

DrivingDigest

Issue 238
July/August 2022
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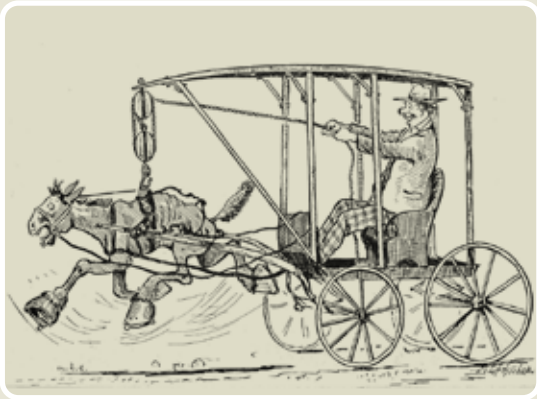
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— Susan Green



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—Diane McKay



22 Lameness – Part 2: Modern Medications
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—Dr. Richard Forfa



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Liz Kwaznik drove this handsome pair at the Carriage Classic in the Pines in May.
Photo by Diane McKay

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Letter from the Editor

Winning isn't everything



by Ann Pringle

BUT IT IS NICE!

Driving Digest is a member of American Horse Publications. The AHP provides education, resources, and support to its publication members and individual writers and photographers. It has expanded its scope to include digital publications and podcasts. They bring in top-notch speakers from the publishing industry – not only equestrian – for their annual conference. While it is great to meet other editors, writers, publishers, advertising reps, and photographers there, the culmination of the conference is the presentation of the Equine Media Awards.

This year, *Driving Digest* was the winner of General Excellence for Self-Supporting Publication with circulation under 15,000. The entire publication (we submitted two issues from 2021) is scrutinized from cover to cover by professionals in the publishing industry outside the equine world. Winning one time might be considered a fluke, but I am more than proud that *Driving Digest* has won this three times and has received honorable mention (meaning second place) twice over ten years.

The *Driving Digest* team extends well beyond the names you see on the masthead. Over the years, hundreds of people have contributed content that has made the magazine interesting to a diverse readership. Most writers and photographers are not “professionals” but convey a passion for carriage driving through their words and photographs. “Carriage driving” includes everything from a two-wheeled bicycle-tired cart pulled by a pony to a four-in-hand put to a Park Drag. Thank you all for contributing to the success of *Driving Digest*.

The summer season is upon us (or, as Jaqueline Zimmerman calls it – the “green

season”). For those in the south, you are slowing down. For those in the north, things are getting busy. Some drivers have even ventured east to Europe to compete. What is a typical season now? It is warm when it is supposed to be cold, cold when it is supposed to be warm.

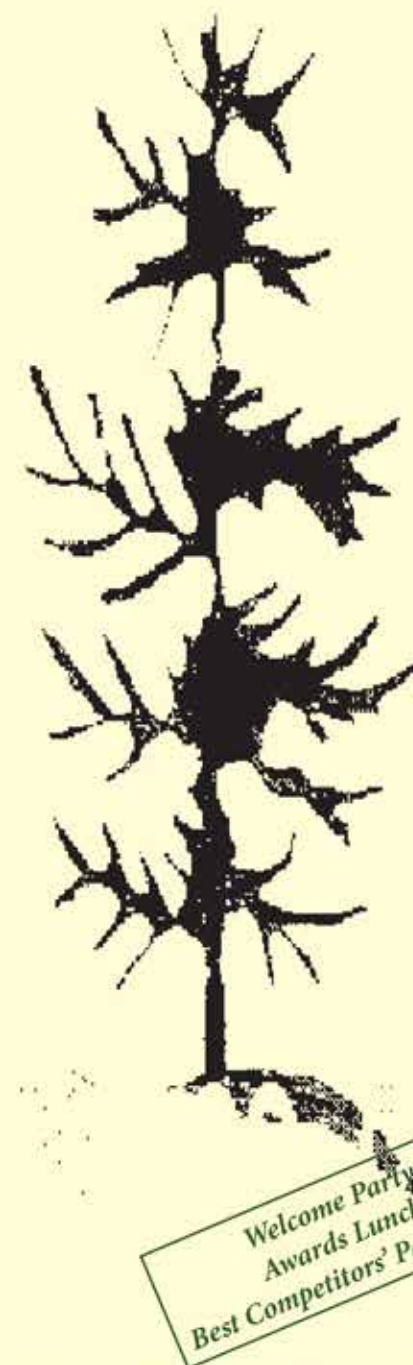
And just when drivers have survived COVID and feel comfortable getting out to shows, drives, clinics, and sales, we are dealing with soaring prices at the gas pumps. Not only is it hard for drivers, but it is also hard on event organizers who may be experiencing a decline in entries.

The carriage driving community is small and spread out over a vast continent. Sometimes choosing which activity to go to is easy, but it is sad when one must choose which to attend if they happen to be on the same weekend. Until now, perhaps, drivers have been willing to travel hundreds of miles to go to a show, carriage auction, national gathering, or drive. Often organizers must choose a date months – maybe even a year – ahead, and they have to consider their local community calendars and regional and national calendars. Keeping the big picture in mind is a consideration I hope organizers will heed so no activity will be deprived of participants. If you have a choice, drivers, support your local activity. Not only will you help it survive to be held another year, but you'll also save on gas! ☺

Address Change

We have sold our home in Southern Pines so the address of 567 Yadkin Rd., Southern Pines, NC 28387 is no longer valid. Please use the envelope that comes with your renewal notice: either PO Box 120, Southern Pines, NC, 28388 or 3998 N Lake Shore Dr., Black River, MI, 48721.

The next issue (239) will be dated September/October 2022



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American Driving Society, Inc.

The ADS is pleased to announce the return of an in-person Annual Meeting in Seattle, Washington, December 2-4, 2022, at the Crowne Plaza in downtown Seattle. Join us for education, camaraderie, the ADS Awards Gala, and an opportunity to sightsee around the “Emerald City” with your fellow driving aficionados. This is an election year; a slate of Board Members will be voted in at the Annual Meeting of Members. Visit www.americandrivingsociety.org, click on Member Login, then ADS Annual Meeting for more details.

Have you checked the Omnibus lately? You can visit the ADS website and click on “Omnibus” for a complete listing of upcoming ADS Recognized Events. ADS members receive a printed copy of the Omnibus twice a year, bound with the May and November issues of *The Whip*. It’s very exciting to note that driving sport is back in full swing!

Are you interested in giving back to the sport and supporting your organization? The ADS depends on the wonderful volunteers who serve on committees and comprise the Board. Please consider serving on an ADS committee and eventually on the Board of Directors. Interested? Email info@americandrivingsociety.org to express your interest.

The Championships are coming! Please join us for the ADS North American Preliminary Championships at the Metamora CDE in Metamora, Michigan, August 19-21, 2022. We’d love to see you at the California Fall Classic CDE in Wilton, California, September 29-October 2, 2022, for the ADS North American Intermediate Championships, as well. Those interested in entering the championships should review the criteria below.

—Abbie Trexler, Executive Director

2022 Preliminary Championship Competitor Criteria:

1. Championship Athletes must be ADS members in good standing.
2. Preliminary Championships are open to any Athlete who has not completed more than one CDE above Preliminary Division (Driving Trials, Arena Trials, and CAI 1* exempted) in the 24 months before the scheduled Championship. No athlete shall have competed at a World Championship in the last five years.
3. Athletes must have successfully completed a minimum of three ADS-recognized CDEs or DTs in the Preliminary division. Completions at DTs above Preliminary will also be recognized for qualification.
4. Preliminary Championship Athletes are not eligible to enter the ADS North American Intermediate Championship in the same calendar year.
5. An Athlete may enter only one turnout in the competition hosting an ADS North American Championship. The North American Championship entry, which includes the Athlete and groom(s) for Marathon and the Athlete for Cones must compete before participating in the non-championship entry in Marathon and Cones.

2022 Intermediate Championship Competitor Criteria:

1. Championship Athletes must be ADS members in good standing.
2. Intermediate Championships are open to any Athlete who has not completed more than one CDE above the Intermediate division (Driving Trials, Arena Trials, and CAI 1* exempted) in the 24 months before the scheduled Championship. No athlete shall have competed at a World Championship in the last five years.
3. Athletes must have successfully completed a minimum of three ADS-recognized CDEs or DTs in the Intermediate division. Completions at DTs above the Intermediate will also be recognized for qualification.
4. An Athlete may enter only one turnout in the competition hosting an ADS North American Championship. The North American Championship entry includes the Athlete and groom(s) for Marathon and Cones. The Championship entry must compete before participating with a non-championship entry in Marathon and Cones.

Please direct questions to info@americandrivingsociety.org.

Carriage Museum of America



For those of you who are unfamiliar with the mission of the Carriage Museum of America, we are a non-profit research library dedicated to preserving the history of the carriage era. Our mission is to serve as an authoritative resource for information, education, and research about primarily horse-drawn vehicles and related subjects. We maintain a collection of books and trade catalogs, prints,

photographs, carriage blueprints, trade journals, and other resources. Located at the Kentucky Horse Park in the Carriage Association of America’s beautiful office, the library is non-circulating, but visitors are welcome by appointment. Please visit our website at www.carriagelibrary.org to search our catalog, learn about how to research your own carriages, or send us a note with a research request.

—John Stallard, Director of Operations



United States Driving for the Disabled, Inc.

In April, Jacques Poppen came to Sargents Equestrian Center in Lodi, California, to put on a clinic. Tracy Bowman, 2021 Para World Champion, came on one day and gave a demonstration and answered questions about her experience competing in Europe. USDFO sponsored part of the cost of the para-drivers participating in the clinic. Caroline Strongman, CeCee Kirks, Ginny Leal, and Michael Muir took lessons.

In California at Sargents CDE, we had quite a few para-drivers competing. CeCee Kirks competed with Mr. Maurice, owned by Ginny Leal, at Training Level CDE. This was her first full marathon, and she placed third. Caroline Strongman showed Lady Bug, a Training Level pony owned by Kathy Carlsen to win best dressage, was first in her class, and first in the division! Ginny Leal drove Dancer in the Preliminary Level Single Horse class, where she came in second. All three of these equines are Halflingers.

United States Equestrian Federation, Inc.



US Equestrian continues to support combined drivers with the Athlete Pathway Programs through the Emerging Driver Program grants, the Developing Athlete Program, and Elite Athlete support.

The Emerging Driver Program has approved two grants to facilities hosting beginner driver clinics. The Colorado Driving Society welcomed nine drivers to an educational clinic in May, and Sara Schmitt Dressage will be inviting new drivers to attend their August event in New Jersey. US Equestrian and the Driving Sport Committee are pleased to support these efforts to introduce new drivers to our exciting sport. Any trainers/coaches, clubs, facilities, or groups interested in hosting an Emerging Driver event can learn more on the USEF website.

The Developing Athlete Program continues with many of the supporting benefits offered to its members, including clinic opportunities, athlete support, and education. The 2022 DAP clinic schedule includes at least seven-plus clinics in Florida, California, Virginia, and Kentucky with alternating clinicians: Larry Poulin, Tracey Morgan, Taren Lester, Jacob Arnold, and Tor Van Den Berge (NED). Applications for this program open in January and June each year for consideration.

Each calendar year, athletes who obtain competition results within the Elite criteria in Open Advanced or CAI 3* classes can earn athlete grants that support their development and training. The Elite criteria are determined by the top 15% of results from previous FEI Driving World Championships in each class to maintain an international standard.

US Equestrian is pleased to congratulate the following Elite

Diane Kastama competed her Half-Arab/Saddlebred Live Fire (better known as Keegan) in the Intermediate Hybrid class, which includes the FEI 2* dressage test, Advanced cones, and an Intermediate marathon. This was a big step up for Keegan as last year he was showing Preliminary. He won his class and his division. With the added distinction of being second-to-the-last turnout of the day, he had a trace down in cones. A bit of head-scratching ensued and a restart at cone 5.

Jennifer Peterson has been back driving in Minnesota. Andrea Pianka has also been out driving her Morgan in Massachusetts.

A clinic in Virginia is scheduled in July.

We have had a few carriages donated to USDFO to sell, one is currently in Colorado, and we need to sell it and get it picked up. Please get in touch with Diane Kastama at dkastama@verizon.net if you are interested in carriages or transporting them.

—Diane Kastama, President

Athletes who have already earned or maintained their Elite Athlete qualifications in 2022:

- Jacob Arnold, with Kian, Kenji, Kenzo, Tuzes – owned by Steve Wilson
- Tracy Bowman, with Albrecht’s Hoeve’s Lars
- Raymond Helmuth, with Kendro
- Jennifer Keeler, with Zeppo
- Carrie Ostrowski, with Gellerduht
- Chester Weber, with Amadeus, Ideaal, First Edition, Gouverneur, Kadora

The Katydid CDE at TIEC and the Kentucky Classic at Hermitage Farm fulfilled the spring/summer season for USEF events, hosting the Advanced Singles and Advanced Four-in-hand National Championships, respectively. That wraps up the World Championship selection trials in the US as we turn our attention internationally to the 2022 FEI Driving World Championships.

The FEI Driving World Championship for Single Horses will take place in Haras du Pin, France, September 15-18, where the Land Rover U.S. Singles Driving Team will be led by chef d’equipe Dee Aldrich, and coach Suzy Stafford. (Driving Team selection to be announced by August 8th.)

The FEI Driving World Championship for Four-in-hand horses will take place in Pratoni del Vivaro, Italy, September 21-25, where chef d’equipe Marcie Quist will lead the Land Rover U.S. Four-in-hand Driving Team. (Driving Team selection to be announced by August 1st.)

Watch for the team announcements and other relevant information #USADriving news on the USA Driving Facebook page or sign up for newsletters on your USEF account.

—Danielle Aamodt, USEF Director of Driving

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The Carriage Association of America

After two years away, the Carriage Association of America was delighted to be back at the Royal Windsor Horse Show (England) this year. It seemed only fitting that we return for Queen Elizabeth's

Supreme Championship, and the Hunter, Cob, and Hack Championships. Away from the show, CAA members took part in a tour of the King's Troop Royal Horse Artillery stabling at the event and a behind-the-scenes tour of the Royal Mews.

Following the Royal Windsor Horse Show, seventeen members continued to Woburn Abbey, where they were met by CAA members David and Sarah West, of Westways Carriage Horses, for a two-hour drive on the private grounds in a Roof Seat Break and three Wagonettes. On the second day, the carriages were left behind for a journey through Woburn Safari, complete with lions, rhinos, and bears! CAA members also enjoyed a special visit to the Galloway Stud Farm, where they watched the Thoroughbred foals playing. The final treat on this amazing trip was a talk and demonstration by Bob Elliott on the differences between a Hansom Cab and the Chapman Cab, complete with hitched cabs. It was certainly a trip to remember!

As the *Driving Digest* goes to press, the Carriage Association is gearing up for our 60th Anniversary celebration at the beautiful Wethersfield Estate in Amenia, New York. A Sporting Day of Traditional Driving is planned, as is a Carriage Showcase. Other activities planned this year include a trip to the 100th Anniversary of the Royal Winter Fair in Toronto, Canada, and a long-planned trip to The Netherlands and Germany. You can find details at CAAonline.com.

—Jill Ryder, Executive Director

VILLA LOUIS CARRIAGE CLASSIC

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FEI Formally Recognises the International Grooms Association

FEI PRESIDENT INGMAR DE VOS AND FOUNDING DIRECTOR OF THE International Grooms Association™ (IGA) Lucy Katan made history at the FEI Sports Forum on April 26, 2022, with the signing of a Memorandum of Understanding (MOU). The MOU marked the first official partnership between the FEI and an international grooms association, providing grooms with a voice for the first time within the decision-making process.

An independent not-for-profit professional association, the IGA has been established to achieve greater representation and career recognition for grooms and improve their working conditions, especially at equestrian events where long hours are the norm.

The support provided by the IGA will include guidance on employment rules, answers to commonly asked questions on

recruitment, a toolkit for grooms working freelance, and a job board, to name a few. A section on well-being on the IGA website, International Grooms Minds, will ensure that grooms also have a strong emotional support system in place to assist them in their daily work.

"Today's signing of the MOU is the culmination of many years of discussion and planning and marks the start of a new era for international grooms," FEI President Ingmar De Vos said.

Grooms from all over the world can become an IGA member through the Association's official website: internationalgrooms.org

Each FEI discipline will also have four to six representatives working within the industry to promote the status of international grooms. These representatives will be asked to mentor new grooms, creating a support hub for those new to the scene. ☺

Certified Horsemanship Association Driving Certification to be Held in September

THE CERTIFIED HORSEMANSHIP ASSOCIATION (CHA) IS HOSTING a Driving Instructor/Driver Certification at Swiftsure Ranch Therapeutic Equestrian Center in Bellevue, Idaho, September 19-23, 2022.

This five-day certification program is for driving instructors who teach group lessons in the camp or commercial driving school setting and for recreational or commercial drivers. Certification includes single and team driving with multiple vehicle types. Both breast collar and collar harness are addressed. Certification involves teaching multiple lessons or doing skills demonstrations and a written test. The Certifiers in this clinic have presentations, including Teaching Techniques for Driving, Risk Reduction, Passenger Safety in Loading and Unloading, Harness Fit and Adjustment, Road Driving, Emergency Procedures, and Professionalism.

Certification may be earned at the following levels. Participants may be qualified in Single or Pair. Different levels may be achieved for Driving Instructor and Driver.

- **Assistant Driving Instructor/Driver:** Minimum age 16. Qualified to assist a certified instructor or driver, including grooming, harnessing, ground driving, and heading.
- **Level 1 Driving Instructor/Driver:** Minimum age 18. Qualified to teach/drive single and/or pairs recreationally on private property or in an arena. Must be able to hitch and unhitch, including fitting and adjusting harness, and be able to perform vehicle safety checks.
- **Level 2 Driving Instructor/Driver:** Minimum age 18. Qualified to teach/drive single and/or pair on public streets or roadways. Must be able to correct horse behavior problems, select suitable driving horses, maintain lateral and longitudinal alignment, and utilize appropriate safety equipment. Knowledge of bits, hoof care, and common health problems is required.
- **Driving Instructor/Driver Assistant Certifier:** Minimum age 21. Must be Level 2 for both Driving Instructor and Driver in both Single and Pairs and be recommended by both CHA Certifiers. An application process is required.

- **Driving Instructor/Driver Certifier:** Minimum age 25. Qualified to conduct CHA Driving Instructor/Driver certification clinics and certify Driving Instructors and Drivers in cooperation with another CHA Driving Instructor/Driver certifier. Must complete an apprenticeship. ☺



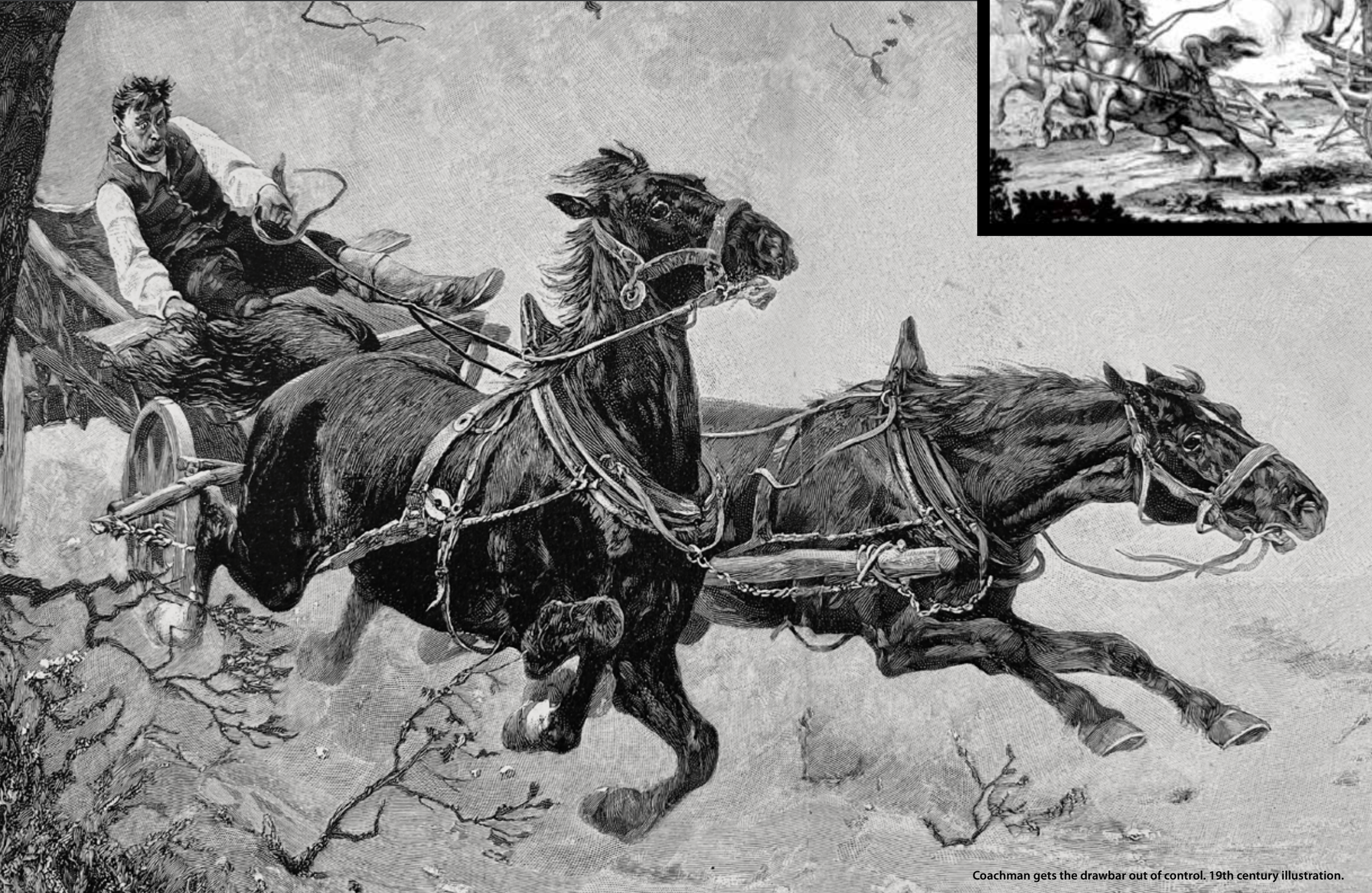


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Runaway Horses

BY SUSAN GREEN



Coachman gets the drawbar out of control. 19th century illustration.



Italian “Safety” Coach of the late 17th Century (1695/1696). The first known horse-detacher.

Before airbags and seat belts, “horse detachers” were thought to be the drivers’ and passengers’ safety devices of the 19th century. Some named them “horse releasers,” and the United States Patent Office issued some 569 patents between 1840 and 1910. With this number of patents, it was no small issue that runaway horses caused damage and loss of life, and it was an issue that had been on the minds of inventors for centuries.

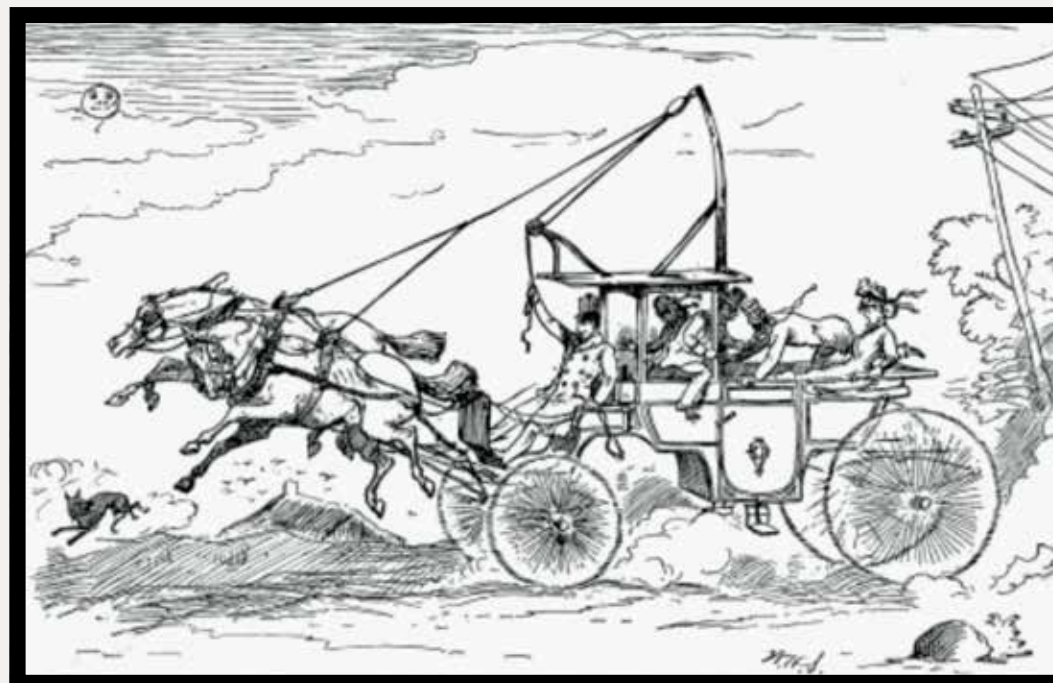
The first known illustration of such a device is an Italian print in the British Museum dated 1695, titled the Italian “Safety Coach of the Late XVIIth Century.” This print is also reproduced in the book by Hilaire Belloc, *Highway and its Vehicles*, published in 1976. In the 1695 print, the driver of the coach has his hands outstretched and is looking upward toward the heavens – appearing to be giving thanks while the crazy horses are released from the coach. Imagine the relief drivers and passengers would feel – their lives spared! – when their horses bolting toward a cliff’s edge were released.

Some detaching devices also had an automatic braking device. Most people, though, who work with horses could imagine the scene of bolting horses down a crowded street to become even more chaotic when horses running loose with harness flying frighten the other horses.

I like to measure the success of a patent by whether or not it made it off the drawing board, or by the amount of press or advertising that it received. In going through the trade journal the *Hub*, there was only one advertisement found for 1897, for William Ostendorff, of Union Hill, New Jersey, in which he says: "Horse-detaching and Wagon Brake. A novel device for releasing horses and checking the motion of the wagon ... automatic in action and positive in operation."

The patent office issued between 60 and 70 patents for what was called "device for checking horses" or "horse arresters." An ingenious patent of 1892 even called for an electrical device for stopping the horses. A comic illustration in 1879 for "Ira Brown's Patent Runaway Horse Arrester" shows a landau with a vertical pole in the center and pulleys in which the horses can be lifted off their feet in case of a runaway. Still, there is no mention of how well, or even if, these devices worked at all, stopping runaways. Instead, there are a number of accounts of the New York City police department's efforts to stop runaways. The two different methods employed made it all the way to the *Illustrated London News* with full pages of photographs.

The least dangerous method was to have a gate close across the end of the bridge in which the walls of the gate caught the hubs of the wheels, and the horse stopped. The *Illustrated London News* of 1912 gives the following description: "Our correspondent, sending us the photographs from which these drawings were made, says, of the electric gate installed recently on the Williamsburg Bridge, New York, for the catching of runaway horses: The bridge used to be notorious for the number of runaway horses which, week by week, crashed into a barrier which had been installed halfway over it, and was swung around on the approach of the frightened animal by the policeman stationed there. A bridge department laborer submitted to the Bridge



Ira Brown's Patent Runaway Horse Arrester. *Hub*. Vol. 20 No. 10 (January 1879) page 496.

Commissioner a simple plan to stop the killing and injuring of horses by this device. His idea was to check the horse before he could come in contact with the restraining barrier. A new gate was built, consisting of two parts. These were placed parallel to the sides of the bridge. When needed, they were swung out by electric power to the center of the bridge until they approached within a foot of each other. The scared horse makes for this opening, but before he reaches it, the wagon has been caught – the narrowing sides of the gate have gripped the Hub of the wheels, and the animal is powerless and unharmed. All the checking power has been applied from the rear, and the horse finds himself shouldered with a burden he cannot move. After a few seconds, he calms down and is driven away. This gate has stopped over one hundred runaways, not one of which was seriously injured."

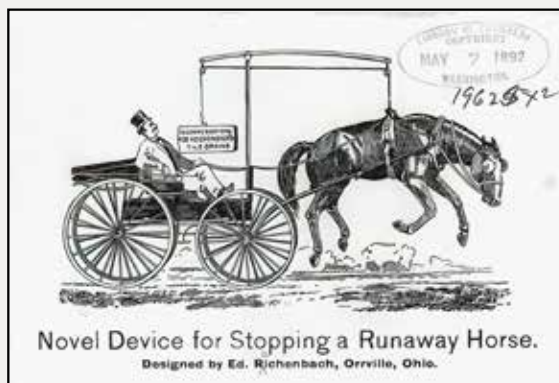
From a March 1890 *Harper's Weekly* illustration and commentary, we know the bridge gates were in operation at this time. Some additional information is: the number of these mishaps ranges from three to eight a month ... some members of the Society for the Prevention of Cruelty to Animals at first protested against the use of these barriers for the horses to throw themselves against. Still, it has been amply demonstrated that there would be much more cruelty in permitting them to go on than in thus stopping them

... There is a telegraph system on the roadways, provided with knobs at certain intervals. A pressure on one of these by an officer at his post notifies the gate-man that a runaway is coming and to act accordingly. At times the situation becomes critical when near the exit for the gate to be closed properly ..."

A more dangerous way of stopping runaways in New York City, as illustrated by the *Illustrated London News* in December 1908, was for mounted patrol officers to chase after the carriage or wagon. The annual report of the police department for New York City reported 641 runaway teams in 1900 and 828 runaway teams in 1905. It was considered an act of heroism for an officer to risk his life stopping a runaway, which sometimes resulted in death or injury to the officer.

The annual reports for the city of Boston mentioned the officers by name, and some police departments gave out commendations or medals. As illustrated in a London paper, New York City mounted officers trained for such incidents by having carriage horses run away on purpose and then chasing after them.

From *Harper's Weekly*: "It was speculated that the chief cause of runaways was the breakage of harness, or the striking of the horses by the wagon when going down the incline by the consequence of badly regulated, or the absence of, breeching. In many cases, no satisfactory reason for the occurrence is ascertained, as the stories of most drivers, when the question of their own carelessness is involved, are not to be relied on." Ω



A Terrible Runaway Accident. *Frank Leslie's Illustrated Newspaper*. October 1868.



THE MINIATURE HORSE

BY DIANE MCKAY

The development of the miniature horse can be traced back to the early 1700s, evolving from a mixture of the Shetland and Welsh ponies, Arabian, and Quarter Horses. They were used in coal mines in Northern Europe and England and were known to be pets for royalty. Today, both young and old alike favor the breed for their behavior, looks, ease of care, and versatility. Showing in competition for halter, in-hand jumping, liberty, trail, costume, and driving have become quite popular, and some owners enjoy using them as therapy or service animals.

Some of the earliest known histories about the breed are when in 1845, Irish horse trader Patrick Newtall came

Both young and old alike favor the breed for their behavior, looks, ease of care, and versatility.



Top: The Miniature Horse: Gunner, owned by Deb Carr. Photo by Sandra Wall

Right: Chelsea Tipton and Walker at their first ADS show, the Southern Pines CT & CDE at the Carolina Horse Park April 8-10, 2022.

Far right: Jaye Ventresca driving Socks and Steel at the 2005 Gladstone CDE. Photo by Pics of You



upon a herd of very small horses living among the Criollo horses of the Pampas Indians when he was traveling in southern Argentina. Newtall acquired some of the mini horses from the natives and, with the help of his son-in-law, Juan Falabella, began a breeding program adding Thoroughbred bloodlines to create a more refined look to them. Today, one of the best-known styles of the miniature horse is called the Falabella.

Most horses in the USA have Falabella bloodlines in their pedigree. By 1927, Falabella's grandson Julio Cesar had several hundred of the horses that were descendants of his grandfather's original stock. He gained noted publicity when he sold a pair to then-President Kennedy's family in 1962. Another noted miniature horse enthusiast is John Aleno, who friended Julio, purchased some of his herd around 1900 and began to breed them even smaller. In the early 1960s, the Regina Winery in Etiwanda, California, purchased 12 stallions

Many people have switched from owning and driving larger horses to minis for an easier maintenance regime and appreciate a reduction in the size of equipment.

from him for promotional purposes and pulled a scaled-down version of a stagecoach in parades and fairs.

The height of the miniature horse is one of the essential characteristics controlled by two registries in the United States, the American Miniature Horse Association and the American Miniature Horse Registry. There are two divisions for sizing: 34 inches and under for "A" and 34-38 inches for "B." It is a hardy breed and can have a life span of 25 to 35 years. Many people have switched from owning and driving larger horses to minis for an easier maintenance regime and appreciate a reduction in the size of equipment. Even though they are a smaller version of the modern horse, their care and requirements are the same but on a much lower level. Here is a small sampling of the many happy Miniature Horse lovers in our country.

JAYE VENTRESCA AND CHAPPY, SOCKS, AND STEEL

Jaye Ventresca started carriage driving about 26 years ago. Although she began with ponies, she switched to VSEs after reading an article in *Horse News*, a monthly publication based in New Jersey, and immediately became fascinated. Jaye desired to drive multiples and knew it would be easier for her with this horse size. Now, 25 years later, she estimates having had around 50 horses that she bought, trained, showed, and sold through her Regency Performance Miniatures barn in Warrington, Pennsylvania. Jaye finds the minis comfortable to work with and more personable than larger horses, and she loves how they bond and are so friendly.

Jaye still owns her very first miniature, Chappy, a chestnut gelding she purchased as a four-year-old who is now 30 years young. Though his busier showing days are behind him, she would like to bring him back again to drive in an ADS Centennial competition as they make the 100-year mark together. Steel is a 24-year-old pinto she acquired in 2016 and with whom she has done the most showing. He received the second-best dressage score in Intermediate in a Gladstone competition, right behind a Thoroughbred/Connemara cross. Socks, a solid white miniature who was one of her favorites, passed away sometime in his 20s but competed successfully in many combined driving events. It was evident he enjoyed himself.

Jaye first competed in breed shows held by the American Miniature Horse Registry in the New Jersey state program for non-thoroughbreds. Many of her horses came from a breeder there; they began showing in events for miniatures, with several winning superior achievement awards. She loves to compete in pleasure shows and combined driving events and, although never competed in a derby, has helped organize quite a few. She also helps set up Teddy Bears Picnics with the Brandywine Valley Driving Club, a type of event where cones are set up by and in combination with each cross-country hazard after following the dressage test. Even though it leans more towards having fun, it still provides schooling. She reminisces about showing at Walnut Hill with Steel in 2015, holding on to many memories dear to her. She enjoyed being part of a CDE training clinic for volunteers that BVDC also put on. Minis were used because of their non-threatening ways and were slow enough for the volunteers to learn the different roles they needed to acquire.

"I have met so many wonderful people and have had the most incredible experiences with these little horses," she says. "And with having the opportunity to show them, I have done more in my life than without them. It's an amazing and exciting way to live."

KIM ALLEN AND FUDGE

How sweet it is to have one of the best miniature horses around. The dark brown gelding named Fudge came to be Kim Allen's driving partner in 2008 when a friend who didn't particularly take to the sport asked her to give him a try. Kim did well, loved him immediately, and began training. Over the following years, they competed successfully in many competitions in Florida and the Carolinas starting in 2010.

Her background in driving started with several years of navigating for her husband Bill, who drives a full-sized single horse. They could travel to competitions together because Fudge and all his equipment did not take up much room, making things easier. The horse's power and willingness quickly helped them move from Preliminary to the Intermediate level. Their achievements include winning the Preliminary VSE division at Windsor Trace, the ADS North American Championship four times in the Intermediate VSE class, and the Intermediate division in 2019 and 2021 at the Timberland CDE and CT, and the 2021 Windsor Trace CDE.

Now that Fudge is 20 years old, Kim decided to retire him from CDEs but still has fun driving him in derbies, as the little horse that can always appears to favor speed. She remembers well the fun and accomplishments they achieved with the Aiken Driving Club's Monster Mini events. He was the first to win the miniature horse race at the McGhee's Mile Harness Racing track in Aiken. From 2015 through 2017, they were part of a drill team that performed demonstrations at the Salute to Driving fundraiser, which spectators very well received. In 2018, the drill team performed at Stable View Farm for the Horses & Harmony fundraiser to support the Aiken Symphony Orchestra, which provided music for their routine.

Kim and Bill, who are Aiken Driving Club members, live in Windsor, South Carolina, on their Meadowlark Farm. When asked why she likes driving miniature horses, she says, "They are so much fun – it's like driving a sports car!"



Kim Allen and Fudge at the 2019 Timberland CDE. Photo by Pics of You

LOUISE NYQUIST AND TICKET

Since she was 12 years old, Louise had big horses – paints and Quarter Horses that she rode. Eleven years ago, she entered the world of miniature horses when she obtained her first one from her neighbor. Ticket, now 17-years-old, is a pinto who has a life story about as colorful as his looks. In 2013, Louise purchased a second mini from the same neighbor as soon as he hit the ground, and Trace, also a gelding, is a black nine-year-old. They live happily on a five-acre farm in Scio, in the northwest portion of Oregon.

Like many people who think the same way, Louise loves miniatures because they have wonderful personalities. The upkeep is lower, the equipment is more manageable, and they are fun to drive. She feels their maneuverability is also a plus when you are up in years. Although Trace is a great driving horse, Ticket is the one she has driven the most. They have competed in competitions against 15-20 other minis, in CDEs, derbies, and numerous parades. Although he is driven predominantly as a single, he can go in tandem. The little horse is so competent that he has safely and confidently allowed upwards of 60 people to drive him, and he takes care of them all.

In 2014, the pair took part in what turned out to be an adventure of a lifetime that began on November 1

and ended five months later. First, they had to travel for two days from home to the southern end of California, departing from Murietta. “The Caravan” was orchestrated and led by Netherlands native Gerard Paagman of Ideal Harness, who dreamed of traveling across America by horse and carriage. Michael Muir, great-grandson of conservationist John Muir and Access Adventure, accompanied him as trail boss. The route of 2500 miles took them along the lower United States over roads and highways, through deserts, over mountains and rivers, along the famous John Muir Trail, the Gulf of Mexico beaches, and finally ending up at the Grand Oaks Resort in Weisdale, Florida. Louise’s only other partner on the trip was Skylar, her toy Australian dog.

The logistics of such an undertaking were immense. Ranches and farms allowed them to rest, recuperate and reorganize along the way, and sometimes because of the weather, the route had to be changed. The initial group of 12 drivers who went from start to finish found others who joined in for either a weekend or as much as three months. Louise started in early July of 2014 through October to prepare her horse for the trip. He had so much stamina that he could hold a trot for up to 3.5 hours. Initially, there was skepticism about a miniature going across the country; by day two, Ticket

had grown tired of being behind and moved up to the front and led the way. He was the only miniature to complete the journey from start to finish; he was the fittest, proving them all wrong.

There is not much that can compare to their caravan trip, but in 2016 Louise and Ticket went across Washington State with 100 other drivers and riders on the John Wayne Trail (now called The Palouse to Cascades State Park Trail). They

have driven in the Calgary Stampede parade and the mountains of Canada. He loves to go places and can hardly wait to get into the trailer. Since the COVID pandemic two years ago, they have not been able to do much, and he is not a happy camper. Louise says, “the caravan trip changed my life – for the better. Ticket’s whole experience is so memorable and to see how much people love him warms my heart. Driving has taken over, and I enjoy it.”

KAREN SHAW

Karen and her family entered the world of miniature horses by accident when total strangers gifted one to her then 12-year-old daughter Kelli in 1995. Kelli was told that if she wanted to keep the horse, she would have to learn everything about the care and maintenance of the breed. Although Karen had been around and riding large horses since she was a young child, and together with her husband in the cattle business, she says they all jumped in with both feet and never looked back. Kelli was very fortunate to have trainer Sharron Hinkle take her under her wing, teaching her everything about the breed of miniatures.

The mare that was a gift was strictly for showing at halter, but when Kelli became interested in driving, they bought Sharrway Chellie Pepper, a three-year-old gelding, in 1997. Karen also wanted to learn to drive, and they both had the opportunity to learn from trainer Larry Parnell. Kelli worked hard with her mini horses, as did Karen. They did very well competing as amateurs for 14 years, winning in many larger shows in Texas, Oklahoma, Kansas, Iowa, and Illinois. A homebred mare named Fiddlestix Silver Silhouette became Karen’s Country Pleasure driving horse. She drives another horse in the Country Pleasure division, a 13-year-old modern pleasure gelding named Dirty Dancer.

Karen and her husband Jim and daughter Kelli raise Shetland ponies on their Fiddlestix Pony Farm in Burleson, Texas. Because of their love of the miniatures and Shetlands, she wants to help people who want to transition to the smaller breeds. Twenty-seven years ago, joining the American Shetland Pony Club/American Miniature Horse Registry/American Shetland Pony Registry, the oldest equine registry in the United States, formed in 1888, helped her to excel with the miniature breed and Shetland ponies. Now Karen wears many hats and thoroughly enjoys it. In 2018, she was appointed chair of the ASPC/AMHR/ASPR Carriage Committee, and she finds the excitement and satisfaction very fulfilling.



Karen and Fiddlestix Silver Silhouette. Photo by Terry Washburn

Karen has run and promoted club shows for the ASPC/AMHR Club of North Texas for the last 23 years. She helps promote two sanctioned shows a year, the Daffodil Dandy in the Spring and the Halloween Spooktacular at the end of October. She has served on the youth and rules committees, was the amateur chair for 14 years, and is currently the chair of the carriage committee. She was recently elected and seated as the Area 5 Director for Texas, Oklahoma, Arkansas, Louisiana, and New Mexico. She manages three informative and educational Facebook pages and is proud of how far she has been able to apply what she has learned and shares.

Karen likes the smaller horses because of their size, temperament, and personalities. She finds them easy to get along with, well-mannered, and soft in their mouth for driving. She also is impressed with how both youth and senior drivers can handle them. Karen will be forever grateful to the strangers long ago who were instrumental in introducing her to the world of miniature horses. ☺



Louise Nyquist and Ticket at the end of the Caravan cross USA drive. Courtesy photo.



LAMENESS

Reflections
of a Retired Veterinarian

BY DR. RICHARD FORFA

Part 2: Modern medications

*I*n the last issue, I reflected on the evolution of lameness diagnostics. In this article, I will review the medications used to treat lameness once it has been diagnosed.

In my early days of practice, there were not a lot of options. The oral and IV injectable meds that existed and were most commonly used were Phenylbutazone (BUTE) and Flunixin (Banamine); both non-steroidal, anti-inflammatory drugs widely referred to as NSAIDs. I felt both these meds worked better for different types of lameness, BUTE more so for joint or skeletal pain, and Banamine for soft tissue or tendon issues. However, I believe that many people did not fully appreciate the side effects of these drugs, which we now know more about, including gastric irritation and ulcers, colon inflammation, and renal (kidney) issues.

All horses have different tolerances to the harmful side effects of these NSAIDs; some can tolerate them for extended periods of time, but the average horse cannot. Some of the tolerance levels depend on the horse's hydration status or prior existing gastric or intestinal condition. In these cases, lower doses for shorter periods of treatment are indicated. Other medications to protect the gut can be added, such as anti-ulcer medications. Also, being aware of the horse's hydration status before treatment is essential. ▷

About 15 years ago, a newer non-steroidal, oral medication arrived in our practices – firocoxib (Equioxx). This newer product was originally believed to have less impact on the gastrointestinal tract. Original papers recommended using it for up to two weeks as an anti-inflammatory treatment. Still, somehow barn owners and trainers started using it on some horses on a daily and sometimes on a permanent basis. In my practice, everyone wanted it for older arthritic horses. We had several horses that ultimately became ill with some of the same problems caused by the older medications when the horses were kept on Equioxx for months at a time.

With time, injectable products such as Adequan, Legend, and Pentosan became available.

Adequan



Adequan has been approved by the Food and Drug Administration (FDA). It is a polysulfated glycosaminoglycan (PSGAG) used as an intramuscular injection to treat degenerative or traumatic joint issues. It reduces joint swelling, restores synovial fluid lubrication, and helps repair and protect cartilage by blocking harmful, destructive enzymes which contribute to joint disease. It is recommended to be initially dosed as 500 mg every four days for seven treatments. Then owners and their veterinarians can monitor the horse’s response to treatment. The medication can then be re-dosed as recommended by your veterinarian.

Legend

Legend (hyaluronate sodium), an IV or intra-articular injection, is also FDA approved. It is also used to treat joint dysfunction by decreasing the presence of inflammatory mediators in the joints and improving the quality of the joint’s synovial fluid. The dosage recommendations are for a 40 mg dose to be given IV once a week for three treatments. If administered intra-articularly, a 20 mg dose is injected under sterile conditions in the inflamed joint.



Pentosan

Pentosan polysulfate sodium is not approved by the FDA but is approved in Australia as “Pent Aussie.” According to the manufacturer, Pentosan helps improve damaged cartilage and protects the joint from inflammatory mediators. It is administered IM once a week for four weeks. It can be obtained in the United States to be used as a post-surgical joint lavage only; however, many veterinarians use it systemically even with this label. Speak with your veterinarian about these products.

Oral anti-arthritic supplements

There are also some oral anti-arthritic supplements, the most common being products containing chondroitin sulfate or glucosamine. There are many of these products around, and studies have shown that there is some bioavailability in horses, but the research is conflicting on whether they reduce joint inflammation. My opinion on these products is to speak with your veterinarian to see if they feel these products are beneficial.

Corticosteroids

In addition to the products mentioned above, there are also more targeted intra-articular joint therapies. Originally, the only option we had was intra-articular steroids, the most common ones being methylprednisolone acetate (Depo Medrol), triamcinolone (Vetalog or Kenalog), betamethasone (Betaspan), and isoflupredone acetate (Predef).

We use corticosteroids in joints in lame horses because they are very potent anti-inflammatory medications that shut down the severe reactions to processes of destruction caused by enzyme release due to acute or chronic injury. Veterinarians select one of the named steroids based on which joint is inflamed, calculating a proper dose which is usually the lowest effective dose. Some steroid medications are longer lasting, and some are much more potent and immediate relievers of inflammation and pain.

Research at Colorado State University’s vet school showed that some steroids, such as triamcinolone, were chondroprotective (cartilage protective and healing). One very important caveat is that steroids must be used very carefully in insulin-resistant, Cushinoid, or metabolically overweight horses who have a high tendency toward laminitis, as the use of steroids can actually trigger a laminitic event.

Hyaluronic acid



Another type of intra-articular injection is hyaluronic acid (HA – Legend IA, Hyvisc, or Hylartin); these products, when injected by themselves or mixed with cortisone, aid in joint healing by helping the joint produce healthier fluid causing better lubrication and reducing harmful enzyme actions and add to pain relief.

During the post-injection period, a horse may be managed with cryo-heat therapies, possibly acupuncture, Adequan or Legend, hydrotherapy, or other treatments to get the disease process to heal as much as possible. Just like people, in horses arthritis is progressive, and when horses are put back in work, they can experience another flare-up of pain and lameness, so some of these therapies may need to be repeated.

Joint injections of all kinds have received bad press because they often control pain so well that horses are placed back in work before making a full recovery. As veterinarians, it is our job to manage these animals for long-term recovery. We don’t prescribe or inject to “get one more show or race out of them.”

A few new product developments over the past ten years are taking place of the therapies that we just discussed, but have not replaced them entirely.

The most used will be touched on here. These are all considered regenerative products or orthobiologics. These products do not have the same concerns as steroids for horses who may be prone to laminitis due to insulin resistance, Cushing’s disease, or who may be metabolically overweight.

IRAP

Interleukin receptor antagonist protein is a product produced from the horse’s own blood. The method enhances the antagonist protein concentration to help stop inflammation in joints and tendons. Your veterinarian collects your horse’s blood. It is incubated in the presence of a special glass bead which causes the IRAP production to increase, which is then spun down and concentrated and separated into “aliquots” to be used immediately or frozen for up to 12 months. One blood collection will allow up to six treatments for a smaller joint or two to three treatments for a larger joint.

This substance is believed to have some regenerative responses in damaged cartilage cells beyond being the body’s natural anti-inflammatory substance. I found it to be a very effective treatment in coffin joint /foot lameness and hocks and stifles when I used it. Many veterinarians now use it either as a first-line treatment or a second treatment to a failed or mini

mal response to a steroid injection. Its use also depends on the chronicity or acuteness of the lameness and the respective joint with the problem.

PRP

Platelet-rich plasma is a regenerative treatment also made from a blood sample taken from your horse and collected into a special system and concentrated via centrifugation. This allows for the separation of white and red cells from the platelets and plasma. What you end up with is a high concentration of platelets in plasma. PRP can be used to treat tendon and ligament injuries by direct injection, as well as stifle meniscal injuries and injured or arthritic joints. PRP contains high levels of growth factors that help the formation of new blood vessels and new connective tissue that aid in healing. This product must be used immediately and cannot be frozen for future use. ▷



Prostride

Autologous protein solution (APS) is another regenerative treatment. This substance is a combination of platelet-rich plasma and IRAP. This can be done stall-side. Blood is processed in specially designed equipment and spun down twice, allowing the concentration of the anti-inflammatory and regenerative cells of the blood, which is then injected into the affected joint or tendon. It is a one-time collection and treatment with no ability to be frozen. The concentration of IRAP is many times greater in a smaller volume than in the conventional IRAP process. Because of this feature, this product is fast becoming the treatment of choice.



A2M

Alpha 2 Macroglobin is the newest regenerative product on the lameness market. A2M is an enzyme naturally found in a horse's blood that inhibits cartilage breakdown when injected into an injured site. This treatment can also be done on the farm. Blood is taken from the horse and filtered in a special way that concentrates the A2M molecule. The product can be immediately injected, and the remainder of the unused product can be frozen for a future treatment. There seems to be a positive outlook for the future of this product as early use, and research is very promising.

Noltrex Vet

Noltrex Vet is a synthetic polyacrylamide hydrogel (PAAG) used in horses to improve joint lubrication. This substance physically reduces friction in damaged joints by causing a protective and lubricating cover over the damaged cartilage. It is becoming a good alternative to returning horses to work where there is extensive articular joint damage that has not been responsive to treatments with orthobiologics or steroids.

Arthramid Vet

Arthramid Vet is another form of PAAG that integrates into the joint tissue providing shock absorption to the joint. This product's research data indicates an 80% successful return to work for up to 24 months.

These products are still in their infancy, but my experience with the products has been that they have returned horses back to work but not always at the same level of competition or performance.

The last products to mention are the bisphosphonates, a class of drugs that are prescribed to prevent bone loss in people.

Bones undergo constant turnover, with osteoblasts forming bone and osteoclasts resorbing it. In normal bone tissue, there is a balance between the two. In diseased bone, this balance no longer functions properly. Bisphosphonates inhibit bone reabsorption by causing osteoclasts to die off, causing less bone breakdown. Bisphosphonates accumulate in the bone matrix and gradually are released over months to years. There are two products



in this class, TILDREN (tiludronate disodium) is given IV in fluids slowly. And a more familiar one, OSPHOS (clodronate disodium), is divided and given divided into three intramuscular sites.

The FDA approved both these drugs for the treatment of navicular disease, and the exact mechanism of action in the horse is unknown. Veterinarians have used them to treat forelimb lameness and cervical arthritis, including kissing spines and some pelvic problems with moderate response. There are some adverse effects with this class of products, the major one being colic after administration. So no NSAIDs should be administered to relieve these symptoms because there have been instances of renal failure of the NSAID being used with bisphosphonates. But some long-term data shows some instances of renal failure even without NSAID use. This class of products may also cause bone fractures when used in young growing horses. It is banned in many racing jurisdictions due to the possible catastrophic effects in young horses, and there are rules governing its use in most sport horse organizations. ☐

The availability of treatments for lameness has come a long way since I started in practice. Veterinarians now have additional therapies to help keep our competition and pleasure horses going well into their older years and even into retirement.

Aiken Classic Welcomes Centennial, Juniors, and First Time Drivers

by Katy Rhinehart. Photos by AP Gouge Photography, Aiken, SC

THE SECOND ANNUAL AIKEN CARRIAGE CLASSIC WAS HELD APRIL 16-17, 2022, at the Highfields Equestrian Center in Aiken, South Carolina. The dressage portion started a bit soggy, but the sun came out just as the last drivers completed the dressage tests. The Aiken Driving Club was proud to sponsor two American Driving Society Centennial Drives. Marsha Himler drove Mick and Nilda Burke's Melody, and Dottie Paul drove her tandem wheeler, Lily, for the event. Refreshments and champagne followed the drives. The American Driving Society Centennial Drives founder, Shelly Temple, judged the drivers, and she and ADS president Dan Rosenthal presented the ribbons.



Above: During Friday's dressage class, a little rain didn't dampen Missie Auen and Celtic's spirits.

Below: Gail Aumiller and Saantje won the Open Horse division.



Judy Portman's Schnoodle, Lily, congratulates Judy on winning the Carriage Dog class.

The pleasure show portion followed the dressage tests. Kail Palmer Miller of Pennsylvania was the judge, and the show welcomed Jim Thomas of Florida as the technical delegate. Clear skies gave the forty entries a beautiful background for the rest of the weekend. The show featured a Saturday evening demonstration by Sherry Dolan and her pony, who showed off that he knew more than most of the audience. The dinner was held at the historic Gaston Stables, and the Gaston Stable Award was presented that evening to Joe Roosa, who demonstrated what driving is all about: friendship and helping others.

The driving was beautiful, and many of the competitors were first-time drivers at the show. Winners included Gail Aumiller of Carlisle, Pennsylvania, in the Open Horse division; Joe Roosa won Open Pony, and the reserve champion was Judith Harasziti. The Utility division was one of the largest and was won by Rhonda McPherson, and the reserve champion was Susan Gregorio. Robyn Fahnle won the Novice division, and Peggy Keeler was the VSE champion. The best junior driver was Kathleen Willmon. Judy Portman and her adorable Schnoodle, Lily, won the carriage dog class.

The committee of Peggy Dils, Peggy Keeler, Judith Chamberlain, and Katy Rhinehart would like to thank all those that made the show a success. The silent auction and office staff of Kim Allen, Diane Mansur, and Patty Lange made the show possible. The Aiken Driving Club would like to invite you to attend next year's show. ☐



Royal Windsor Horse Show Kicks off Queen Elizabeth's Platinum Jubilee



1. Queen Elizabeth couldn't stop smiling. This was her first public appearance since the Thanksgiving Service for Prince Philip at the end of March. She received a standing ovation as her Platinum Jubilee festivities kicked off. *Photo by Dori Morgan Hyatt*
2. CAA Past President Tom Burgess and his wife Gloria drove these "rented" Friesians on the BDS drive. *Photo by Swingletree Photography*
3. Lady Louise is the 18-year-old daughter of Prince Edward, Earl of Wessex, and Sophie, Countess of Wessex, and the youngest granddaughter of Queen Elizabeth. Taking after her grandfather, Prince Phillip, she has eagerly taken up carriage driving, shown here driving one of his favorite carriages at the meet of the British Driving Society. *Photo by Swingletree Photography*
4. This was one of several entries of Queen Elizabeth's. *Photo by Dori Morgan Hyatt*
5. Kate and Katie Whaley presented the trophy to the winner of the Light Trade class, four-wheeled division. *Photo by Swingletree Photography*
6. After staying away for two years due to COVID-19 restrictions and concerns, 64 Carriage Association of America members were eager to enjoy the wide variety of equestrian activities that Royal Windsor offers. *Photo by Shelly Rider*
7. A view of Windsor Castle, the showgrounds on the right, and the towns of Windsor and Eaton on the left. *Photo by Shelly Rider*
8. David Saunders participated in the Jack Wetzel Coaching Marathon. *Photo by Dori Morgan Hyatt*
9. CAA members enjoyed a tour of the King's Troop Royal Horse Artillery and the Royal Mews. *Photo by Shelly Rider*
10. This colorful turnout came from Oman. *Photo by Dori Morgan Hyatt*
11. James Hyatt driving a London Milk Float, was the winner of the two-wheeled Light Trade division. *Photo by Dori Morgan Hyatt*
12. Chester Weber was the sole American driver to compete in the Land Rover International Driving Grand Prix. This premier event is also an FEI World Cup qualifier. *Photo by Swingletree Photography*

Southern Oregon Horse and Carriage Club Harnessing Clinic

By Kathy Graves

THE SOUTHERN OREGON HORSE AND CARRIAGE CLUB (SOHACC) wanted to do something open to the public to promote carriage driving and allow attendees a “hands-on” experience. To facilitate that and address the always “sticky” issue of insurance coverage, several years ago, at the suggestion of our insurance company, the club created a one-time-use-a-year “Three-Day Membership.”

To attend one of our club events and participate at a level more than just as an observer, the 3-day membership is available for five dollars, giving the person insurance coverage for that particular event. The five dollars can also be applied to the cost of a full membership for the same year.

We have found this to be a convenient option because our experiences have shown us that, in many cases, people who are just watching want to get into one of our vehicles to go for a ride, or they want to come up to the horse being harnessed/hitched and ask questions and help – this way they are covered.

On May 14, 2022, SOHACC held a harnessing event open to the public. Four of our members brought their horses (a Dartmoor,

Top to bottom: Fitting a full collar and hames. Fitting a breast collar harness.



Attendees had the opportunity to harness and unharness:



“Shania” the Halflinger



“Leigh” the Belgian



“Secret” the Clydesdale



“Marilyn” the Dartmoor



We even had a couple styles of full collars to display – props to you if you know what the one on the left was used for (hint: it is made of zinc)

a Haflinger, a Clydesdale, and a Belgian). Several additional club members volunteered to help with registration, heading horses, taking pictures, cleaning up, etc.

The event started with a demonstration of how to fit and put on a full collar with hames and a breast collar with a complete harness. Mr. Michael Wakefield, master driver/instructor/evaluator with the Carriage Association of America’s Driver Proficiency Program, did the demonstrations and explanations.

After the demonstration, the members of the audience who had paid for the 3-day membership were able to join us in the arena where they harnessed and un-harnessed the horses, with coaching from the owners. A rein board was also available for attendees to try with instruction from Mr. Wakefield, and at the end of the clinic, attendees could go for a carriage ride. For many, the carriage ride was a first for them.

We had a very enthusiastic response to this clinic and want to organize another one where attendees can bring their own horse, harness, vehicle – whichever they have. By the questions our club members were all being asked, we think several folks have already purchased something, perhaps a package deal with pony, harness, and cart, or they came across a barn-find of a vehicle or harness and want to have it evaluated. We also know there are several beginners not only interested but already acquiring “stuff,” and seeking help.

We are very proud of how our equines behaved – not one spook or hissy fit; in fact, the Haflinger was practically asleep during the third time being harnessed.

Within the group of attendees, there were very interested adults and some really great young people who listened, asked sophisticated questions, and were “hot to trot” about driving. We hope there are some avid youth drivers on the horizon.

We look forward to organizing our next educational event. ☺

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Springtime in the Pines

Article and photos by Diane McKay

NOTHING COULD BE FINER THAN TO BE IN Carolina in the morning, as the saying goes ... or anytime!

The exceptional terrain and climate in the Sandhills are well appreciated for carriage driving, whether for pleasure or competition. After the many cancellations from the two-year pandemic, events were back in action.

The Southern Pines CDE & CT

This event was the first in full swing on the weekend of April 8-10 at the spacious Carolina Horse Park in Hoke County, with 53 competitors on the grounds. Attractive turnouts performed their dressage and cones tests on manicured grass rings, and the park's cross-country courses are some of the best on the east coast.

The Southern Pines Four-in-Hand Meet

A favorite for most who can add this to their calendar, the meet is staged at Claire Reid's Big Sky Farm in Southern Pines. Hosted by several other Moore County Driving Club members, it has become a rites-of-spring for participants and spectators to enjoy the beauty and sur-

roundings of the area. Spectacular weather and temperatures gave way for the 12 turnouts and guests at the April 22-24 meet, and they enjoyed the relaxed southern hospitality. Each day held a different scenic route with lunch stops along the way.

The Carriage Classic in the Pines Pleasure Show

Held on May 6-8, 45 drivers enjoyed competing in Friday's CT and the Pleasure and Welsh classes the rest of the weekend. Although the weather was not quite as favorable, and the show organizers were sometimes racing to beat the oncoming storms, the event was successful. The Moore County Driving Club volunteers are second to none, giving so much time to help for the sport they love. Ω



Sara Schmitt was the winner of Intermediate Single Horse dressage at the Southern Pines CDE.



Maggie O'Leary placed second in the marathon in the Preliminary Single Horse class.



With a group of happy passengers, Jonathan Martin participated in one of the Four-in-Hand Club's drives.



The Carriage Ladies – Charlotte Pernell, Linda Thomas, Sharon Granito, and Liz Kwasnik.



Pretty in pink, Tracey Higgins drove a pair at the Four-in-Hand drive.



Liz Kwasnik presented a beautiful turnout at the Carriage Classic in the Pines.



Jodi Nickerson participated in the Welsh division at the Carriage Classic.


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MID-HUDSON DRIVING ASSOCIATION

When was the club formed? On December 19, 1974, by all accounts, “a blustery, snowy evening,” seventeen people met in Stone Ridge, New York, and the Mid-Hudson Driving Association was born. Our Hospitality Officer, Dick Lahey, was one of these founding members and continues to stay active in our club and events. He is a wealth of knowledge, and his Quiz Bowls are always fun and challenging. We are rapidly approaching our 50th anniversary!

Purpose of the club or mission statement: This is best summed up in an excerpt from “The 20th Anniversary of the Mid-Hudson Driving Association” by [founding member] Hank Thoben: This was to be a club for all driving enthusiasts regardless of breed, degree of experience or ‘depth of pocket.’ Plain and fancy turnouts were welcome, or even none at all. Beginners and future hopefuls were to be encouraged. The club was to be a source of information, a place to exchange ideas, equipment, and inspiration. The specific focus was to be on pleasure driving, carriage collection and restoration, parades and cavalcades, picnic drives, show driving, harness drill



Donna Rose, Cosmo Bartoli, and Kieran Conway waiting for a ring call at the Ulster County Fair.



Sleigh Rally at Stony Kill Farm in Wappingers Falls, New York. Gaby and Kieran Conway are putting to.

teams, combined driving events, roadstering, and ‘anything else that related to driving that anyone can think of.’ The overall focus was on fun – the enjoyment of the great sport of driving, which can be shared by people of all degrees of expertise and experience. The original goals have not changed, but new ones are being realized.”

Principle state/geographic region: Our membership covers much of the Middle Hudson Valley of New York state. Many of our members reside in Orange, Putnam, and Dutchess counties of New York, but we also have members from Westchester and Rockland Counties and the small but mighty state of Connecticut.

How many meetings per year are held, when and where? We hold approximately six meetings annually, which are often combined with fundraising silent auctions, educational speakers, and Quiz Bowl activities. Our meetings have traditionally taken place on Friday evenings and are held in various locations. One of our favorites is the Van Wyck Homestead Museum in Fishkill, New York, a museum steeped in Revolutionary War artifacts.

Number of members: We currently have around 65 members.

Type of activities: Our members do everything from competition to pleasure driving. We organize member-only pleasure drives and a fall driving weekend away. When the weather cooperates, we hold a club Sleigh Rally as well. We start our year with a meeting and fundraiser to introduce the year’s planned events. This year, we resurrected our “Learn to Drive” event at Thomas Bull Memorial Park in Montgomery, New York. It was a great success, and the participants all received instruction and the opportunity to drive several horses. In June, some of our members took part in the CAA’s Sporting Day of Traditional Driving in Amenia, New York. We were so excited for this event to be held right in our own backyard. During the month of August, our members enjoy the friendly competition for blues at the Ulster and Dutchess County Fairs. We will be holding our

second annual mini-CDE in September. This judged event is a great way to try all three phases of Combined Driving and have fun with great folks. We close our



Members Gaby and Kieran Conway at MHDA Poker Drive in Rockefeller State Park Preserve, Pleasantville, New York.

year with a Holiday Party in December, the perfect way to celebrate with good company and great food!

Does your club publish a newsletter? Our Newsletter is published quarterly and sent to all members.

Does your club have a website? We have recently updated our website and are quite proud of it. We have held on to our history while showing the broad range of activities we hold. Please visit us at mhdany.org or mhdany.com

Current officers: This year, we needed co-presidents to fill the large hole left by our former president Gaby Conway. Co-Presidents: Janet Peet and Chris Schilling; Vice President: Gaby Conway; Secretaries: Joan and Cosmo Bartoli; Treasurer: Joan Delatorre; News and Notes Editor: Donna Rose; Hospitality: Dick Lahey; Media Specialist: Chris Schilling.

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 Instagram:
[#midhudsondrivingassociation](https://www.instagram.com/midhudsondrivingassociation)

Photos courtesy of Mid-Hudson Driving Association

James River Drivers Participate in Historic Garden Week

By Lori Franklin

ON APRIL 23 -24, THE JAMES RIVER DRIVING Association hosted a pleasure drive in conjunction with Garden Club of Virginia’s Historic Garden Week. For nearly 90 years, the Garden Club of Virginia has presented Historic Garden Week, the nation’s only statewide house and garden tour. People come from all over the world to attend this beloved springtime tradition. Tour proceeds fund the ongoing restoration and preservation of Virginia’s most iconic historic public gardens, landscapes, and other sites across the state. JRDA scheduled this drive to add an ambiance and highlight these grand plantations’ traditions and history.



Raymond and Lynn Tuckwiller enjoy some refreshment at Upper Shirley Plantation.

Drivers and their guests enjoy a lunch stop at Westover Plantation.



Despite extremely hot and humid weather for this time of year, the participants who traveled in the eight carriages that drove throughout the weekend all managed to keep cool with the lovely breezes blowing off the James River. On Saturday, the drive started at Westover Plantation, circa 1730-1750, one of the nation’s earliest colonial tidewater Georgian plantations, inspired by the Governor’s Palace in Williamsburg, Virginia. We drove past the formal walled gardens, lovely mansion, and other surrounding buildings. We continued through large farm fields, some still covered with a lovely cover crop of yellow flowers, as we made our way to Berkeley Plantation, circa 1726, and home to the Harrison family. It is the home of two presidents: William Henry Harrison and his grandson Benjamin Harrison. We made several loops around the house to see the enslaved people’s quarters and magnificent brick mansion. We then made a loop down to the river at Harrison’s Landing, where it is said that the first Thanksgiving was celebrated in 1619 by settlers first landing upon its shores.

On Sunday, we drove out from Shirley Plantation, circa 1723-1738, the oldest active plantation in Virginia and the oldest family-owned business in North America. This mansion has a command-



Lori Franklin drives Ed to a Frey Sprint Cart at Shirley Plantation.

Julie Sanders decorated her carriage with a floral theme.



ing presence on a gently wooded site on the north bank of the James. We started our drive in front of the house and around the many outbuilding near the house: several two-story dwellings that occupied the kitchen and laundry rooms with slave quarters above, stables, smokehouse, storage sheds, and a spectacular dovecote, which is a round brick structure used to keep pigeons. We made a loop past several nearby residences, including Windleigh, River Run, Upper Shirley Plantation, and Upper Shirley Vineyards.

Everyone enjoyed the weekend’s beautiful scenery, boxed lunches, and just being able to come together to participate in the sport we love, carriage driving. Ω

The Junior Whip

Where There's a Will, There's a Way – One Girl's Journey

by Diane McKay

ANNIE ANDERSON WAS AN ACTIVE YOUNG LADY WITH A RESILIENT life in Aberdeen, North Carolina, before she began having significant headaches during the summer of July 2021. The initial medicines did little to help her, and when the first MRI found a mass in her brain, she was rushed to the UNC Medical Center in nearby Chapel Hill. A more extensive exam revealed a cavernoma – a cluster of abnormal blood vessels with fragile walls, which can leak and cause bleeding in the brain. The prognosis was to perform surgery, but she had to wait at home for six weeks for the bleeding to stop. Although Annie had had the cavernoma since birth, it developed over time and finally began causing her problems last year. Her surgery was successful but left her with a stroke-like effect on the right side of her body. After three weeks of intensive rehab in Chapel Hill, she was finally able to come home to continue her recovery.



Kathy starting teaching Annie to drive in January. Photo by Kristen Anderson

A family friend, Moore County Driving Club member Kathy Nekton, who attends the same church as the Andersons, was concerned about Annie. She and the church congregation and well-wishers became worried about Annie's health and well-being, and Kathy came up with an idea. First, she began sending messages and videos back in October from her driving pony, Jim, to help cheer her up. Then she arranged for Jim to make a surprise personal visit to her and transported him to their home. As Jim exited the trailer, he was bewildered about why they were standing in a housing development. But then he spotted Annie and realized why they were there and greeted her, knowing what he needed to do. She was weak and had trouble standing, but he lowered his head so she could hold on. It was an extraordinary time for them all, especially Annie.

Annie endured months of different types of therapy and gradually became better and stronger. About a month after Jim's

visit, she and her mom started going to Kathy's for carriage rides around her farm which helped lift her spirits. Annie could do a little more with each visit and continued her climb to recovery. One day, Kathy asked her if she would like to try driving Jim herself. Without hesitation, she tried to contain herself and replied, YES! "I wasn't strong, but once I was in the carriage, I felt a power and joy well inside me and felt hope for my future. I said to myself – I think I can do this!" she said.

Annie was doing well with her driving, and after a discussion between Kathy and Annie's mom, they devised a plan for her to participate in an upcoming show. She took the reins and the whip to her occupational therapist to make sure she could carry and hold them. The therapists felt that was a great idea and helped her to train. With six drives under her belt and a lot of courage, determination, and the help of her supportive team, Annie entered her first competition, the Carriage Classic in the Pines Pleasure Show in Southern Pines, North Carolina, in early May. Annie remembers the nervousness she felt during the hours of waiting for her class, but once they entered the ring, and with the help of her seasoned pony Jim, she knew what she had to do and why she was there.

ABOUT ANNIE

Annie is an outgoing and ambitious 11-year-old who lives with her parents Kristen and Ryan, brother Max, and two dogs in Aberdeen, North Carolina. She is in the 6th grade, loves school, and has many other interests, such as art and other sports. Her newfound love of carriage driving has become a family affair. She and her mother volunteer at a retired thoroughbred barn and love it. Being around the horses gives Annie a sense of calm and a respite from her busy schedule. She and her family continue to come to terms with her medical issues, but Annie knows they are proud of her ability to overcome and how much she has accomplished.. Ω



Annie drove Jim in the Carriage Classic 2022. Photo by Diane McKay Photography

Q&A with Annie

How long have you been driving, and when did you start?

As of May, I have been driving for about six weeks.

How did you get interested in carriage driving?

I felt interested in driving when I saw someone driving a miniature horse at the stable where I rode. I was not allowed to go back to riding after my surgery and recovery, but I was for driving.

Who is/was your first driving equine?

Stars & Stripes Jasper, or better known to everyone – Jim. He is a 17-year-old 13.1 hh registered Welsh pony that Kathy Nekton owns.

Who is your trainer/mentor, and what do you like most about him/her?

My current teacher is Kathy Nekton, but Jim is my teacher too. Whereas most people tread so cautiously around me, Kathy treats me like I'm normal yet helps me decide how far I can excel based on my limitations. I think she and I are on the same wavelengths.

What events have you competed in? What did you do well, and what do you think you need to improve?

The Carriage Classic was my first show, and I felt such joy and in control. I was thrilled to place 4th in the Maiden Whip class and win the Junior Driver. I was nervous about passing other competitors in the ring, so I need to work on that. Also, driving into the center at the end of the class but I did it well, and Jim and I performed our reinback well.

What do you like most about carriage driving?

Everything! The thrill and freedom and the partnership with your pony. Being in control and enjoying what I realize I can do.

What are your goals for driving?

I'm taking it slow as I am still recovering from my ordeal. I need to take care of my body to go back to riding, but I plan to keep driving until I'm 80-something or until I can't do it anymore.

Who do you desire and want to strive to be like in your driving career?

My teacher – Kathy.

What are your short and long-term goals in life?

The short-term is for my health to fully recover. Long-term in life is to be a successful person. I would like for my life to be with horses and to make my living in the horse industry, probably as a veterinarian.

FUN FACTS ABOUT ANNIE!

Favorite TV show: The Office

Favorite food: orange chicken

Favorite subject in school: reading

Favorite music genre: rock, Americana

Favorite song: Wheels of Love

Favorite sport (besides driving): golf



Annie with navigator Kathy Nekton and presenter Maureen Grippa. Photo by Diane McKay Photography

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FAMILY ALBUM



▲ Judy Howell drove her 9-year-old Haflinger, Sisko, in the Utility Pleasure Pace at the Carriage Classic in the Pines in Southern Pines, North Carolina. This was Judy's first carriage competition.



◀ Bobbie Klefman drove Jack at the St. Paul Winter Carnival Sleigh Rally. Photo by Paul Veronica



► Mike Hanson from Minnesota drove a pair of Haflingers at a fundraiser for Cook Minnesota. PHOTO BY SUSAN LOCKLING



◀ Jenny Baltzley and Trls End Dominick participated in the My Lady's Manor Driving Club Spring Day in the Park Cones Clinic. PHOTO BY CURTIS MAYER

▼ Cherri Rose and Willow enjoy the spring flowers. PHOTO BY SUSAN LOCKLING



▲ Linda Dominquez is riding Susan Lockling's Percheron, Prince, and pulling a travois at the Frederick Wisconsin Sleigh Rally in 2010. Susan is riding in the travois. PHOTO BY BOB MISCHKA

▼ Jessica Reuterskiold and CCF Snohvit enjoyed splashing through the water at the 2022 Spring National Drive in Edinburgh, Indiana. CCF Snohvit is a 4-year-old Norwegian Fjord mare. PHOTO BY MARK JUMP



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



by Jacqueline Zimmermann

Driving in Europe

Tradition, History, and the Modern Driving Sport

THE “GREEN” COMPETITION SEASON 2022 IS IN full swing. National and international driving competitions take place throughout Europe every weekend. Twenty-two of the 58 international FEI driving competitions in Europe in 2022 have already taken place. The sporting performances shown are good, and the motivation of the active drivers, the teams, and the organizers is high.

The Netherlands started the green season with large fields of participants at the events in Exloo and Kronenberg. The first traditional highlight of the season was the CAIO of the Royal Windsor Horse Show in Great Britain. Several international decisions have already taken place in Germany, Hungary, the Czech Republic, Austria, and many others countries.

National and international events are very active all over the continent. After the forced break – for well-known reasons – the driving sport community is highly motivated, with a lot of energy and a good mood.

Tradition and history meet modern driving sport in the Czech Republic

The first major international CAI driving competition in central and eastern Europe traditionally takes place in the Czech Republic on the grounds

A pair of black Kladrubers.



of the historic National Stud Farm in Kladruby nad Labem.

The stud farm, the breeding ground for Kladrubers horses, was appointed court stud farm as early as 1579. It is one of the oldest stud farms in Europe and was declared a World Heritage Site by UNESCO in 2019. So the CAI in Kladruby 2022 was the first international FEI equestrian event to take place on the grounds of a UNESCO World Heritage Site.

The Kladrubers horses are part of our history. From the very beginning, the aim of breeding these imposing horses was to use them for ceremonial occasions in front of magnificent coaches and carriages. A distinction was made between court ceremonies, for which only gray horses were bred, and church ceremonies, such as for funerals, for which only black horses were bred. The Kladrubers were also the horses in front of the coaches of the K.u.K. (Imperial and Royal) dual Monarchy Austria-Hungary.

The progenitors and breeding stallions of the Kladrubers were, and are, selected accordingly. Only large, impressive horses with an innate proud demeanor were, and are, suitable for this breeding. A classic feature of this horse breed is the charming ram’s head, which is part of the impressive overall appearance of these horses. As imposing as they appear visually, the calm and good-natured interior of these animals is just as pleasant.

Kladrubers horses are still used in the Royal stables in Sweden and Denmark – under saddle and harnessed to the historic carriages. Currently, the Kladrubers horses have been developed into modern sports types for the driving sport, but only gray horses and black horses are still bred.

In the international driving sport, the stud driver Jiri Nesvacil Jr., with his magnificent four-in-hand team of Kladrubian gray stallions, is considered a successful ambassador of this horse breed, who also won the FEI 3*** four-in-hand competition in Kladruby this year, and has been present for years at the front of

the field of the big international four-in-hand decisions.

Many active drivers in single and pairs driving, as well as leisure drivers and traditional drivers, rely on Kladrubers horses.

Kladruby nad Labem, a village near the Czech capital Prague, with its beautiful historical buildings and wonderful horses, is a place every horse lover should visit. For us driving fans, the CAI Kladruby is a perfect occasion to experience historical flair combined with – well organized – modern exciting driving sport. Take a look at the stud’s website www.nhkladruby.cz

A pilot project in Germany

An interesting project was started in Germany and has already received a positive response from organizers and participants at the first competitions. To simplify competition sport for drivers and event organizers, “combined dressage tests” were created in three performance levels.

After completing the dressage test, the obstacle cones course follows directly in the same arena. However, dressage and obstacle driving are evaluated separately and must also be announced separately in the invitation and calculated in two rankings. Leg protection is already allowed in dressage.

Especially for beginners’ competitions, as an additional offer for youth and short events, this is certainly an interesting alternative to the ‘classic’ procedure at driving competitions in 3 phases, with advantages in terms of space requirements and time management at driving events. The “combined dressage tests” are available on drivingdigest.com and hippoevent.at.

A look ahead

There are currently two main international driving events on the starting blocks: the CAI in Valkenswaard in the Netherlands, at the beautiful driving facility of multi-champion Boyd Exell, and the CHIO for four-in-hand drivers, as part of the World Equestrian Festival in Aachen, Germany.

The performances of the best driving teams in the world will hand out the roles of favorites at these events for the FEI World Championships for four-in-hand drivers, which will be held in Italy in the autumn.

I look forward to reporting on this in the next issue. ☺



Jiri Nesvacil Jr., with his magnificent four-in-hand team of Kladrubian gray stallions

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by Marcie Quist

Be a Better Competitor

The Cool Down – Don't Heat Up About It

IN JANUARY OF THIS YEAR, THE FEI ADDED A new part to the marathon course called the Cool Down. Shortly after, the USEF also adopted the new concept. They created the new rule to assure the welfare of the driving animals after the marathon. The intent is to allow the animals time to relax and walk before the final inspection. It also gives the animals and drivers time to relax after the excitement of finishing the course before the intrusion of the stewards, vets, and judge. The American Driving Society did not adopt the idea, so for ADS members driving at ADS shows, there is no defined cool-down portion in the ADS rules.

Because the American FEI shows are usually the first on the schedule each year (and our USEF shows are even earlier), the U.S. was the first this year to use the new rules for the Cool Down. But without proper guidance, several early events discovered the vagueness of the rules and struggled to produce a consistent and reasonable Cool Down at the events. Our excellent show vets and officials soon found that under a strict reading of the rules, some animals actually heated up during the Cool Down. This mainly occurred due the grooms lack of ability to properly cool the animals with water or remove them from the high-energy area at the end of the marathon. In time, European shows also discovered the written rules to be vague and confusing. They also found an added problem with the animals becoming too cool in bad weather.

Based on all of these events, the FEI and USEF course designers, and other driving officials, have learned more and have begun to interpret the rules to allow more flexibility to cool down the animals.

Here are a few of the things I have seen:

Appropriate Track or Area

More often now, when heat could be an issue, the venue allows the Cool Down to be a designated area instead of a mandatory track. This allows the grooms and helpers to assist with removing boots, using water, and actively cool-

FEI Article 960.7 (USEF 944.8)

Cool Down Area: At the end of Section B, a Cool Down area (arena, loop, or track) of minimum 800 m and maximum 1200 m must be installed. The In-Harness examination, as per Art. 935.4 (USEF 920.4), must be performed between ten and fifteen minutes after the athlete has entered the cool-down area. The groom(s) may walk beside the carriage in this area. An athlete who fails to present their turnout at the Cool Down area will be eliminated. Brushing boots and bandages may be removed from the horses.

ing the horses. In shows where an area is not possible, water has been available at both the beginning and end of the track to allow grooms and outside assistants to actively cool the animals. Going forward, I believe more shows will provide these options.

Active Helpers Allowed

Groom and assistants have been granted access to the area at the beginning and end of the cool-down track or area to assist in cooling down the animals. This reduces some concerns for safety and allows active cooling with water as necessary.

Flexibility and Rechecks

While the rules state that the inspection must be 10-15 minutes after coming off the course, there is now a clear understanding that this does not mean that the animals must be cooled down within the 10-15 minute period, instead it is the time for the full inspection to assess the welfare of the animals. If an animal is stressed or injured, there is an option to allow more cool-down on the spot or return to the stables for further treatment. There are also additional options for a review later in the stables as was used before this rule was in place.

Dual Inspections

Some shows actually use two inspections (usually when a track is used) to ensure the animals are safe at the start of the Cool Down and then the full inspection during the 10-15 minute later

inspection. The first inspection is generally a swift inspection by a Steward at the FEI level to report any potential issues. (See the FEI Driving Stewards Manual for more information about these inspections.)

Prepare and Verify

As a competitor, it is important to ask early about the plan for the Cool Down. Unless the rule is rewritten (and that is unlikely), the rules continue to allow tremendous flexibility to the show organizer and course designer to have a lot of variance in implementing the Cool Down. For this reason, educate yourself and your groom and helpers about what will be available during the Cool Down and what the local concepts for the Cool Down will be imposed. Then, if possible, travel to the area long before the marathon begins to review the application of the plans.

The Cool Down portion of the marathon will continue to be a changing concept. However, in the short period of its use, I have seen significant changes to make it work in the animals' best interest. While time will tell and some venues will miss the mark, I am optimistic the Cool Down will continue to change to better meet the needs of the animals and competitors. ☺



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by John Greenall

Research: John Greenall
Author: Sue Greenall

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

Wicker Phaeton with a Parasol

NOTHING IS PRETTIER THAN AN ATTRACTIVELY turned-out wicker phaeton and a parasol. Considered the ultimate ladies' carriage, it was a way to show off a century ago and still holds today. What is striking about this turnout is that despite the pretty horse, the jiggling fringe on the parasol, and the carriage's lovely lines, the driver stands out. If you are going to show off, be seen!

The driver chose a boldly striped jacket and a black hat with a hint of white to compliment the jacket. She also added pearls, and while a small accessory, they are quite noticeable. Her choice of black and white works well with the black body of the carriage and her groom's formal livery. When asked about her choice of attire, she related, "I used to wear beige and pastels, and while I did well, this jacket shows the progression of turnout styles." We both agreed that by comparing older photos of the same carriage, she made the right choice.

This carriage has an interesting history. It was built by Locke & Company, New York, in 1903. Justus Vinton Locke apprenticed with Healey & Co. and worked for Demarest & Company before starting his own carriage business in 1903. After WWI, he moved into custom automobiles. The carriage was once owned by James Cagney, who drove it with his pair of Morgans. He had a footboard installed on the floor as he was so short that his feet did not reach the floor. In 1992, Mary Chris and Martin Foxworthy acquired the carriage at Martin's Auction in Pennsylvania, and it was actually their second choice. "We wanted a Gooch Wagon but got outbid and didn't the same person bid against us for the phaeton!" tells Foxworthy.

After buying the carriage, the Foxworthy's carefully restored it to show-ready by having the parasol frame recovered, new upholstery, new carpet, and new shafts as the original shafts were straight. The paint is the same color that Cagney had on it. Martin always ensured that the parasol was put on correctly with the fabric stretched tightly on the frame when opened. When taken down, it was just as important to

crease the fabric correctly and make sure that all of the fringe was down so that nothing got torn.

Wicker carriages didn't always survive the passage of time well. Once the automobile took over the roads, such carriages were used for sport, but many got stored in a barn and passed down through generations. Some got painted, some got bumped, which broke the wicker, and some lost their patina by being exposed to sunlight. Finding a carriage with the wicker intact is a treasure. Restoring the wicker on a carriage is a labor of love needing the skills of someone who understands wicker.

Even harder is restoring a parasol, as often only the frame is usable after years of storage. Currently, John Zimmerman in Lancaster County, Pennsylvania, of Zimmerman's Coach and Trim (a family business that he took over from his brother) restores parasols. "Many frames need repair when I get them, or I can make a new frame," tells Zimmerman. "I use two layers of cotton fabric to make the parasol, and the fringes are 4" for a pony and 6" for a horse." Surprisingly, he can get the work done in several weeks, and his talent shows in the finished product. Keeping skills like wicker work and restoring parasols is vital for the carriage world.

"Our favorite use of the carriage was in picnic classes, especially at Walnut Hill. A wicker carriage just begs for a drive into the country and a leisurely picnic lunch," tells Mary Chris. No stranger to creating a picnic, the Foxworthys were known for entertaining picnic lunches, one year having giant metal ants around the area and another year having a life-size photo board of the judge sitting at the table.

The carriage is driven by Mary Chris Foxworthy, Metamora, Michigan, with her Morgan "HD Harkness" and her husband, Martin, in full livery as groom. She has shown this carriage at the Morgan Grand National, Walnut Hill, Michigan All Morgan, Villa Louis Carriage Classic, CAA Carriage Festival, and more. And yes, Martin has been sitting in the groom's seat every time! ☺



Photo by Bob Mischka

*Note:
Historic photos
prove that wicker
phaetons with a
parasol may also be
driven by men!*



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by Diane McKay

Longears

More Fun ... With Donkeys!

PEOPLE WHO DON'T KNOW OTHERWISE WILL often ask, "Well, what do you do with a donkey?" It has become more popular to have one on the farm, and the donkey's primary purpose is to be a family member as a pet. It is good to educate people on how many things donkeys are good at and how great an animal they are.

Kim Fay's early history in equines was that of riding the horses during summers at girl scout camp where she grew up in Columbus, Ohio. She and her husband Joe live on their farmette they call Fays1 in Peralta, New Mexico, a piece of property they bought intending to raise goats. She had no thoughts of owning any equines, but as things and plans sometimes change, a longear came along and snowballed into owning four. She says, "I can't imagine my life without them. They are my therapy. But if they don't have a job, why am I feeding them?"

Budweiser came along about 13 years ago; he was her first donkey. When she would visit a friend back then, she'd pass by a house and start seeing a baby donkey who was always lying down in the yard. When it appeared to her that the donkey seemed to be getting weaker and weaker, she decided to enquire about him. The family told her that the mother had died and he would not eat. He was only about four months

old, and even though she had no knowledge about donkeys, she knew she had to do something. With \$50 in her pocket, they agreed to sell her the baby. And just like that, the little animal, who was all legs and ears, came home with her. Since Kim had the goats, she felt the donkey should have some milk. She didn't exactly know what to do with him, so she trained him like a dog - come, sit, stay.

He was a personable chap, friendly, the "in your pocket" type. But as he matured, Kim knew she was in over her head and enlisted the help of New Mexico's Rio Grande Mule and Donkey Association. They were instrumental in many ways, including assistance with gelding and proper donkey training. He soon became the protector of her goat herd, keeping dogs at bay. When he reached three years old, she and a friend trained him to drive. Later they competed in some shows, but as it is in the donkeys' world, he did not like going around in circles.

One year, Kim took Budweiser to their state fair to showcase donkeys to the public, and the children flocked to him. They did not understand what kind of animal he was, and he gladly soaked up the attention. After a long day, they were headed back to the stalls when Bud spotted a woman in a wheelchair. He dragged Kim to the woman, insisting he needed to visit. When he laid his head in her lap, Kim asked if the woman would like to pet Bud, but the daughter commented that her mom did not speak as she had Alzheimer's. However, a glimmer showed in the woman's eyes, and she suddenly began to talk to him in Spanish. Kim asked the daughter what the woman was saying. Bud had triggered deep memories, and her daughter translated that the woman was telling him that she rode a donkey to school when she was a child. Although the visit only lasted for a few minutes, the gate that opened between the donkey and the older women suddenly closed again; the visit was

Kim and Budweiser at the re-enactment. Photo Joe Valdez



Donkeys are referred to as burros in the West and Southwest of the U.S. For further reading, check out best-selling author Christopher McDougall's "Running with Sherman." You can research to learn more about Pack Burro Racing, a sport originating in Colorado that celebrates the history of our country's mining industry.

over, and Bud walked away. The episode nearly brought Kim and the daughter to tears at what they had just witnessed. This was the beginning of Budweiser's therapy work and visits to senior homes. Kim still hasn't determined why he always gravitates to those in wheelchairs, but you can see the joy in the people's faces. "Donkeys are amazing; it's just something about that donkey soul," she says.

The second donkey, Cyder's Sir Bentley, now 14 years old, was gifted to Kim five years ago. He came from a breeder in Wisconsin who raises show donkeys for pleasure, halter, and showmanship classes. Bentley hated the in-hand style of work and that dreaded monotony of going in circles and ultimately was passed around to seven homes in eight years. She found out that his past consisted of very harsh treatment resulting in serious trust issues, fearing men the most. Donkeys need to feel grounded, and to change locations that many times was something that stuck with him. It took three years for Bentley to feel comfortable with Kim and his new home. He did not have the confidence to do the most simple donkey rituals like dropping and rolling or even braying. Finally, he came around - it's called "on donkey time."

Bentley is not a friendly donkey because of his past. He doesn't ask to be petted, but his demeanor changes when he sees his harness come out because he knows his job and is happy. He was already trained to drive, so Kim started taking him out and around her area, finding out that he was very forward and would go for hours. When she began to compete with him, she could tell that the pleasure shows did not suit him, so she switched to CDEs and DTs. They travel to Colorado and Arizona for competitions. The designated 7-9 kilometer speeds can be an issue when competing in marathons for the VSE divisions. He is so speedy that she often

Kim driving the team in a new buckboard cart. Photo by Joe Valdez



Budweiser and Kim's husband, Joe, at the Turquoise Trail Pack Burro Race May 2022. Photo by Kim Fay

Bentley and Sarah Hutchins trotting out in the pack burro race. Photo by Kathy Olshefsky



Longears – More Fun ...

slows him down to a walk or zigzag as she has clocked him at 14 kph. He never seems to tire.

Kim started focusing more on Bentley and recently earned their Hours to Drive program award with the American Driving Society for 250 hours. In 2021, they trained for five months to compete in the Colorado CDE, and she was thrilled when Bentley was the first donkey ever to be featured on the cover of the November 2021 issue of *The Whip*, quite an honor. They took first place in the VSE training division and were best overall in cones. She owns several carts and is excited about a new Amish-made buckboard wagon to use in her plans of driving the two donkeys as a pair.

Shy Bentley also does some therapy work of his own. Four years ago, the family close by asked if their then three-year-old son with Down’s Syndrome could visit with him. Kim told them that he was not very receptive to people because of his past but agreed and walked him down to the end of the field. When the donkey saw the child, he laid down and allowed the boy to climb all over him. They became comfortable with each other; they both seemed to know that something was broken and could heal each other. Now Kim lets the family contact her when the boy needs some donkey time, and Bentley eagerly trots down to the bottom to see him.

Both donkeys participate in parades, and both can coon jump, going as high as their ears but will sneak under if the pole is more elevated. During summers, Budweiser participates with Kim in the Ranch of the Swallows El Rancho De Las Golondrina’s historical re-enactments in Santa Fe. She dresses in period costume, and sometimes she brings along one of her carts to drive around. Although the COVID pandemic interfered with the therapy work and historical events, they are getting back on schedule this year. And if all that isn’t enough, now there is Pack Burro Racing!

On May 7 of this year, after three years in the making, the first-ever Turquoise Trail Pack Burro Race was held in Cerrillos, New Mexico. Organizers were pleased to have 30 teams enter for the 3-mile introduction race and the 6-miler, sanctioned by the Western Pack Burro Association, to earn points and prizes. Kim had knee replacement in early January and, while still recovering, was unable to participate in the race. Her husband Joe entered with Budweiser, and her friend Sarah ran with Bentley. The plans were to walk the short length, but Bentley had other ideas and trotted almost the whole way, and the team came in tenth place. The race was such a success and will now be a yearly event.

Kim is affiliated with two local driving clubs, the Enchantment Driving Society, which keeps her busy as the newsletter editor, and the Rio Grande Mule and Donkey Association, where she holds the position of president. She is also a member of the American Driving Society and the Carriage Association of America. She volunteers for a therapeutic riding program and plans to certify as a driving instructor as some patients can not ride but would be able to drive.

Kim’s other two longears are her riding 14-year-old Missouri Foxtrotter john mule, Cash, and 40-year-old retiree john mule Bacardi. Although Joe does not ride or drive, he is very supportive of Kim. When she ran into complications from the knee replacement early in the year, she found herself in a dark place; he and her donkeys brought her back to a sound recovery. She says, “Donkeys are my therapy. If you are having a bad day, pet a donkey. If you are having a good day pet a donkey!” ☺



Top to bottom: Kim and Bentley at the Colorado 2021 CDE. Photos by Nadia Westra for Susan Sheldon Photography



by Hardy Zantke

From Behind My Splinter Bar

The Walk – Gone but Not Forgotten

THIS ISSUE’S COLUMN IS ABOUT THE WALK SECTION, WHICH DOES not even exist anymore. Some years ago, it was changed to the transfer section. This year the FEI took it out completely, and so did USEF, while the ADS still has the transfer section as an option. This might not look like much of a change to newcomers, but for the Advanced level, the old walk section was really a significant item.

Initially, we had one walk section or, in a five-section marathon, two walk sections. At the Advanced level for horses, the required speed was 7 kilometers per hour. That speed was very hard to make. It needed horses who really could walk out well to avoid any penalties for overtime.

There were two different lines of thought: Originally, our sport came from a military background where the breeding and training of the horses for their use in wars was very important. A good ground-covering walk was part of that. Later, that idea was overturned by the idea that the walk sections on the marathon were supposed to be cool-down sections followed by the rest halts. Ultimately that side won. That is one of the reasons why generous times were allowed in the transfer section as well as even any pace. There was no reason to press horses for a fast and ground-covering walk anymore. And now, even that is gone.

But that was not the only reason our old walk sections were done away with. The transfer section was much easier to manage; there were no arguments over penalties, no protests, and no gamesmanship or cheating. All sections are now any pace (except Section B in Training level, where cantering is still not allowed). At the lower levels, where we had slower walk speed requirements, the old walk section was not challenging for most competitors. But at the Advanced level, making the 7-kph at the walk always was difficult and, for some horses, almost impossible.

We used to re-measure the walk sections very carefully. Some course designers would give us a 500-meter mark so we could check with our stopwatches to see if we were on time or late. Some of us would measure and look even more and try to remember also other marks, like perhaps that telephone pole at 250 meters and the big tree at 750 meters, or similar items, to also check there how we did with our timing and how much more we might have to press.

Originally, referees rode along on each carriage whose job was to record any driving mistakes like missed gates and, of course, breaks of pace. Each break of pace over five seconds would mean one penalty point. This is where the gamesmanship, or cheating, came in, depending on how strictly you want to look at it.

The referees were assigned to each turnout by event management out of their pool of volunteers. Originally, they would get on at the start of A. So, during the Section A, one tried to get on friendly terms with the referee, even make him feel part of the “team,” – bond with him as much as possible.

When the walk section came, one tried to distract the referee when one of the horses would break into the trot, like the groom involving them in a conversation, or “Wow, did you see that bird over there? What kind of a bird do you think that was?” or something similar.

Those breaks would happen often for some competitors, as one would need to press the horses to walk as ground-covering as possible. Most referees would not use a stopwatch but count the seconds: “one thousand and one, one thousand and two,” and so on, and then write down their penalty points. When they were distracted, they couldn’t count so well. Some would then guesstimate. Of course, that often led to arguments later when the penalty points appeared on the scoreboard and the driver insisted their referee had counted wrong.

At the 1991 Pair World Championship, the U.S. team got the Gold Medal after their chef d’equipe had successfully protested two penalty points from the walk section of one of the drivers, insisting that the referee had counted much too fast. The jury questioned the referee and agreed with the chef d’equipe. Of course, at the time of the protest after the marathon, one did not know yet that those two points taken away later led to the Gold Medal for the U.S. Team.

Some drivers trained their horses to break into the trot for just four seconds and come back to the walk within that window of five seconds, thus avoiding any penalties. The rule book prohibited “intentionally trotting,” but who was to say it was intentional when the horses were urged forward in the walk and broke on occasion.

We had referees on the carriage for the entire marathon. After some nasty accidents in the hazards where referees got hurt, they pulled off the referees for Section E (now called Section B) and made that any pace. Later we had them only for the walk sections – where they were still most needed for the walk-section penalties. This also required fewer volunteers, although many people really liked the job as ride-along referees, even for the hazard section. That was the most exciting ride – as long as they stayed on. ▽

From Behind My Splinterbar – The Walk ...

Just riding along at the walk wasn’t much fun anymore. At some events, referees were replaced by ground observers spread out along the walk section. But how well could they really see and count breaks of pace and the numbers of seconds?

I remember one well-known event where they had a straight line 1-km walk section and had told us they had put a van with video cameras on top in the middle of the walk section. It turned out they didn’t even have a tape in the cameras, but we had believed it and had been careful.

So eventually, folks realized that the walk section penalties were not really assessed very fairly and consistently across the board for all competitors. In addition, pressing the horses for a very fast walk would often lead to hurried steps lacking relaxation and certainly not improving their walk, so this was counter-productive for dressage.

All this led to doing away with our old walk sections and substituting them with a relaxing transfer section at any pace. One less challenge both for competitors and organizers, course designers, and officials, and easier now for drivers looking to get their first or next competition horse, as a ground covering walk is no longer needed.

This led to the option of just two-section marathons where Section A can now even be just a controlled warm-up. Some of us old-timers wonder how long we really can call this still a marathon. Perhaps it should be re-named to just cross-country.

Nevertheless, we still have good driving competitions, and people still have fun, and after all, isn’t that what it’s all about? ☺

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Calendar ▶ Drives, clinics, and competitions

July

July 1-2 | Horse Progress Days, Montgomery, IN. Dale Stoltzfus, 717-940-4412, logcab7@ptd.net

July 1-3 | Clinic with David Saunders, Alexandria, Kentucky Fairgrounds. Charlie Poppe, 513-315-7143, cwpoppe@hotmail.com

July 8-9 | Colorado Horse and Carriage Auction, Brighton, CO. Harley Troyer, 970-785-6282, troyerauctioneers@msn.com

July 15-17 | Lorenzo Driving Competition, Cazenovia, NY. Hannah Polson, 802-522-6574, polshanb@gmail.com

July 16-17 | Waldingfield Driving Trial, Appleton Farm, Ipswich, MA. Holly Pulsifer, 978-356-3655, hpulsifer@hotmail.com

July 16-17 | Wade House Carriage Driving Days, Wade House Historical Site, Greenbush, WI. Susie Koos-Aker, 608-235-1755, skoosaker@gmail.com

July 23-24 | The Oregon CDE, Oregon Horse Center, Eugene, OR. Virginia Miner, 510-918-5800, vwminer@me.com

July 30-31 | Great Lakes Carriage Classic Pleasure Driving Show, Ancaster Fairgrounds, Jerseyville, ON. Canada. Jean McLean, 905-807-8313, mclje22.trail524@gmail.com, www.tricountycarriage.com

July 30-31 | Colorado Pure Silver CT/DT, Messer Arena and Event Center, Kiowa, CO. Pat, 303-429-7525, Susie, 303-882-2462, ColoradoDrivingSociety@gmail.com www.ColoradoDrivingSociety.com

August

August 6-7 | Clay Station Summer HDT, Wilton, CA. Deb Packard, 916-952-2196, claystationhorsepark@frontier.net

August 11-14 | Orleton Farm Driving Competition, Stockbridge, MA. 518-392-6583, westgate@taconic.net

August 12-14 | Equestrians Institute CDE, Donida Farm Equestrian Center, Auburn, WA. Sarah Johnson, theamazingsarahjohnson@gmail.com

August 19-21 | Metamora Combined Driving Event and CT, Windrush Farm, Metamora, MI. Darlene Daly, 810-441-0888, ddaly0037@gmail.com

August 19-21 | NW Michigan Draft Horse Assn School of Driving, Traverse City, MI. Dan Hubbell, 231-947-5600, dan@hubbellawoffice.com <http://www.drivingdrafts.com>

August 20-21 | Windridge Farms DT & CT, Windridge Farms, Mooresboro, NC. 828-595-3950, windridgefarmsnc@gmail.com

August 26-28 | GMHA Combined Driving Event and CT, GMHA, South Woodstock, VT. Kelly Cyr, 802-457-1509, kelly@gmhainc.org

September

September 3-4 | Genesee Valley Driving Club Driving Trial, Hideaway Farm, Geneseo, NY. Danny Harter, 315-945-8118, harterdanny49@gmail.com

September 3-4 | Lets Have Fun in Texas, Equirena Fields, Burnett, TX. Eileen Leek, 972-345-8409, eileek5@verizon.net

September 4-10 | Doc Hammill's Driving, Working, and Training Horses in Harness Workshop, St Ignatius, MT. Doc Hammill, 406-250-8252, workshops@dochammill.com <https://dochammill.com>

September 8-11 | MARD - Mid-Atlantic Recreational Drive, Fair Hill Natural Resource, Elkton, MD. Heidi Ferguson, 302-632-8024

September 9-11 | Sargent Equestrian Fall CDE, Sargent Equestrian Center, Lodi, CA. Madeleine E Augustsson, 209-452-6488, maddie@sargentequest.com

September 9-11 | Villa Louis Carriage Classic, Villa Louis Historic Site, Prairie du Chien, WI. Michael Rider, 608-326-4436, info@carriageclassic.com

September 16-18 | Indiana CDE and CT, Hoosier Horse Park, Edinburgh, IN. Terri Birk, 260-571-2178, oldestgreymare@aol.com

September 24-25 | GMHA Fall Driving Trials, GMHA, South Woodstock, VT. Kelly Cyr, 802-457-1509, kelly@gmhainc.org

September 24-25 | Longview by the Lake Driving Trial, Longview Horse Park, Kansas City, MO. Jerry Plummer, 816-277-8663, jaypee64064@gmail.com

September 25 | SNECDA Fall Driving Trial, Blackbridge Farm, Southbridge, MA. Rheanna Lanoie, 781-856-4218, rheannalanoie@gmail.com

September 29-October 2 | Clay Station Fall Classic CDE, North American Intermediate Division Championship. Wilton, CA. Deb Packard, 916-952-2196, claystationhorsepark@frontier.net

September 30-October 2 | Timberland CDE and CT, Carolina Horse Park, Raeford, NC. Dana Diemer, 910-315-9902, dana1@pegasusridge.com

October

October 2-8 | Doc Hammill's Driving, Working, and Training Horses in Harness Workshop, St Ignatius, MT. Doc Hammill, 406-250-8252, workshops@dochammill.com <https://dochammill.com>

October 4-9 | The National Drive, Hoosier Horse Park, Edinburgh, IN. Felena Chandler, 317-534-7781, thenationaldrive@gmail.com

October 4-7 | Mid Ohio Fall Draft Horse and Carriage Sale, Mt. Hope, OH. Thurman Mullet, 330-674-6188, <http://mthopeauction.com>

October 5-7 | Waverly Midwest Horse Sale, Waverly, IA. Ron Dean, 309-352-2804, Ron_Dean@waverlysales.com <http://waverlysales.com>

October 14-16 | Nashoba Carriage Classic and Driving Derby, German Charity Horse Show, Germantown, TN. 901-857-6913, stjames@pobox.com

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

October 14 | Martin Auctioneers Fall Auction, of Coaches, Carriages, Sleighs, Appointments and Antiques, Lebanon, PA. 717-354-6671; martinauctioneers@frontiernet.net

October 21-23 | Pine Tree CDE and CT, Big Sky Farm, Southern Pines, NC. Kelly Valdes, 910-603-2449, fkvaldes@gmail.com

October 29-30 | Festival of Driving, Westworld of Scottsdale, Scottsdale, AZ. Peter Atonna, 928-308-3559, mjatonna@gmail.com

October 29-30 | Clay Station Halloween HDT, Wilton, CA. Deb Packard, 916-952-2196, claystationhorsepark@frontier.net

November

November 4-7 | Windsor Trace CDE and CT, Greenfields, Windsor, SC. Lisa Singer, 610-960-8695, chateaulog@gmail.com

November 5-6 | TCA Driving at the Draw DT and CT, Willow Draw, Weatherford, TX. Eileen Leek, 214-578-8663, eleek5@verizon.net

November 12 | Shamrock ADT and CT, Horsemen's Center Park, Apple Valley, CA. Veronica Campbell, 562-431-7264, t.v.campbell@verizon.net

November 12 | Tickety Boo Farm CT and Derby, Tickety Boo Farm, LLC. Melrose, FL. Paul Van Sickle, 386-847-4642

November 16-17 | Black Prong CT 1 and Driving Derby 1, Black Prong Equestrian Village, Bronson, FL. Jennifer Matheson, 803-292-3064, jennifermatheson@bellsouth.net

December

December 7-8 | Black Prong CT 2 and Driving Derby 2, Black Prong Equestrian Village, Bronson, FL. Jennifer Matheson, 803-292-3064, jennifermatheson@bellsouth.net

December 28 | Black Prong CT 3 & Driving Derby 3, Black Prong Equestrian Village, Bronson, FL. Jennifer Matheson, 803-292-3064, jennifermatheson@bellsouth.net

January

January 12-15 | Nature Coast CDE & CT, Black Prong Equestrian Village, Bronson, FL. Jennifer Matheson, 803-292-3064, jennifermatheson@bellsouth.net

February

February 3-5 | Grand Oaks Classic CT, The Grand Oaks, Weirsdale, FL. Kacy Tipton-Fashik, Kacy@thegrandoaks.com

February 10-12 | Black Prong Dressage Festival, Black Prong Equestrian Village, Bronson, FL. Jennifer Matheson, 803-292-3064, jennifermatheson@bellsouth.net

March

March 2 | Black Prong Driving Derby 4, Black Prong Equestrian Village, Bronson, FL. Jennifer Matheson, 803-292-3064, jennifermatheson@bellsouth.net

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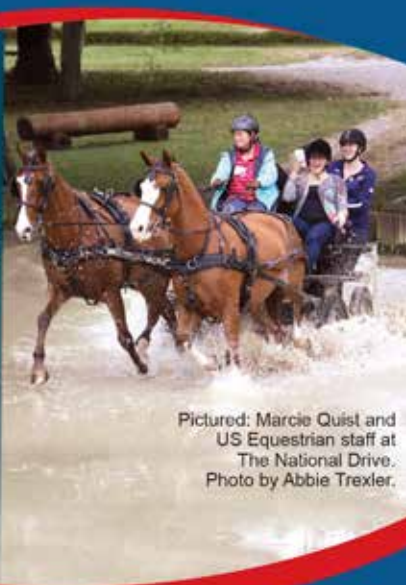
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Pictured: Marcie Quist and US Equestrian staff at The National Drive. Photo by Abbie Trexler.

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► Caris Lord of Carrington

by Glenna Van Buskirk

A FEW YEARS AGO, I TOLD MY FRIEND, JAMI KAPTEIN, THAT I really missed carriage driving. She told me about a Welsh pony gelding named “Caris Lord of Carrington.” She called him the “perfect little driving pony” and showed me photos of a bay Welsh pony, almost a small replica of Poseidon, a Morgan horse I had learned to drive with decades before. Caris is a bay with a very beautiful dished face; he was the miniature version of my beloved Poseidon. I was at an age (62) where a smaller equine (10.2 hands) appealed to me a lot!

Caris was previously owned by the Jernagans in Roseburg, Oregon, and loved and shown by Bonnie for a good part of his life. Bonnie Jernagan had sadly passed away a couple of years before her husband reluctantly offered Caris to me. (It wasn’t easy convincing him I would take good care of their sweet boy! He’d been their herd sire and show horse for years!)

By this time, I’d been away from driving for a few years, but I remembered how to harness and hitch, and I gently put him to work the weekend I brought him home. We started slowly, just building his strength and my confidence in the confines of the arena. Soon, I was trotting my pretty bay pony all over the ranch. Caris came back to full bloom in a hurry. I was so excited that he was so calm about everything, from hitching to driving to just hanging around making friends.

My goal was just to have a safe time driving around the ranch and taking him on club drives with Southern Oregon



Caris and Glenna. Photo by Vicki Dejong

approached to pet him and talk to him. The other grandchildren cuddled with him for quite a while; he never tired of their attention. He does have a slightly mischievous side and takes great delight in escaping his corral or sneaking into the hay room (if you turn your back on him). And he is far from push button with a 5-year-old aboard, but he has earned his place in my heart as my pony of a lifetime for his calm driving skills and bold, look-at-me personality.

I look forward to many trail drives, horse shows, and possibly a Carriage Driving Event before long. Caris turns twenty in June 2022, but he is sound as can be and a joy to be around, whether you’re hanging around the show or trotting down a scenic Oregon trail. Ω



Under saddle

Horse and Carriage Club based in Klamath Falls, Oregon. But he is so talented and pretty in motion that I signed him up for a Welsh pony show this summer. Last summer, I practiced driven dressage with him at Aranaway Farms in Grants Pass, and Caris seemed to love that discipline. Is there a CDE in his future? I’m truly tempted!

This past weekend, he went to the local show as the mount for my 5-year-old granddaughter, Abby Van Buskirk. He thoroughly enjoyed the experience, encouraging all who



Driving in Medford. Photo by Vicki Dejong

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