Morris' ranch in Wharton, Texas.

Purpose of the club or mission statement:

HACA sponsors events tailored to the beginning driver as well as the advanced competitor. Beginner-friendly driving events and clinics are held during the year to encourage and teach novices the safe and proper way driving technique. From harnessing the horse to dressage techniques, these activities offer a look into the carriage driving world. Several competitions are organized to encourage drivers to improve and test themselves in various skills such as dressage, driving cones, marathon and pleasure driving. There are also fun events planned to just relax and enjoy the sport of carriage driving with fellow drivers.

Principle state/geographic region:

Houston area and south central Texas

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

Annual meeting is held each August. Board meetings are often held during club events which occur every 2-3 months. Some board meetings are held via conference call. Club members are welcome at all board meetings.

Number of members:

approximately 50

Type of activities:

Annual competitive events include: ADS Pine Hill Driving Trial, a pleasure show, and driving derby. Each year the club provides a day of carriage rides to adults with disabilities. Several clinics are also held each year.

Does your club publish a newsletter or website?

Regular notices are sent to members' emails. HACA website is hacacub.com

Current officers:

Elizabeth Pannill, president; Terry Arnold, vice-president; Nancy Stimach, treasurer; Karen Gardner, secretary; Tammy Lewis, membership

For more information:

Visit the club's website hacacub.com or Facebook page HACA) Houston Area Carriage Association. ☎

Lancaster County Carriage & Antique Auction

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FAMILY ALBUM

► David Rude is driving his five-year-old drum horse, Glimmer. David's trainer Clay Maier joins him on the carriage. PHOTO BY STACY SUTTON



▼ JJ Sartori is a member of the Carriage and Sleigh Club of Northwest Indiana. JJ was the winner of the Wacky Tacky class at the National Drive. This was the first driving class she ever entered. JJ and others raided a thrift store for their outfits. PHOTO BY MIKE ABRAHAM



▼ Dave Dunn and his horse Dane took Jenny Peterson and her husband on a sleigh ride in December. It was their first time in a sleigh, and it was a perfect day. PHOTO BY JENNY PETERSON



▼ Beth and Bruce Scott took part at an HDT at Clay Station Horse Park in Wilton, California, last year. They scared up a pair of Mallard as they cruised through the water obstacle. PHOTO BY MAC HENDERSON



▲ Donna Clement is a member of the South Jersey Carriage Club. Donna is driving her Haflinger pony, Charlie, in the carriage parade at the Pennsylvania Hunt Club's Concours d'Elegance last November.

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



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by Diane McKay

Longears

Donkeys Make it Easy to Fall in Love

Like many of us who enter the world of longears, Elizabeth Moore was bitten by the donkey bug the first time she ever saw one.

SOME TIME BACK, WHILE VISITING A FRIEND TO go trail riding, she noticed a little donkey on the farm. He was boarding there while the owner was on vacation. The friend explained that the little tyke was a complete nuisance to her as he couldn't seem to stay contained, was always escaping, and she couldn't wait for him to leave. Elizabeth thought he was the cutest thing ever, and shortly after that, Guido, the 30-inch happy-go-lucky little donkey, became hers. That's all it took, thus beginning Elizabeth's fondness of and obsession with the donkey habit.

Before this new-found passion, she had owned and raised reining horses in her town of Tijeras, New Mexico, for around ten years. Once donkeys began to arrive on her Eebray Farms, she found it was becoming overwhelming to support both her discipline of reining and this new world she had entered. The decision to retire from the horses altogether came in 2006 so she could concentrate on her new love of "everything donkeys." She has never looked back. Since obtaining her first mini donkey Guido, some have come and gone in her life, but currently, Elizabeth has six miniature donkeys that all carriage drive, some for pleasure and some for competition, both driven and in-hand. Luigi came along after Guido and became her very first driving donkey.

Performance donkey Notorious in a jumping class. Photo by Lori Howard



Her 24-year-old spotted gelding, Randy Travis, first began his career as a herd sire for Lil Angel's Donkey Farm, producing many champion performance donkeys here in the United States as well as abroad, and was instrumental in improving the bloodlines of miniature donkeys in England. He was gelded at the age of 15 and came to be with Elizabeth around the age of 17 and now enjoys the good life on her farm. Nero, an 18-year-old black gelding, famous in his own right, was once owned by Dr. Tex Taylor, DVM, Dipl ACVS, who was with the Texas A&M University Veterinary School of Medicine until his death in 2010. Dr. Taylor raised mammoth donkeys, but his mini donkey Nero was part of many symposiums during the mid-1990s to help with the education of owning and caring for donkeys. Much of today's information comes from extensive study and research by Dr. Taylor. Nero not only drives but also knows many tricks.

Then there is 18-year-old Short Assets Nitro, who is Elizabeth's first show donkey. Although dealing with feet issues off and on during his life, he gets around quite well and won High Point Non-Driving donkey in a show in Texas last year at the age of 17. He has performed in musical free-style in-hand for a live audience at Golondrinas Museum in Santa Fe, New Mexico. He executes a mean side pass over a pole and complete turns on the forehand and haunches as part of his routine. He is her best jumper and achieves more considerable heights than all of her other donkeys.

Moonshine Meadows Notorious is her 6-year-old black gelding performance donkey whose breeding is out of Canada. He received his dressage-horse-way-of-going from his sire Little Motown, and according to Elizabeth, he is such fun to show. "He may be the most beautiful donkey I have ever owned, and he is the most photogenic," she says proudly. Elizabeth is also training another AssN9 donkey, a grey 4-year-old named AssN9 High Beam. One of her goals is to pair him with Betty Davis Eyes as a team.



AssN9 Betty Davis Eyes and AssN9 Pistol Pete driving as a pair in modified easy entry cart. Photo by Orry Photography

But the star of the show is AssN9 Betty Davis Eyes, Elizabeth's 7-year-old spotted performance jennet. She is from the breeding program of AssN9 Ranch in Shawnee, Oklahoma, and has been with her since the age of two. Coming from the same bloodline as the bold and fluent Randy Travis, Elizabeth recognized the donkey's potential and that she seemed to almost float above the ground at the trot. "I was completely amazed at how quickly Betty learned and how hard she tried with everything I set out to teach her. Her eloquent way of going was breathtaking," says Elizabeth. With her careful training that seemed so natural with this donkey, Betty began showing at the age of three. She garnered impressive wins in 2013 through 2015 at such shows as the Rio Grande Mule and Donkey Show and the Enchantment Driving Society Driving Show in Albuquerque, the Colorado Classic Mule, and Donkey Show, the Kansas Donkey Days, the National Mule and Donkey Association Nationals, and the Oklahoma State Fair Longears Classic. Several more shows were under their belts from the years 2016 through 2019.

Some years back, Tom O'Carroll of Good Hands Training Center in Navasota, Texas, who although predominately trains horses, started holding CDEs just for donkeys. The shows quickly became popular, and participation would often reach 30 or more drivers. He has also shared his wealth of knowledge in competitive carriage driving, and Elizabeth enjoyed participating in many of the events. When her

friend from Oregon started holding CDEs in her state, Elizabeth made the drive up to attend a couple of her shows. It was some of the most fun she ever had.

Elizabeth has a team wagon but is not fond of it; however, she loves her Hyper-Bike and was one of the first to introduce it for mini donkeys. Many of her friends now drive them, and they formed a local group who often get together for pleasure drives. Also popular now is a modified two-wheel easy entry cart made to hitch a pair.

In 2004, Elizabeth had a friend who owned a website that showcased horses and their breeders. Realizing how there was nothing like this in the world of donkeys, she and her friend developed Ee-bray.com. "Coming from the reining horse

industry, I was used to being able to look up any stallion and find the stats on it," she says. "Many breeders had no concept of perpetuating positive attributes which provided for performance as well as at halter." Through the years, she has met most of the breeders in the country as well as in Australia and England. Although some shows have gone by the wayside and some breeders are no longer in operation, she still maintains the site with show results, information on health, care, and maintenance, and stories on donkeys of all makes and models. Pack burro racing has become very popular and has a long history, which stems back to the days of gold mining. It was recognized in 2012 as the official summer heritage sport in Colorado, and Elizabeth also includes this on her website. Although many of the four-legged racers are rescues or BLM donkeys, breeding for running donkeys specifically for these races is currently taking place. Races can have upwards of 50 donkeys competing.

Elizabeth may have slowed down a bit from years past but still competes in one or two shows a year in Texas or Oklahoma and loves her pleasure driving. Ten years ago, she acquired a mammoth donkey named Shakespeare, better known as Willy. Sadly in November of 2019, Willy died; he was the riding and driving large donkey of her dreams. But her hours of training a youngster or keeping her older ones in shape give her an appreciation of her accomplishments and what her donkeys give back to her. Ω



Mammoth donkey Willy in a Colorado show. Photo by Orry Photography



by Marcie Quist

An American Abroad

The Long Winter

WINTERTIME IN GERMANY IS COLD, DARK, AND wet. Last winter, the horses lived at a boarding barn with amenities that made getting through the dark days easier with an indoor arena, outdoor arena with improved footing, and a European-style horse walker. Unfortunately, last spring, the barn owner's health deteriorated, and so did the horse care. Empty water tubs and missed feedings drove my two horses and me to look for a new barn.

I found a lovely situation at a private farm only five kilometers from my house. The owners have all but adopted me, and I call them my German family. They provide excellent care for the horses, lovely trails in the forest, and turn-out in large pastures. However, with the move, I gave up the indoor arena, improved outdoor arena, and hot walker. I never missed them until winter arrived with its rain and mud.

This winter, with my goal of making the American single team for the World Championships in France this summer, I knew I needed an indoor facility. I came to a conclusion after the test event at Pau, France, last October that

I need to step up my game with more professional help.

In December, I attended a clinic with a professional and loved the experience. However, he confirmed my fears that without a winter fitness regime and more consistent training, there was no way I could even think about making the American team, much less have a reasonable showing at the championships. With all of this information and a great deal of, "what the hey - go for it," I decided to leave Lucy, the horse, in the professional's barn 'for the winter.'

The next thing was to get a buy-in for my decision from my two 'sponsors,' my husband, and the horse's owner. Both have been very supportive of my little trip with horses to Europe, but this was the next step up. However, because of the six-hour time difference, I was not able to reach either before it was time to either leave the horse or take her back home. I made a management decision and left the horse. I can report I am still happily married, and the horse owner and I are still great friends. They both endorsed the idea and have been very supportive of future plans as well. Well, my husband does keep asking, "How long is the winter?"

So far, this is the best horse choice I have ever made. The new trainer and a strong fitness program have worked wonders with Lucy's way of going and general fitness. She looks a hand taller, her stride is longer, and her balance both in the corners and transitions has markedly improved. While we are not where we need to be yet, I can see the changes and love the direction it is all heading. Moreover, being part of a professional program in Europe is an eye-opener. Spending my weekends working my horse and then observing the other horses going and following the discussions of bits, harness, and carriages is educational.

My trainer is a driver but also a Grand Prix dressage rider, so the mix of expertise in dressage reaches to the next level. And the knowledge of how the bits, harness, and carriages interact with the horse has been eye-opening.



Marcie and Lucy.
Photo by Dave Quist

My husband does keep asking, "How long is the winter?"



Winter in this part of Germany means most days are cold, wet, and dreary. Photo by Marcie Quist



Because the barn has more than 40 horses all in different levels of training and competition, just watching the other driving and riding lessons has taught me more than I ever expected.

Of course, there is always a downside to every great experience. In this case, the new barn is more than 350 kilometers away from my job, so I am forced to commute about four hours one way each weekend to drive and observe. I have already experienced car repairs (Rudy, my great little European car broke in town – not on the Autobahn – bless his heart.) I also need a hotel and dinner out, so the costs add up, but the area is most lovely and a great European experience each weekend. While I will not be able to make it every weekend with work and other

horse commitments like being an FEI steward, I know the rest of my weekends this winter will be happily spent traveling.

So, I am headed to the abyss of the unknown of European horse driving and

team selection. While we are both improving, I will continue to be realistic about the work that needs to be done to achieve the goals. Ω

Spring, summer, and fall, Marcie and her horses enjoy the lovely trails surrounding their barn. Photo by Dave Quist





by John Greenall

Research: John Greenall
Author: Sue Greenall

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

Style of the Present Day

The American Driving Society's rulebook under Article 11.1 says: Drivers and passengers should be dressed conservatively according to the style of the present day.

JUST WHAT DETERMINES "STYLE OF THE present day?" A look back into the history of carriage driving reveals the influences of what we see in the show ring today.

Driving, as a sport, was primarily enjoyed by aristocrats or those with new money. Horse shows were not enough, rather public displays such as Sunday drives in Central Park, NYC, or participating in coaching runs organized by the Coaching Club of New York (1875) put one in the limelight. Competition was not in the form of ribbons, but rather approval of one's turnout and skill. From this rivalry emerged the sport

of driving we know today but with the hand of time determining the turnout of the day.

One hundred and fifty years ago, driving horses were utilitarian. Alfred Vanderbilt changed that with his famous American grey trotting horses. His use of greys stemmed from his father's advice to never buy greys because "they're delicate and won't stay." Naturally, he ignored that advice. Vanderbilt's horses were lighter and swifter than the old English coach horses, which he could get away with because the road surfaces had so improved, and he set his horses on shorter stages. Thus started the trend of seeking

out better and better driving horses for competition and recreation.

The Hackney was a light horse favored as a carriage horse by English sportsmen and aristocrats. Bred for their style and spirit, a four-up of Hackneys not only showed off a turnout, but it also showed the skill of the driver. They certainly weren't for everybody, so crosses to develop a more tractable four were quite common. European state studs determined the type of horse produced having to both satisfy the local farmer as well as the sporting class. Post-WWII found Lipizzaners, Kladrubers, Gelderlanders, and Friesians in a very different market than before the war. American breeders were not concentrating on driving horses, other than Morgans and Saddlebreds, but rather all-around show and pleasure horses.

When the American Driving Society was formed in 1974, any breed of horse could be found hooked to a Meadowbrook or runabout. "Style of the day" was pretty much what you could find. Coaching demanded larger and more powerful horses, and the European breeds were seen along with a lot of draft crosses bred in Canada. Over the years, the fads ran through Fjords, Haflingers, Friesians, and Welsh ponies put to a greater and greater variety of carriages, mostly antique. Hence the style of dress of the whips varied more as drivers acquired the knowledge of how to turnout in sporting and formal attire to complement their carriages.

The more popular driving became, the more the competition intensified. The split between pleasure driving and combined driving spurred even more attention to the type of horse and kind of carriage one chose to drive, and the importation of European vehicles dominated over the antiques. Who could blame a driver for not wanting to take a valuable

antique through a CDE marathon (although the first CDE in the United States saw roof seat breaks on course)? For a period of time, several carriages were designed to be used in all three phases, having hubless wheels but still some style. When marathons plunged drivers into the water and through tight mazes, the 'war wagon' became a necessity. Dressage became more than just driving figures, and drivers saw the value of competing with horses bred specifically to excel at that discipline. The European breeders found their market.

"The style of the present day (2020)" is reproduction carriages, imported horses, and a variety of styles of harness. Just as the carriage builders did 150 years ago, current day builders have created a style of their own. When once no one would consider taking a reproduction to a show like Devon (Walnut Hill had their own division "other than"), the times have changed so that it is often the antique that is the novelty. The ADS Utility Division allows for marathon vehicles to be driven at a pleasure show, and most CDE drivers have one vehicle – the mar-

athon. The Dutch Harness Horse has recently emerged as the popular breed of the decade. Bred in Holland as a cross of the Geldlander (high stepping and light) with the Groningen (muscular and heavy) and are registered in the Royal Warmblood Horse Stud Book of the Netherlands (KWPN).

Showing the "style of the present-day" is Ingrid Nichols driving her pair of Dutch Harness Horses (KWPN) to a Kutzman European presentation carriage with Chris Nichols as the groom. Ingrid is dressed in fitted clothes common to the 21st century accented with a becoming hat (does anyone miss the floppy hats of the 70s?). Of note, both are wearing sunglasses, a one-time frowned on practice when it came to turnout. ADS now finds sunglasses acceptable (Article 11.6), again demonstrating the "style of the present day." Another change of the times is the use of breastplate russet harness with a painted vehicle. Thirty years ago, russet was to be used only with natural wood vehicles and a breastplate harness, well, they were fine for marathons. Today this turnout is both acceptable and stylish. \cap



Ingrid Nichols is driving her pair of Dutch Warmbloods at the Green Mountain Fall pleasure driving show in South Woodstock, Vermont, with her husband, Chris. Note the groom's turnout attire is his personal selection. Both are wearing dark glasses as it is now done without penalty. Their clothing is tailored and fits well. The whip's hat is just the right size for the turnout and harmonizes well with her apron and her groom's jacket. Photo by Shawn Tinkham.



Note how the russet harness matches the stain of the wooden inserts on the vehicle. It's the little things that can make a difference in your turnout's overall appearance. Photo by Shawn Tinkham



by Andy Marcoux

For the Sport of Carriage Driving

Three Tips to Smooth Out Your Trot Transitions

YOUR TRANSITIONS FROM THE WALK TO the trot and then back to the walk are some of the most critical transitions in your driving. A well-executed transition allows the horse to seamlessly morph from one gait to the next.

A poorly executed transition between the gaits creates an interruption of movement, balance, and flow. That means after the transition, you'll have to focus on creating a good walk or trot, instead of thinking of the next movement.

Head and Tail Up

The most common fault in a transition is the horse's head jerking upward quickly. We see this in the walk-to-trot transition as 'hoppin' into the trot. In the trot-to-walk transition, the head comes up at the end of the transition, often accompanied by the back feet tripping into the walk.

Building a Clean Transition

Here are the three steps you can take to overcome these issues:

- **Prepare** for the transition earlier than you think you have to.
- **Look** through the transition.
- **Yield** contact to allow the transition.

Preparation

It seems that every other article that I write, there's a paragraph on preparation. That's because it's the most important step that we all seem to struggle to keep in mind.

In your trot transitions, you almost can't prepare soon enough. It's not unusual for me to begin preparation for the transition 30-40 meters (yards) before I request the transition.

In the walk-to-trot transition, preparation is all about creating energy and engagement. The energy comes from your verbal cues, and the engagement comes from contact through half-halts to catch and carry that energy forward.

In the trot-to-walk transition, preparation comes in the form of half-halts well in advance of the transition. You need to let the horse know

that you are going to be asking for a change soon. Your half-halts should communicate that you want him to shift his balance toward his haunches to get ready for the transition.

Looking Through

At this point, your eyes are almost certainly either on your horse, or the mark at which you intend to make the transition. Unfortunately, that point of focus programs your nervous system to bring you to that point, and no further. As the horse continues to move forward, your nervous system subconsciously resists movement beyond your point of focus.

Instead, look through the transition by looking to the place that you want your horse to go after the transition. What that means in practice is looking at a target 10 to 20 meters beyond where you want the transition to occur. This simple act will program your body to move on to the next step in smoothing out your transitions.

Yield Contact to Allow the Transition

The horse needs more room to stretch his head and neck forward through a transition than most people appreciate. In the walk-to-trot transition, if the hand is not yielding enough, the horse encounters the bit before he gets his weight fully into the collar. As the horse continues his effort to move into the trot, he has compressed his neck, sending the head up.

Prepare for the walk-to-trot transition by asking for more energy in the walk while simultaneously carrying that energy with light half-halts and steady contact. When you ask for the trot, follow his more forward movement from the moment he gives you the first surge of energy.

That means relaxing your arm and letting the horse guide your hand forward with lighter contact. You can even experiment with going just a little too far. You may be surprised at just how much you can yield your contact before the reins go slack in the walk-to-trot transition.

In the trot-to-walk transition, yielding the contact feels counter-intuitive. After all, you want the horse to slow, so why would you release those stoppy ropes (aka reins)? The answer is: *all transitions are forward*.

Entering the transition, the horse shifts his balance toward his haunches and shortens his frame. Think of an airliner bringing its nose up to flare just before touching down on the runway.

However, his balance must return forward to a more neutral position to allow him to step into the walk. If he encounters an unyielding hand at this moment, his head will go up, the hips will tip down, and he'll lose engagement. This is where those trips in the hind feet come from.

The trick is to give great preparation for the transition well in advance of where you want it to happen. Follow that up by clearly asking for the transition about 10 to 15 meters before you want the transition to happen.

As you feel your horse engage for the walk, relax your arms, and actively yield the reins to the horse. Do this even if you don't think he's going to transition to the walk. You may be surprised to find your horse walking into the release.

1. Prepare
2. Look
3. Yield

Bringing It All Together

Your walk-to-trot transitions will likely begin to flow together before the trot-to-walk transition. That's fairly common. After all, our horses are better designed for rapid acceleration than they are for rapid deceleration. It takes a little more coordination and balance for your horse to engage his hindquarters to help slow his body and the carriage.

The more you practice these skills, the better your transitions will get. Remember to *prepare* well in advance of the transition, then *look* through to where you want the new movement to take you. As you make the transition, *yield* the contact to give your horse the room to use his body. With time and focus, you can smooth those transitions into a thing of beauty. Ω

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by Hardy Zantke

From Behind My Splinter Bar

Accident Prevention

IN MY PREVIOUS COLUMN I WROTE ABOUT THE LEADING CAUSES of accidents: driver's error and equipment failure. There can also be other causes – some of which we have no control over and can do only very little to prevent them. Louise Calderwood's article in the July/August 2019 issue of *Driving Digest* described two bad accidents where motorists rear-ended carriages on public roads. We can only try to avoid such roads when possible and make ourselves highly visible.

But we also need the next step: the proper training of our horses! We cannot control our environment; we can only control our actions and hopefully, the actions of our animals, with enough proper training, most of the time. So we must build up enough of a mutual trust relationship with our horses so that they will have confidence in us to keep them safe from any danger (and horse-eating monsters like trash trucks or cement mixers) and we can trust them enough to know they'll be fine with us out in public. (See Marcie Quist's report from her German environment also in the July/August 2019 issue and what she encountered there on a training drive and how her well-trained horse was able to handle it all because he had trust in Marcie and Marcie in her horse!)

I find it interesting to note that in all my years with grandfather's draft horses doing commercial work in the city in the 1950s in East Germany I do not recall a single accident or mishap with any of his hitches, other than one accident where a truck hit one of Opa's horses, with the truck driver at fault. Fortunately, the horse just had a bad flesh wound at the hip but recovered fully after a few months. The horses knew their job, and so did the teamsters, and all had trust in each other. Of course, it also helped that those were more docile draft horses.

As we have read about the road traffic accidents, it is also important for our beginners to realize where the real dangers in driving are.

Many think CDE driving is fairly high on the risk scale as we go with speed through the marathon obstacles as well as in cones. Yes, true, both test our limits – but mainly test the driver's ability, and if accidents happen there, they usually are caused by driving too aggressively beyond the driver's ability. But contrary to other driving activities, accidents in CDE type events often only involve the turnout causing the accident (except for the runaway with a loose horse with a bouncing carriage hitting other bystanders or horses.) So, don't drive beyond your ability!

Pleasure driving ring classes: I think there is more danger with many turnouts together in the ring at the same time. If one is spooking there or running away, that often can cause more trouble also for the others, so there you are at the mercy of others.

Similarly, still higher on my risk assessment ladder are the informal club picnic drives where we all get together for a nice easy fun afternoon drive – which so often includes beginners with little-trained horses. Only one in the line of turnouts needs to spook and run and take many others in front of them along.

Still higher on my danger scale is a parade – where again we may find beginners with little training who think they and their horses can handle that. When the marching band and the fire engine come up behind them, and the horse-drawn vehicles have to stand and adjust their pace to the pace of the parade, and the bystanders cheer and kids run around, that's where the nasty accidents can happen.

So dear beginner – don't drive in that parade, even if you are so fond of your horse and your pretty carriage, which might also be old (in unsafe condition?) – unless you are really, really sure that both you and your horse and vehicle can handle that. The same goes for the picnic drive of the local club. You are much safer to drive at home in a safe ring with a good trainer and train for an ADT, or, if you prefer a Pleasure Driving show. Fine, let's do some cones classes first where you are alone with your turnout in the ring. And, then, please watch and be extra careful during hitching and unhitching and have experienced help while doing that. Those are the most accident-prone moments (other than a beginner training a new horse to drive!) Remember: Green and green makes black and blue! Get a trainer!

And watch where you drive and how you steer. I had two nasty accidents – one single and one with my pair – where I let somebody else have the reins, and did not watch closely enough when, with the single, my beginner students took a turn too sharp and ran over a little post, so the cart turned over. We both flew out, and the horse ran with the bouncing cart. Fortunately, it was in a horse park, and he could not escape. Other than some damage to the cart, all ended well. When a similar thing happened many years later with my pair, by that time, I was experienced and quick enough to grab the reins as we turned over, and the horses were well-trained enough to stand calmly before we even hit the ground. Unfortunately, that student was not as quick on her feet to jump out while we tipped over, and she broke her foot when it got underneath the side of the marathon carriage.

So, until next time – be SAFE! ☺

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March

March 4-8 | Live Oak International, Reddick, FL. Damian Guthrie, damian@liveoakinternational.com 786-303-2681; Jan Hamilton, janethamilton@gmail.com 239-464-6932

March 19-21 | Dixie Draft Horse Auction, Troutman, NC. Bobby Beachy, 330-893-3541, www.dixiehorseauction.com

March 20-22 | Windsor Trace CT & CDE, Windsor, SC. Lisa Singer, 610-960-3695, chateaulog@gmail.com Rebecca Gutierrez, 803-646-0462, reb.syd@gmail.com

March 21 | Navigator Clinic with Andy Marcoux, Carriage Barn, Kensington, NH. Sondra Day, srday@uninets.net 207-234-4762

March 23-27 | Waverly Midwest Horse Sale, Waverly, IA. Ron Dean, ron_dean@waverlysales.com 309-352-2804, www.waverlysales.com

March 27-29 | Black Prong CAC Driving Trial and CT, Black Prong Equestrian Village, Bronson, FL. Clayton Bratcher, Mayor, info@blackprong.com, 352-486-1234,

April

April 3-5 | Thorsten Zarembowicz Clinic, Greenfields, Windsor, S.C. Cheryl Pratt Rivers, cherylpratrivers@gmail.com 802-565-7605

April 9-12 | Southern Pines CDE, Carolina Horse Park, Raeford, NC. Kelly Valdes, 910-603-2449, fkvaldes@gmail.com Ann Pringle, 910-691-7735, annpringle54@gmail.com

April 18-19 | NTW Sunrise Ridge Driving Trials, and Combined Test. Sunrise Ridge Ranch, Paradise, TX. Kate Morgan, Katemorgan@gmail.com 817-688-9580

April 18 | Gladstone Driving Arena Driving Trial at Willow Brook Farms, Catasauqua, PA. John Hoffner, jph8941@gmail.com 484-550-9406.

April 18-19 | Aiken Carriage Classic, Aiken, SC. Katy Rhinehart, 641-485-7821, information on ADS website Omnibus gkm104@heartofiowa.net

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

April 22 | Katydid CDE @ TIEC, Tryon International Equestrian Center, Mill Spring, NC. Jennifer Matheson, jennifermatheson@bellsouth.net, 803-292-3064

April 25 | Toad Hollow ADT, Toad Hollow Farm, Charlottesville, VA. Ann Sutherland, bvrckr4@aol.com 434-825-2023

April 30-May 3 | National Drive Spring Fling, Hoosier Horse Park, Edinburgh, IN. Linda Sadler, 217-621-7845, thenationaldrive@gmail.com www.nationaldrive.net

May

May 2-3 | Carriage Classic in the Pines, Big Sky Farm, Southern Pines, NC. Maureen Grippa, 910-916-4938, mgrippa1@gmail.com Deborah Branson, 910-690-8669, odysseynor@aol.com

May 8-10 | Rivercamp Clinic and Competition, St. Croix Park Horse Camp, Hinckley, MN. Candy Hankins, 715-413-1049 (text), drivingbits@gmail.com

May 8-10 | Sargent Equestrian Combined Driving Event, Sargent Equestrian Center, Lodi, CA. Jeanne Williams, jeanne@sargentequest.com 650-465-4658

May 9-10 | GMHA Spring CT & ADT, South Woodstock, VT. Kelly Cyr, Kelly@gmhainc.org 802-457-1509

May 9 | 13th Annual Delmarva Driving Club Pleasure Driving Show, Caroline County 4-H Park, Denton, MD. Pam Gray, 410-819-6113, pgray59@hughes.net www.delmarvadrivingclub.com

May 16 | 2020 James River Classic ADT, The Meadow Event Park, Doswell, VA. Lynn Legg, lmlegg22@gmail.com

May 16 | Carolina Carriage Club DT & CT, Windridge Farms, Mooresboro, NC. Alicia Henderson, Windridgeservices@gmail.com 828-595-3950 www.windridgefarmsNC.com

May 19-24 | Bishop Mule Days, Bishop, CA. Kevin Bingham, info@muledays.org, 760-872-4263, https://muledays.org

May 23-24 | HACA Pine Hill Driving Trial and Combined Test, Bellville, TX. Tammy Lewis, linda@hacacub.com 979-583-8309

May 24-30 | Doc Hammill Horsemanship, Driving, Working, and Training Horses in Harness Workshop, Saint Ignatius, MT. Doc Hammill, workshops@dochammill.com 406-250-8252, www.dochammill.com

May 30-31 | Pioneer Pleasure Driving Show, Seward County Fairgrounds, Seward, NE. Garnet Blatchford, garnetblat@gmail.com 402-681-6779

May 31 | Larry Poulin Clinic, Ride or Drive. Litchfield, ME. Sondra Day, srday@uninets.net 207-234-4762

June

June 6-7 | Elk Creek CDE, Fair Hill Department of Natural Resources, Elkton, MD. Diane Trefry, 443-553-1453, unicorn6855@gmail.com Lisa Singer, 610-960-8695, chateaulog@gmail.com

June 6 | MHDVA Blue Ribbon Clinic and Pleasure Show, Ionia Fairgrounds, Ionia, MI. Dorothy Childs, pchilds_2004@yahoo.com 517-763-3729

June 12 - 14 | Morven Park International Equestrian Center Carriage Pleasure Show, Arena Driving Trial and Cross Country Pleasure Drive, Morven Park Equestrian Center, Leesburg, VA. Samantha Franklin, sfranklin@morvenpark.org

June 12-14 | Summer Festival CDE, Clay Station Horse Park, Wilton, CA. Debbi Packard, claystationhorsepark@frontiernet.net 916-952-2196

June 13-14 | Northwoods Welsh Pony and Cob Show, Jackson County Fairgrounds, Black River Falls, WI. Open classes. Katy Hakes, show manager, 608-290-1582, rivervalleywelsh@gmail.com

June 18-20 | Lexington Carriage Classic, Kentucky Horse Park, Lexington, KY. Katie Whaley, hatsbykatie@gmail.com

June 19-21 | Metamora CT & CDE, Windrush Farm, Metamora, MI. Darlene Daly, ddaly37@gmail.com 810-441-0888; Barbara Chapman, adsbarb@hotmail.com 810-678-2500

June 20-21 | Midwest Carriage Festival, Walworth County Fairgrounds, Elkhorn, WI. Michele Harn, micheleharn@hotmail.com 608-558-3436

June 20 | ADT Windsor Fairgrounds, Windsor, ME. Sondra Day, srday@uninets.net 207-234-4762

June 21-27 | Doc Hammill Horsemanship, Driving, Working, and Training Horses in Harness Workshop, Saint Ignatius, MT. Doc Hammill, workshops@dochammill.com 406-250-8252, www.dochammill.com

June 26-28 | Bromont International Driving, Bromont Olympic Equestrian Park, Bromont, QC. Association Equestre Centaure, driving@internationalbromont.org 450-534-0787

July

July 3 -4 | Horse Progress Days, Mt. Hope, OH. Dale Stoltzfus, logcab7@ptd.net, 717-940-4412, www.horseprogressdays

July 4-5 | Vermont Morgan Heritage Days, Tunbridge Fairgrounds, Tunbridge, VT. Cheryl Pratt Rivers, cherylpratrivers@gmail.com 802-234-5803. www.vtmorganheritagedays.com

July 4 | Notara Farm HDT, Notara Farm, Verona, WI. Mary Ruth Marks, maryruthmarks@gmail.com 608-513-7490

July 11-12 | My Revelation Carriage Classic, Longview Horse Park, Kansas City, MO. Linda Barta, lindaasb3@gmail.com 816-805-4252, www.cdsgkc.org

July 17-19 | Lorenzo Driving Competition, Lorenzo State Historic Site, Cazenovia, NY. Hannah Polson, polshanb@gmail.com 802-522-6574, www.lorenzodriving.org

July 17-19 | The CDE at Inavale, Inavale Farms, Philomath, OR. Gina Miner, vwminer@me.com 510-918-5800, www.thecdeatinavale.com

July 17-20 | Wade Carriage Days and CT, Wade House Historic Site, Greenbush, WI. Susan Koos Aker, skoosaker@gmail.com 608-235-1755

July 17-19 | Skunk River HDT and CT, Skunk River Equestrian Center, Ames, IA. Luanne Evans

July 19-20 | Waldingfield Driving Trial, Waldingfield Estate, Ipswich, MA. Holly Pulsifer, hpulsifer@hotmail.com 978-356-3655

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

August

August 1-2 | Eastern Iowa Carriage Glow CT & Pleasure Show, Laurie Renda, laurie@touchofglassinc.com 319-360-1078, www.easterniowacarriageglow.com

August 6-9 | Orleton Farm Driving Competition, Stockbridge, MA. Harvey Waller, Ann Willey, westgate@taconic.net 518-392-6583 www.colonialcarriage.org

August 14-16 | Equestrian Institute CDE, Donida Farm Equestrian Center, Auburn, WA. Diana Axness, driving@einw.org 425-466-4845, www.einw.org

August 15 | Driving Fun Day, Canton, ME. Sondra Day, srday@uninets.net 207-234-4762

August 21-23 | GMHA Combined Driving Event & CT, South Woodstock, VT. Kelly Cyr, kelly@gmhainc.org 802-457-1509, www.gmhainc.org

August 22-23 | RVWPA Summer Sunshine Extravaganza, Elkhorn Equestrian Event Center, Walworth County Fairgrounds, Elkhorn, WI. Katy Hakes, show manager, 608-290-1582, rivervalleywelsh@gmail.com

August 30-31 | Windridge Farms DT & CT, Windridge Farms, Mooresboro, NC. Alicia Henderson, Windridgeservices@gmail.com 828-595-3950 www.windridgefarmsNC.com

September

September 5-6 | Genesee Valley Riding and Driving Club DT & CT, Hideaway Farm, Geneseo, NY. Danny Harter, dannyannefarm@yahoo.com 315-945-8118

September 10-13 | MARD, the Mid-Atlantic Recreational Drive, Fair Hill, MD., recreational@americandrivingsociety.org

September 11-13 | Timberland CT & HD, Carolina Horse Park, Raeford, NC. Dana Diemer, dana1@pegasusridge.com 910-315-9902

September 11-13 | Clinic with Thorsten Zarembowicz, Rocky Mountain Carriage Club, Fort Collins, CO. Denise Loewe, flswissy@yahoo.com

September 12-13 | Villa Louis Carriage Classic, Villa Louis Historic Site, Prairie du Chien, WI. Michael Rider, info@carriageclassic.com 608-326-4436, www.carriageclassic.com

September 12-13 | Southern New England Carriage Driving Association Fall Driving Affair, Celtic Cross Farm, Dudley, MA. Kay Bennett, 860-455-3296

September 12 | Derby at Spurwink Farm, Elizabeth, ME. Sondra Day, srday@uninets.net 207-234-4762

September 18-20 | GMHA Fall Driving Classic, South Woodstock, VT. Kelly Cyr, Kelly@gmhainc.org 802-457-1509 www.gmhainc.org

Find a Club on Driving Digest Website

One of the first things we recommend to a new driver who wants to learn more about driving is to join a local club. North America is vast and sometimes a club is hard to find.

DrivingDigest.com will be launching a Club Directory to help visitors find a club that will meet their needs, both geographically and activity-wise.

To make this happen, we need your help. Please email us with the following information so we can get this page up and running as soon as possible.

(1) Name of club, (2) Contact person, (3) Contact email, (4) Contact phone, (5) Website or Facebook address, (6) Geographic area covered (example: Moore County, N.C. with members throughout NC and surrounding states), (7) Number of meetings per year, (8) Type of activities: (business meetings, clinics, seminars, competitions, recreational drives, parades, social activities)

September 19-20 | Longview by the Lake Driving Trial, Longview Horse Park, Kansas City, MO. Barbara Kirby, kirbyb77@yahoo.com 913-402-5816, www.cdegkc.org

September 26-27 | Gladstone Driving Horse Driving Trial, Hamilton Farm Golf and Equestrian Center, Gladstone, NJ. Gayle A. Stinson, joshiloh@yahoo.com 908-752-2653

October

October 5-10 | Mid Ohio Draft Horse and Carriage Sale, Mt. Hope, OH. Thurman Mullett, renita@mthopeauction.com 330-674-6188

October 9-11 | Garden State CDE, Horse Park of New Jersey, Allentown, NJ. horseparkofNJ@aol.com 609-259-0170

October 13-18 | The National Drive, Hoosier Horse Park, Edinburgh, IN. Linda Sadler, 217-621-7845, thenationaldrive@gmail.com www.nationaldrive.net

October 16-18 | Pine Tree CDE and CT, Big Sky Farm, Southern Pines, NC. Kelly Valdes, fkvaldes@gmail.com 910-603-2449

October 16-18 | Nashoba Carriage Classic and Driving Derby, Germantown Civic Complex, Germantown, TN. Mindy Hanisco, rchanisco10@yahoo.com 901-233-3220, www.nashobacarriage.org

October 17 | ADT Pen-Beth Farm, Harrison, ME. Sondra Day, srday@uninets.net 207-234-4762

November

November 27-28 | Dixie Draft Horse Auction, Troutman, NC. Bobby Beachy, 330-893-3541, www.dixiehorseauction.com



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

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by John Hoffner

Guest Editorial

Organizers Unite

About ten years ago, I became aware of combined driving. The first event I attended, as a spectator, was a four-in-hand championship at The Laurels. It was exciting, and I thought I would like to get involved in this sport. I decided that the best way to get started was to volunteer. So, over several years I volunteered at all of the events within three hours of my home: Glen Willow, Gladstone, Elk Creek, Garden State, and the Teddy Bear Picnic.

I met many incredible people volunteering their time to the sport that we all love. I didn't just volunteer on show days; I also helped to set up before the show. This is where I met the real stars, the organizers. The hardest working of the volunteers are the organizers and the volunteer coordinators. All of us that volunteer to help set up, do jobs on show days, and disassemble everything after the show deserve a lot of credit, but the heroes of these events are the organizers. They put in countless hours, perhaps months before the show, getting everything ready. These people seem tireless to me.

While helping to set up for these shows, I found out that a lot of expensive items were needed. Some of the shows stored all the equipment in trailers that could be towed to the show grounds. I wondered why these groups didn't share their equipment with other groups. The equipment only gets used once a year, and the shows are never held on the same date.

A few years ago, the Gladstone organizing committee invited me to join them. I was very happy to do so since I was now competing, and I realized the incredible amount of work that goes into organizing a show, especially a three-day show, and I felt obligated to help. During pre-event meetings, we would sometimes discuss the need to order additional gear, and I would ask, "why can't we borrow that from one of the other organizing groups." The

answer was that there was not an easy way to accomplish this so that we would purchase new items. I felt this was not a good answer.

This past year's American Driving Society meeting had an organizers' round table on the schedule. I was unable to attend, but I listened to the meeting online, and there were many good ideas passed around. To me, the most important idea that was presented was to start some kind of organizer group. I don't know if this idea got any traction, but I would like to keep the idea alive.

Here are some suggestions on how I believe an organizer group could be started:

1. Start a closed group Facebook page just for organizers.
2. Hold regular online meetings. Items to be discussed but not limited to:
 - The feasibility of sharing equipment.
 - A mentoring program for people wanting to start a driving event.
 - Ways to reduce the number of volunteers needed.
 - Ways to reduce cost.
 - Ways to use available technology to reduce time and expense.
 - Investigate tracking devices being used in other cross-country sports.

I feel that there is a need for an organizer group, and I would like to be involved. If you have any ideas for starting a group, please contact me at: jph8941@gmail.com ☺



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