Driving Digest

Issue 248
March/April 2024
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Time • Laundry Wagons • Bridle Rosettes

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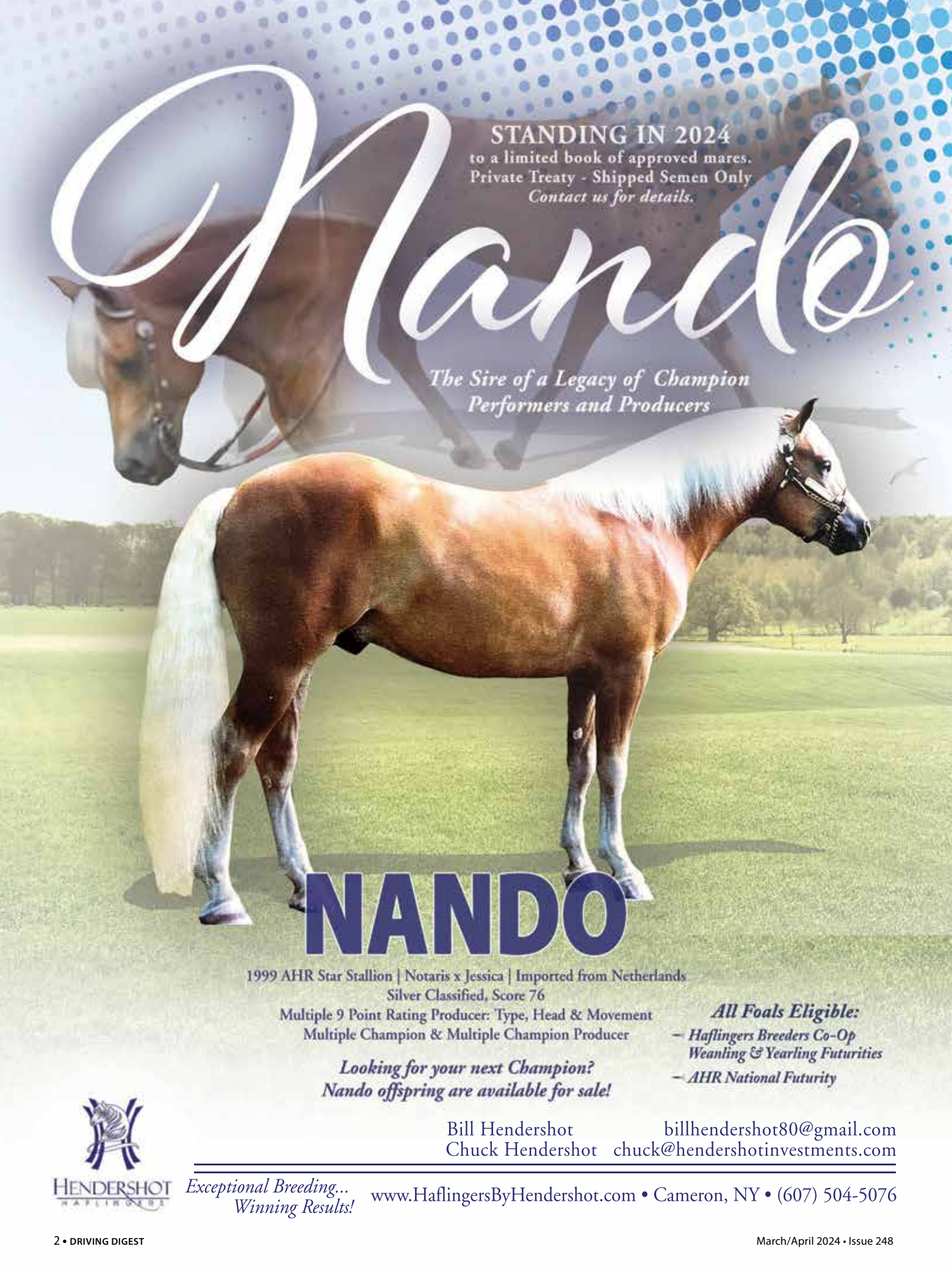
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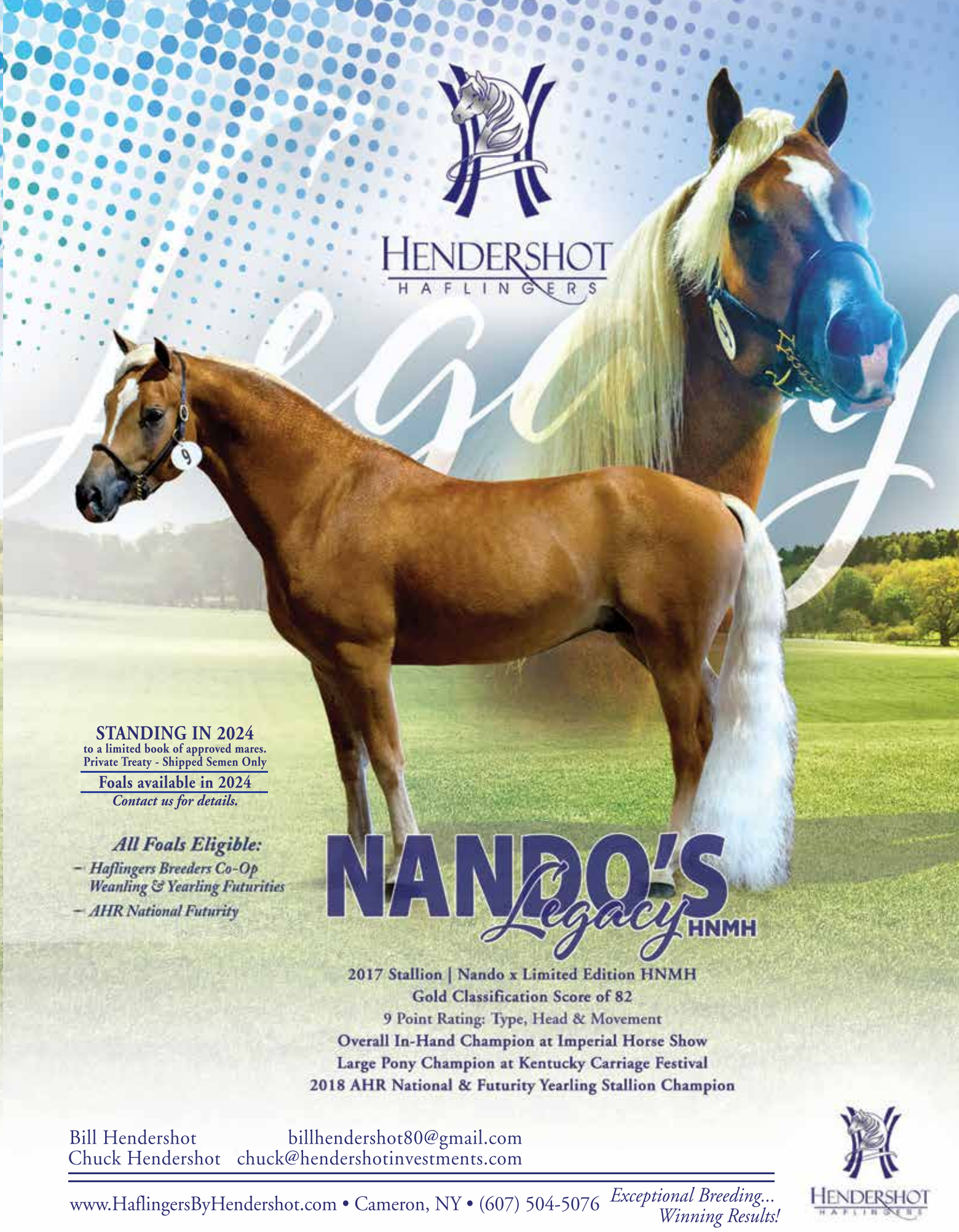
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—Muffy Seaton

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—Susan Green

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—Diane McKay

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Photo by Liz Howard

DrivingDigest
Driving for every equine.
Issue 248 – March/April 2024

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U.S. Addresses
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First Class Postage in U.S.
$54/one year

Canada
$50/one year

Foreign (surface)
$60/one year

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

Driving Digest is a member of American Horse Publications, a professional association serving the equine publishing industry. www.americanhorsepubs.org

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Letter from the Editor

Business Opportunity

by Ann Pringle

Would you like to expand your hobby of carriage driving by combining it with a related business? As the owner/publisher/editor of *Driving Digest* for the past 11 years, I have had the opportunity to enjoy my love of carriage driving and the people I've met throughout the world and earn an income.

Driving Digest magazine is a well-established, well-loved, award-winning publication. It has undergone several transformations under several publishers. As times have changed, the sport has changed, technology has changed, and so has the content and look of the magazine.

As an independent publisher of a small niche publication, one has all the control – content, focus, and design. One can "do it all" or hire it out. It can be as full-time or part-time as you want it to be. In my case, I've been able to work from home, travel to competitions and activities that I choose, and set my own schedule. I can choose to research, write articles, take photographs, or solicit content from others.

As many of you know, we live in Southern Pines, North Carolina, for part of the year and in northern Michigan for the other part. We've managed to make it work seamlessly. (Although some readers are confused by the different addresses on the subscription renewal envelopes.)

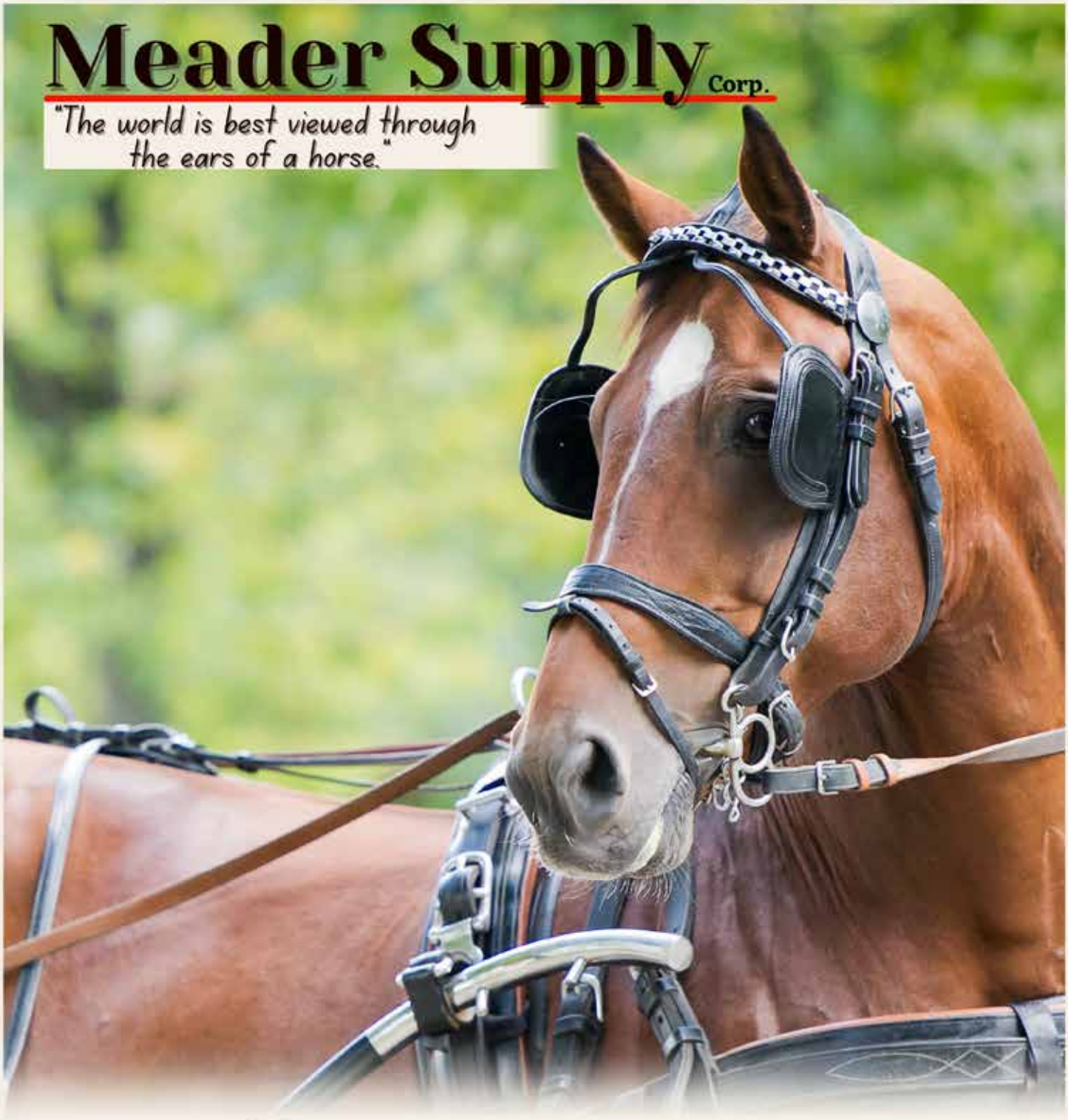
As a publisher, you can establish your own team. You may be able to do it all: design, proofreading, writing, photography, website, advertising director. I've had an exceptional team to work with over the past decade, and we all live in different parts of the country!

I will be turning 70 this year, and I feel it is time to hand over the reins – and the deadlines – to someone who will take advantage of the opportunity to merge a hobby with a business that can be profitable as well as enjoyable. If you want to learn more, don't hesitate to contact me.

The following few issues will focus on popular breeds for carriage driving. The May-June issue will highlight the Morgan horse to be followed by the Haflinger in July-August and Welsh in September-October. We will include features on some exceptional horses, their drivers, trainers, and breeders. We invite you to take part by sending us photos. We will offer special advertising rates to showcase your special horses and ponies.

The show season is in full swing in Florida with record entries. Unfortunately, not everyone can spend weeks or months in the sunny south and are eagerly awaiting spring and driving shows and activities to start up again in other areas of the country. Make sure you are not disappointed by submitting your entry as soon as possible after the opening date. Many people in the northeast were disappointed to learn that Bromont in Quebec has removed its driving event from its calendar (although I understand there is a movement to try and get it back). Several other shows are teetering on the brink. Support your local show! ∩

The next issue (249) will be dated May/June 2024



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American Driving Society, Inc.

Happy Anniversary, ADS!

In 2024, The American Driving Society, Inc. (ADS) celebrates its 50th anniversary. We'll be celebrating all year long with new programs and initiatives. We hope you'll add our 50th Anniversary Celebration and Annual Meeting Weekend, hosted by Claire Reid and Kelly Valdes, to your calendar now. Join us October 9-13, 2024, at Big Sky Farm in Southern Pines, North Carolina, for four days of parties, education, driving, and camaraderie. Bring your equines to participate in marked trail drives, safari drives, a picnic drive, competitive cones courses, Centennial Drives, Reinsmanship classes, and so much more.

Those who attend without animals will also have a full schedule that includes:

- Golf cart cones courses
- A picnic with the drivers in Kaylor Field
- Carriage House Tour and Cocktail Party at Jamie O'Rourke's "The White House" and Drumatee Stable in Honor of Mary O'Rourke, curated by Jack Day
- Educational Events that include seminars with Dave Quist on Carriage Maintenance, Sue Smithson and Shelly Temple on Dressage, Cattle Farm Life with Sharon and Jim Granito, How to Become an ADS Licensed Official with Teresa Bron
- Claire Reid's Carriage House Tour, curated by Jack Day
- The ADS Annual Meeting of Members that includes the election of the 2025/2026 Board of Directors
- ADS 50th Anniversary Gala and Awards Dinner

Stabling is limited, so please reserve your stalls now. Please email us in advance to be added to the stall list: info@americandrivingsociety.org.

Follow along on the website for more information as it becomes available: *www.americandrivingsociety.org/ADSAnnualMeeting*

—Abbie Trexler, Executive Director

United States Driving for the Disabled, Inc.

USDFD would like to congratulate Tracy Bowman for being awarded the "Becky Grand Hart Trophy." This trophy is awarded to an International non-Olympic athlete. Past para-driving recipients have been Stefanie Putnam and Diane Kastama. Tracy's horse Albrecht's Hoeve's Lars was also nominated for International Horse of the Year. He has won three back-to-back individual para-driving gold medals, one with his previous owner and the last two with Tracy Bowman.

We are busy planning the upcoming year: hosting some learning webinars about dispensation, modifications, and carriages. We would also like to do a presentation about this past year's Para-Driving World Championships. Spring Fling in Florida will be hosting the first USEF National Para-Driving Championships! That is very exciting.

Please let us know if you have an idea for an in-person clinic. We would love to help organize a para-driving clinic. If you want to talk about your own goals, dispensations, and modifications to your equipment, don't hesitate to contact Diane Kastama at dkastama@verizon.net to schedule a phone call. It is time to renew your membership at *usdfd.org.*

We are constantly reviewing the rules for the sport of driving – ADS, USEF, and FEI – to ensure they serve our disabled community. If you have an issue with a rule or a rule change and need help crafting a rule change proposal or would like us to look into it, please get in touch with Diane at dkastama@verizon.net.

—Diane Kastama, President

United States Equestrian Federation, Inc.

The USEF Combined Driving Athlete Pathway Program began its 2024 season with a Developing Athlete Program Clinic held at Grand Oaks Resort with clinicians Bram Chardon (NED) and Suzy Stafford (USA). With 16 participants across the Developing Athlete and Equine programs, the clinic had three full days of learning. Athletes were able to receive instruction from both clinicians on dressage and obstacles. On the ground, drivers learned from the clinicians about mental stressors during competition and how to balance the highs and lows of being a world-champion athlete. All enjoyed the sunny Florida weather until the rain moved on Saturday morning. Drivers made the best of the wet conditions during their obstacle walk with clinicians and were lucky enough to have the clouds move out by midday. Athletes left the clinic with lots to practice, but were feeling excited to get the season started later in January at the Grand Oaks CDE.

We congratulate our USEF Combined Driving Annual Award Winners:

- USEF Combined Driving U25 Driver of the Year – Preliminary – Sarah Batstone-Roberts
- USEF Combined Driving U25 Driver of the Year – Intermediate – Ryley Miller
- Volunteer of the Year – Geir Kanstad

US Equestrian Combined Driving Athlete Pathway Program

If you would like more information on the US Equestrian Combined Driving Athlete Pathway Program, contact the director of driving at ABThomas@usef.org.

—Anna Brooks Thomas, Director of Driving

The Carriage Association of America

It was January 2008 when fourteen scholars and researchers gathered at Colonial Williamsburg in Virginia to hold the first CAA Symposium. It was to be a joint venture co-sponsored by Colonial Williamsburg and the Carriage Association of America. There were seven speakers from abroad and seven from the United States; all recognized experts in the art and display of horse-drawn carriages and coaches.

January 25-27 was the ninth Symposium (held every two years). Although we have moved to Washington, D.C. from Colonial Williamsburg, we have followed the same essential format, inviting ten speakers to address various topics.

Dr. Mario Döberl of Austria returned to present "The Amazing Biography of the State Carriage of the Viennese Mayors." Evelyn Fiedler, from Canada, presented "New Brunswick Road Travel in the Victorian Era."

From England's Munnings Museum, Dr. Bill Teatheredge presented "Sausage Suppers with the Gypsies: Sir Alfred Munnings' paintings of Romanies."

Bobby Tanner, from California, showed slides and videos of "The Twenty-Mule Team Hitch." This topic is a perennial favorite, especially in the West and Midwest.

John Sowles, from Maine, discussed Ken Sowles' remarkable collection and the formation of the Carriage Museum of America.

Dr. Steven Walker, who hails from Tasmania, Australia, now Perryville, Kentucky, took us down under with a presentation on "The Stage-coach Enterprises in Tasmania."

Dawn Ziegler talked about the Granger Museum collection and Judge Joseph Cribb.

John Stallard covered "Tips for Researching your Carriage: Helpful Hints and Hidden Resources."

Michele Novack of Maryland spoke on the popular subject "Hermes: Beautiful Harness and Beautiful Scarves."

Finally, Stephan Broeckz of France presented "The French Parisian Drags Clubs" plus showed a film by Guy Marconnier entitled "Passengers of the Past."

The International Carriage Symposium was initially conceived as a way to bring carriage scholars from around the world together to dialogue and share the results of their research with the broader carriage fraternity at large. Essentially, it had two purposes in mind. There were scholars, often working in various museum settings and in private, doing in-depth research, who found they needed a way of sharing their research with the community at large. To date, close to a hundred of them have come together every two years or so to share their research with one another and us. Admittedly, there were some repeat speakers now and again. There was so much to share. The second purpose, a bit more self-serving, was to enable the members of the Carriage Association to visit people and places they would never have had the opportunity to see or meet or a museum whose collections they would see without the opportunity to do so, without our providing a mechanism to do so.

Plans are already underway for the 2026 International Carriage Symposium.
—Jill Ryder, Executive Director

Driving Digest is published bi-monthly (6 times per year) by Pringle Publications, PO Box 120, Southern Pines, NC 28388. *Driving Digest* (ISSN 1539-4751; USPS 020-315) is published as Periodical mail at the Southern Pines, NC Post Office as authorized under DMM Section E212.10. Periodical postage paid at Southern Pines, NC and additional offices. Subscriptions: One Year $36. Single copies: $6.95; Canadian: One Year $50. For subscriptions, address changes, and adjustments write to *Driving Digest*, PO Box 120, Southern Pines, NC 28388. Phone 910-691-7735.

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THE VALUE OF TIME

BY MUFFY SEATON

Fitting the Program to the Horse

Having trained driving horses and ponies since the early 1980s, I've finally come to the conclusion that time is the best educator for any individual – person or animal.

There are many sayings about the value of time:
All in good time
Turn back the hands of time
Take your time
Only time will tell

During my early years as a trainer, owners would send me ponies to teach to drive. They always seemed to be in such a hurry to get them home, so I felt pressured to produce a pony that at least the owner could drive and finish. Sometimes, it worked, and sometimes I wanted more from the result. I tried to fit these horses and ponies into a program of organized steps built on the previous lesson. I would go over yesterday's lesson and proceed with a new step, hopefully every day. That worked for some but not for others. But I was very conscious of the owner not wanting to spend more time than necessary. The problem was that this attitude differed from what the horse had planned.

Now, 40 years later, and having trained many horses to drive, I find myself owning a very large Dutch horse with a complicated set of problems from previous training.

I bought this now-gelded KWPN about three years ago when he was just coming seven. I knew nothing about him except that he could supposedly ride and drive. He had been imported from the Netherlands as a stallion because he has incredible breeding. He apparently was broken to ride and drive (maybe for the 100-day stallion testing over there?) and the people here wanted him as a dressage stallion. He won reserve at the Kentucky KWPN stallion driving showcase as a three-year-old, but the people who imported him were not set up to house a young hormonal stallion, and things didn't go well, apparently.

When I got him, he was very aggressive in his stall and had his own ideas about what he wanted to do, which was mainly to buck. I had a couple of riders come over because I thought riding would help him, but he would refuse to move, either biting their legs or bucking.

More confident at Windsor Trace last fall.

Tension still apparent in cones. Tryon, April 2022. Photo by Meghan Benge

I spent one whole year just trying to get him to trot around me on long lines without bucking out of his crupper!

It took two more years, but now I can canter in harness. It took time to overcome the "goals" his previous owners had set for him, for which he was nowhere ready. Horses do not have goals and deadlines; people do. Goals like yearling sales, two-year-old racing, futurities, and even the opening meet of a fox hunt are mostly detrimental to the horse. Most people's goals are based on money, unfortunately. Hence the saying "time is money," but so many of these goals are ruining horses. If you have a time limit, you could be rushing the education process or the development of the horse's physique needed to do the job you want him to do. You could also feel pressured by time to achieve the goal no matter what. All this causes stress in the horse. You cannot expect every horse to fit into the same program. Instead, you must fit the program to the horse.

Instead of training toward a goal deadline, make training to achieve the goal, the goal itself. As a trainer, it's your job to give the horse the tools he will need to do his job, and this takes time. The Spanish Riding School Lippizanners don't do the airs above the ground until they're in their teens because they don't have the strength or education until then. If you overface a horse by demanding more than his body or education is ready for, you will definitely have problems at some time.

Take your time in the stable, pasture, and training. Enjoy the journey, and then you'll reach your goals.

To quote Paul Bryant, "It's not the will to win that matters, everyone has that. It's the will to prepare to win that matters." Ω

Showing more confidence and relaxation. Photo by Diane McKay

HOW TO TURN OUT A LAUNDRY WAGON

By Susan Green, Librarian

I NEVER REALLY THOUGHT about Laundry Wagons much, since nowadays many people have their own washer and dryer. If you don't have your own washer and dryer, there is always the laundromat. I don't mind doing the laundry, and once in a while, I will hang it out on the clothesline, reminding me when I used to tag along with my grandmother, and she would hang the wash out on the line. I have heard some people say they don't like doing laundry, so how cool is it to have your laundry picked up and delivered?

IN LOOKING FOR INFORMATION about laundry wagons, there are numerous images on eBay of 19th-century laundry wagons indicating they were common in the cities, and the laundry owners or delivery drivers took pride in their laundry wagon. The number of laundry wagons in a city ranked third, behind ice wagons and milk wagons.

Laundries were highly organized professional businesses, and in some cities, the delivery driver was part of the "International Brotherhood of Teamsters, Chauffeurs, Stablemen, and Helpers." In San Francisco, they became unionized in 1902 with about 150 members; in 1915, it reached 350 members.

From the thesis of Paul Chatom, Jr. Industrial Relations in the Brewery, Metal, and Teaming Trades of San Francisco, April 26, 1915: "Before 1902, these drivers labored under all sorts of unfavorable conditions. In many cases, part of their pay was taken in board and lodging with the employer. Often it was the driver's duty to take care of his horse and wagon. ... The drivers are no longer obliged to board and lodge with the employer, nor are they compelled to do the work of the stableman."

The driver of a laundry wagon needed to be of good character, well organized, and responsible, as there was a lot of record-keeping and ticketing to keep track of the packages. The driver would deliver the packages to the laundry where more record-keeping was put in place and a host of specialized machines – collar and cuff starchers, washers, dryers, shirt presses, etc. – and workers would process the laundry. Then, with more record-keeping, the delivery driver would return the packages.

At the 1894 Laundrymen's National Convention, C.A. Royce made the following comments, since the laundry wagon and the delivery driver was an essential extension of the business:

"A neat covered wagon, nicely painted and lettered and moderately ornamented, is also an advertisement and never loses its value until old and worn out. The wagon should not be too heavy. It is a truism that 'wagons are cheaper than horses.' You have a wagon that just suits you. It wears out and ceases to be what you want. You are able to go to the builder and order a duplicate, but not so with horses.

"When your honest, faithful equine servant has become broken down and disheartened from dragging a needlessly heavy van at the top of his speed, you sell him for a song to the kindling wood peddler and proceed to get taken in by the horse jockey. If you have a good horse, cherish him as the apple of your eye, and do not take the heart out of him by cruel, hard, abusive work. ▸

Started in 1906, the Billings Laundry had very humble beginnings with only two delivery wagons; by the 1940s they had grown to be the largest laundry between Minneapolis and Spokane. Many downtown workers went to lunch and went home at the ringing of the load whistle of the Billings Laundry. The laundry is shown c.1912 with its five wagons. *Published by Arcadia*.

Progress Laundry, Market Street, Indianapolis, Indiana

"**THE PAVEMENTS OF THE CITY** necessitate somewhat heavier wagons than are needed in the country towns, but the heaviness need not be carried to the extreme. If there are horse car lines in your city, have the gears of your wagons the same width as the horse car tracks. Avoid wooden doors in the rear. They very materially increase the draft. A wire door is better in every way. There should, with such doors, be a curtain upon the inside, which may be lowered in wet weather. The top should be of wood framework, cloth-covered. The full wood tops are handsome but increase the weight without corresponding advantages. The woodwork may be carried up halfway at the sides if desired.

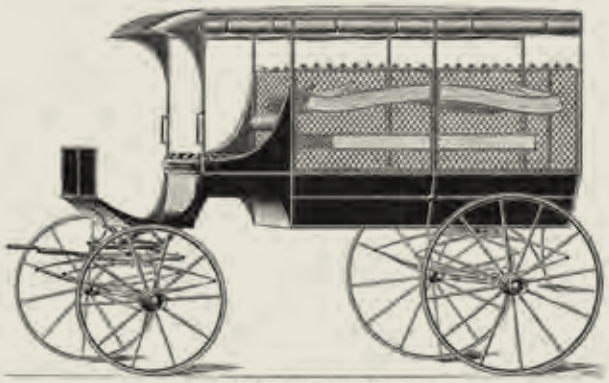
"The cloth sides and top should be renewed occasionally, which may be inexpensively done. It is best to fix upon some particular style of wagon that seems to be just what you want. Select some distinctive color or colors and style of lettering, and stick to it year in and year out. If you have twenty wagons, more or less, have them all exactly alike, unless it be that you need a special wagon for some special work to which your ordinary wagon is not adapted. Think it over and see if the idea is not good. Have wagons varnished twice each year. Brass-trimmed harness is the best in the long run, easier kept in trim than nickel or silver plate. Rubber is good, but not showy enough. For uniform, in summer, white cap, coat (brass buttons), navy blue pants; in winter, navy blue throughout. As your driver must buy clothing anyway, he should bear his share of the cost of the uniform." (C.A. Royce. "The Steam Laundry and its Methods." Chicago, IL: *National Laundry Journal*, 1894, pages 14-15.)

A NEAT COVERED WAGON, NICELY PAINTED AND LETTERED AND MODERATELY ORNAMENTED, IS ALSO AN ADVERTISEMENT AND NEVER LOSES ITS VALUE UNTIL OLD AND WORN OUT.

I DID FIND ONE picture on eBay of a laundry wagon that matched Mr. Royce's description as having canvas sides halfway up the sides and a canvas top. The number of different kinds of delivery wagons for the laundry was numerous; some were cut-under, some had a glass window in front, and one was a large express truck pulled by two horses loaded with bundles. All the drivers wore white shirts and a hat to make them the professionals they were. The wagons were neatly lettered but not too ornate. ∩

Troy Laundry Wagon.
Hub. Vol. 29 No. 10 January 1888, page 693.

Laundry Wagon.
Hub. Vol. 32 No. 8 November 1890, page 585.



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Collecting Vintage

Bridle Rosettes

BY DIANE McKAY
Photos of collection by Diane McKay

The emergence of bridle rosettes is best known from information and history dating back to a few centuries ago. Yet, in ancient times, on a sculpture from the Sasanian dynasty (224-651 CE) and still even further back, on the walls of old Egyptian buildings, horses used by royalty and during wars can be seen highly decorated, including adornments on the bridles.

Sculpture from ancient Iran (224-651 CE)

The funtional purpose of the rosette is to secure the headstall and browband, with the bridle strap passing through the back loop of of the button. They also serve as a decorative embellishment.

In early times, they were made from the metals of bronze, iron, and copper, and with their re-emergence in the 1800s, they were made with glass domes set in a metal frame that enclosed artwork, pictures, and dye cuts. In more modern times, materials used were leather, rubber, celluloid, and silver, and they would display pictures of a person, animals, or symbols. The cavalry used them during the Civil War, and they were generally made of copper or brass and, over time, used by some companies as advertisements.

One of the companies creating and manufacturing rosettes in America was the Enterprise Manufacturing Company, owned by the Pflueger family in Akron, Ohio, in the late 1800s to early 1900s. The company's founder, German immigrant Earnest F. Pflueger, born in 1843, went about his innovative and enterprising ways, inventing a horse headlight and creating bridle rosettes. After traveling around the country selling his new inventions, he eventually made enough money to open a business. Upon his death in 1890, his son Earnest A. took over, but in early 1891, a fire almost destroyed the factory. The company rebuilt and continued with the production of the rosettes. Still, as the automobile era came into focus, the fabrication of rosettes began to wane, and the manufacturing of fishing lures and tackle became their primary product. Rosettes made with the Pflueger patent are some of the most beautiful, interesting, and highly desired by collectors.

Another company that made harness accessories and bridle rosettes was H.A. Chapman, located in White Bear Lake, Minnesota, which manufactured them from about the 1940s through 1994. Their rosettes had glass domes and were backed with white metal. I.R. Comb Co. appears to have held a patent in 1886, and the rosettes seem to be made out of resin with perhaps paper and glass insets. The name Goodyear also appears on the back of the rosettes. ▸

Left page, top to bottom: Some of the collector's favorites. Glass rosettes of flags, horses, people. Right: Examples of the Goodyear patent

Above: Glass rosettes with dog pictures, flowers, and flags, horses, and people.

Right: Vials for flowers

You can collect just about anything and everything related to carriage driving. A a few collectors, such as North Carolinian Liz Kwasnik, concentrate on bridle rosettes. Although born in the U.S., Liz spent many of her formative years in Germany and has always loved horses. She has been involved in riding and driving since early childhood and became even more interested in carriage driving after meeting her husband Frank, who became fascinated with carriage lamps around the same time. Her interest continued as she participated in carriage driving pleasure shows and paid close attention to turnout details, including proper harnesses and rosettes. Around 30 years ago, she started to see glass rosettes on the harness bridles when she and Frank would travel to Martin's yearly semi-annual auctions in Lebanon, Pennsylvania. She became intrigued by their attractiveness and how they fit into the look of the turnout. Liz began researching this embellishment and was fascinated by its functionality and beauty.

Traveling to local flea markets also garnered her many treasures. She would buy them individually, some as low as $3.00 – $5.00 a piece, as long as they were not part of an actual bridle, and found quite a few as pairs, but often, they were single pieces. Along the way, she discovered there were numerous styles and types. Most are round, some are rectangular, and some are oval. Currently, her collection has grown to about 540 pieces. It consists mainly of those made out of metal and glass depicting flowers, horses, saddles, dogs, ships, flags, military, and a few miscellaneous designs, and a significant number of rosettes made out of gutta-percha.

The rosettes made of gutta-percha, an early resin from the Palaquium gutta tree native to Malaysia, Singapore, and Borneo, greatly appeal to Liz. Early history shows that although native Malaysians first used the material, John Tradesdant was the first European to collect it in 1656 and explore its uses. Later, in the early 1800s, William Montgomerie, a medical officer from the Imperial Service, introduced the material to the West, where it was forged for its chemical, medical, domestic, and industrial uses. Interestingly, gutta-percha rosettes are almost always black. However, at an auction, Liz found one that was white and, eventually, a yellow and some red ones. Upon discovering that the material can be compromised in sunlight, she felt compelled to find a way to protect her collection from light and humidity. Years back, she found a vintage Victorian dental cabinet in an antique shop, the perfect solution and a way to display them.

Horses that are part of a royal estate, as in kings and queens, have embellishments on the side of their bridles that would hold flowers or florets. It was a long time before she saw and began to learn about these adornments after visiting The Long Island Museum of American Art, History & Carriages at Stony Brook, New York, which contains a rosette collection. Years later, upon a trip to an antique store, she found a small box of crudely made black vials with hooks that slide into the same location on the bridle where a rosette

would be placed. Another use of rosettes is making jewelry; an artisan will buy them to make pins, necklaces, or bracelets, and they have even been repurposed for curtain tiebacks.

Prices have increased through the years, and the rosettes are not as plentiful as they once were. The challenge of finding vintage ones is not as easy, and they now sell for $40 – $100. Some newer collectors favor the more recent and modern reproductions, which also sell at a high price. Although they are pleasing to the eye, the current manufacturing of these reproductions is not as detailed as those made in the 1800s and the turn of the century. "I enjoy collecting for their beauty, art form, and history," reveals Liz. "Sometimes, if I see a rosette, I feel it deserves to be rescued and become part of my collection. I prefer they be part of a collection rather than getting lost in a box or attic or eventually discarded. I love sharing them with friends and those interested in carriage driving and turnout. And the nice thing is that, unlike carriages – or horses – they don't take up a lot of room." ∩

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Left, top to bottom: Rosettes can be used as jewelry. Antique dental cabinet for storage. Drawers hold and protect the collection

Above: Gutta-percha types of rosettes

A New Idea for a Membership Meeting

Article by Veronica Campbell. Photos by Erin DeLeo and Veronica Campbel

Craig Kellogg's vast knowledge of carriage driving was absorbed by the audience.

The Whip'r Snapper Driving Society of Southern California's board of directors, led by Marc De Leo, decided to try a new way to increase participation at their annual membership meeting. Marc's idea was to put on an educational clinic on carriage driving. This clinic was geared toward novice or new-to-driving attendees as well as including up-to-date information for seasoned competitors.

This year's topics included the differences between ADTs, HTs, CDEs, and tips and tricks for a successful show. Part of the clinic spoke about proper turnout for a pleasure show. Another part of the clinic stressed the importance of maintenance for your carriage. Knowledgeable clinicians were required. Marc wanted to get the attention of the membership so he decided to bring in Craig Kellogg from North Carolina and local carriage maker Patrick Morgan.

Of course, such an idea requires money. To this end Veronica Campbell suggested to Marc that he might enlist the help of the Hoopes Addis Education Trust and a plan was under way. Marc set about contacting Hoopes Addis and a plan was put forth and through their generosity the cost of the clinicians was covered.

The second part of the puzzle was how to entice new members to come. The club decided that the current members would attend free of charge and those non-members wishing to come would pay $30.00 which would include the clinic, a lunch and a membership in Whip'r Snappers for the 2024 year. Past Pacific Region ADS Director Pam Miller-Mitchell generously offered her home for the event. Pam, Robin, Diane, and Veronica prepared the food. The lunch was served on the patio surrounded by roses, two lovely carriages and a beautiful view.

On December 3, 2023, the membership meeting came to order. The clinics began with introductions and Craig Kellogg explaining carriage driving. Craig was friendly and always ready to answer any questions. Everyone seemed very interested as there was very little, if any, conversation going on that did not pertain to the subject at hand. Craig commented that "the attendees were congenial and that their questions were intelligent and to the point." Having two past ADS Pacific Region Directors in attendance the value of the American Driving Society was stressed. Prior to lunch the membership meeting was held and two vacant board seats were voted on and filled; the board retired to select the 2024 officers.

Two of the 18 new members that the meeting/clinic format attracted.

Patrick Morgan stressed keeping carriage wheels well-maintained.

These emails were received by the newsletter editor:

"We had a good time Saturday. Brilliant idea." Diane Pitzler

"Many thanks for a wonderful event. It was educational and fun, and we are eager to learn more! We appreciated learning from Craig, Pat, and members. Please thank Pam Miller for us, and we look forward to attending more events.

On another note, I'm inspired by your passion, and I just joined the American Driving Society!

Thanks again! Carolyn, Shirley, and Steve"

A lunch of several salads, fresh asparagus, beef and ham was served as well as a variety of homemade cookies.

After lunch, Patrick Morgan took center stage and began to demonstrate how to check your carriage for safety. Pat stressed the importance of keeping the wheels in good condition and demonstrated what a safe carriage should look like. Pat took questions and explained the differences between a wooden carriage and a marathon vehicle and how each one should be maintained.

Patrick Morgan explained the difference between a marathon vehicle and a wooden carriage.

The event ended at 5:00 PM and almost all in attendance had stayed till then.

The club was very encouraged by the success of the day. This meeting was well attended by more than 35 Whip'r Snapper members and 18 new members. Perhaps these kinds of outreaches to the members and the public at large is a way of keeping carriage driving on the front burner for all those people who have equines and are looking for a new way to enjoy them. ∩

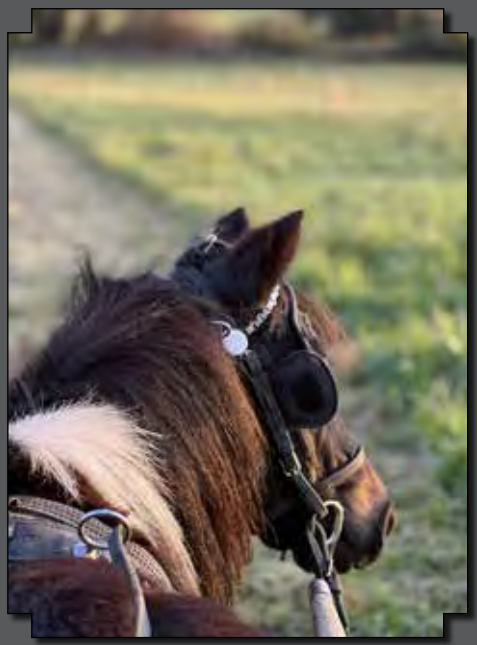
Lunch ladies provided sustenance for the attendees.

Family Album

▲ Sleigh ride with a great group of people and horses at Wild Wood Sleigh & Carriage during a fresh snow in Minnesota. PHOTOGRAPHER SHELLEY PAULSON

▼ Vicki Simons driving at the National Drive. PHOTO BY MARK JUMP

▼ Ellen Kilchmann shared this photo of her with her VSE Kobi competing at BCA in the United Kingdom in December. "I only started driving five months ago and I am enjoying every minute of it." PHOTO BY MARKC PHOTOS



▲ Eunice Bench and Cherry out for a drive at Rosemont Valley Farm in Stockton, New Jersey.

◄ Alana Maijala drives Reaper at a club drive with Northwood Harness Club in Wisconsin. PHOTO BY SUSAN LOCKLING

▼ Maureen Kenyon and her pony Charlie competed at the 2023 Orleton Farm Pleasure Show. PHOTO BY CHRISTINE SHEA

▲ Patty Carley with navigator and mentor, Barbara Murphy, participated in an event in Alberta in 2022, driving her Cheval Canadien gelding El Passo Nobell Texel #12125. PHOTO BY KEVIN FLYNN

▼ Sarah Reitz and Merlin enjoy winter driving with Darlajean Morris' Ralph.

▲ Tracy Raikes (right) and Laura Funderburg (left) driving their small ponies Teddy Goodfellow and Axle "who are BFFs! Laura and I drive the boys frequently to keep them fit and healthy – our favorite thing is trail driving and with these amazing Hyperbikes (made by Bob Graham) we can go almost anywhere!" PHOTO BY JAMES RAIKES

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.

Driving Digest Salutes

US Equestrian

Walter B. Devereux Sportsmanship Award

Misdee Wrigley Miller

The Walter B. Devereux Sportsmanship Award recognizes the horseman or horsewoman who personifies the ideals of the current sportsman's charter through commitment and dedication to the sport.

A fourth-generation horsewoman, Misdee Wrigley Miller started taking riding lessons at age seven and competed in her first horse show at age eight. Since then, she has had a successful career in both dressage and driving, as well as showing National Show Horses, Arabians, and American Saddlebreds. Among other achievements, she was the first woman to win gold in driving at the FEI World Equestrian Games, winning as part of the U.S. Driving Team at Tryon, North Carolina, in 2018.

Wrigley Miller and her husband James own Hillcroft Farm, with operations in Paris, Kentucky, and Sarasota, Florida. She has also managed both Tom Chauncey Arabians and the Scottsdale Arabian Horse Show, helping to transition this show to its current venue.

Wrigley Miller has been a member of the USEF National Show Horse Committee, the Arabian Horse Association of Arizona board, the Governor's Advisory Committee for the 2010 Alltech FEI World Equestrian Games, and the USEF Board of Directors. She was also Chairman of the National Show Horse Registry Board and is currently a member of the Board of Directors for the USET Foundation.

Additionally, Wrigley Miller created the USEF Developing Driver's Program and is the current president of the World Coaching Club. At Breyerfest 2023, she and her horse Bravour 54 participated in carriage driving demonstrations.

Pegasus Medal of Honor

Karen Homer-Brown

The Pegasus Medal of Honor recognizes individuals who have exhibited outstanding dedication and service to horses and equestrian sport. These individuals have excelled in attracting people to the sport and have contributed to horse sport by advancing its popularity.

Karen Homer-Brown, a native of Georgetown, Kentucky, has been involved with horses her whole life, working as a groom, instructor, exhibitor, ringmaster, and judge. Her experience ranges across multiple breeds and disciplines, but her most prominent work has been in carriage pleasure driving, where she has competed and also developed seminars and judging clinics in the U.S. and abroad.

Homer-Brown has judged horse shows since the age of 16, acquiring her first USEF license at 21. She currently holds 17 judging licenses from five sanctioned organizations. These include eight USEF judge's cards and a Morgan 'R' card she has held since 1980. Homer-Brown has judged shows in the United States, Canada, Australia, the United Kingdom, and South America. She has also developed and conducted seminars and judging clinics in the United States and overseas.

A member of the USEF Carriage Pleasure Driving committee since 2019, Homer-Brown was also instrumental in creating programs such as the National Affiliates Outreach, USEF National Youth Sportsman's Award, USEF Opportunity Classes and Rules, English Division Rules, and the USEF Competition Department.

The Becky Grand Hart Trophy
Tracy Bowman

Presented to international-level non-Olympic athletes.

Tracy Bowman of Martinez, California, is one of the world's top para-driving athletes with her Welsh Pony gelding Albrecht's Hoeve's Lars. The duo won the individual gold medal at the 2021 FEI Para Driving World Championship and aimed to defend their title at the 2023 FEI Para Driving World Championship. Bowman and "Lars" trained and competed in Europe throughout the summer to prepare for the prestigious event. They won each national para combined driving event they entered in the lead-up to the world championship. Bowman and Lars also aided the U.S. Para Driving Team in clinching the team silver medal to conclude a fantastic event.

Bowman contributed to the USEF Driving Sport Committee, advising on the addition of para-driving to the USEF Combined Driving Athlete Pathway Program and a USEF Para-Driving National Championship. Outside of para-driving, Bowman is an active supporter of the eventing community in California as the owner of Kismet Farm, and she has trained athletes to the CCI4* level.

USEF

Horse of the Year (HOTY) Awards

Pleasure Driving Single Horse: ***Shezaffirecracker; Chris Bickford***

Pleasure Driving Pair Horse: ***Eads Fan Fjildsicht and Hessell Vn Et Hosseplak; Tom Burgess, VA***

Pleasure Driving Single Pony: ***Silver Lake in Line; Amy Severino, NH***

Pleasure Driving Pair Ponies: ***Clanfair Sunglow; Gail Riley; Timmy; Kathleen Whaley, KY***

Pleasure Driving Driven Dressage – Preliminary: ***Meritage River's Promise; Clara Hendin, WV***

Pleasure Driving Driven Dressage – Intermediate: ***Meritage River's Promise; Clara Hendin, WV***

Combined Driving Advanced Single Horse: ***Katydid Dutchess; Jennifer Matheson, SC***

Combined Driving Advanced Pair Horse: ***Frank, Kenji V, Kenzo; Jacob Arnold, KY***

Combined Driving Advanced Four-in-Hand Horses: ***Gouveneur, First Edition, Julius V, Kadora, Kasper; Chester Weber, FL***

Combined Driving Advanced Single Pony: ***Clarwood Mack the Knife; Dana Diemer, NC***

Combined Driving Advanced Pair Ponies: ***Tanner, Clanfair Sunglow, Timmy; Gail Riley, NC, Kathleen Whaley, KY***

Combined Driving Intermediate Single Horse: ***Loretta; Kathy Devine, MA***

Combined Driving Intermediate Single Pony: ***Steppy Ik; Denise Loewe, CO***

Combined Driving Intermediate Pair Ponies: ***Bax 3, Rio, Madam's Martin; Esther Wright, FL***

Combined Driving Intermediate Pair Horse: ***Redford, Watson, Bob Marley; Kathrin Dancer, CA***

Combined Driving Preliminary Single Horse: ***SF Arendell; Bettina Scherer, FL***

Combined Driving Preliminary Single Pony: ***Sweetwater's Marmaduke, Teressa Kandianis, WA***

Combined Driving Training Single Horse: ***GDH Incredible; Joyce Farley-Caudill, KY***

Combined Driving Training Single Pony: ***B's Lovely; Troylyn Ball, NC***

Combined Driving Novice Advanced Single Horse: ***Istvan E Z; Allison Stroud; PA***

Combined Driving Novice Advanced Single Pony: ***LLF Lucent; Patti Rozensky, FL***

Combined Driving Training Single Small Pony: ***Cat Creek Daze Acclaim; Sheila Goodman, MO***

Combined Driving Intermediate Single VSE: ***Hidden Hollow William; Louise Fox, LA***

Friesian Driving: ***Eclipse; Alice Eanes, WV***

Part Bred Friesian Driving: ***Daisy's Amber; Kelley Nieman, MO***

Hackney Pony Pleasure Driving: ***Heartland Rich and Famous; Stephanie Davidson, CA***

Morgan Classic Pleasure Driving Open: ***Miles of Fortune; Nancy Andreano, RI***

Morgan Carriage: ***Meritage River's Promise; Clara Hendin, WV***

Welsh Pleasure Driving Sections A & B: ***Heavenly Gold Apollyon; Heavenly Welsh Pony Farm, LLC, OK***

The Becky Grand Hart Trophy
Tracy Bowman

Pegasus Medal of Honor
Karen Homer-Brown

Walter B. Devereux Sportsmanship Award
Misdee Wrigley Miller

Silver Stirrup – Driving
Shezaffirecracker; Chris Bickford, OR

American Driving Society

2023 North American Championship Awards

Preliminary Single VSE: ***Sophia Mussen***
Preliminary Single Small Pony: ***Janet Ray***
Preliminary Single Pony: ***Kate Aparicio***
Preliminary Pair Small Pony: ***Diana Axness***
Preliminary Pair Pony: ***Annie Childress***
Preliminary Pony Team: ***Liz Hendrik***
Preliminary Single Horse: ***Catherine Nahmens***
Intermediate Pair VSE: ***Kaylee Angstadt***
Intermediate Single Horse: ***Laurel Pyatt***
Intermediate Single Pony: ***Sarah Reitz***

2023 ADS Calculated Championships

Preliminary Single Pony: ***Kate Aparicio***
Preliminary Single Horse: ***Andrew Stetson***
Preliminary Pair Pony: ***Terri Jump***

American Driving Society

The President's Award

Lisa Singer

"One of the best things about being the President of the ADS is that once a year, I get to present a deserving person with the ADS Presidents Award. We have given this award as a recognition of service to the ADS, as a recognition of achievement as a competitor, or for doing something really special.

"And sometimes it's for all of those things. Lisa Singer – this year's honoree falls into the category of all those things and probably a few more." These words, spoken by American Driving Society President Dan Rosenthal, brought the audience to their feet. The following words were planned but remained unspoken as the crowd's reaction prevented further comment.

"Lisa Singer is one of our most accomplished Combined Driving competitors; she is a coach, teacher, and mentor to countless drivers; she is a clinician who travels many miles each year to share her skills and enthusiasm. She is a nationally recognized senior member of our judging group and an active member of the ADS' technical committees – especially the Combined Driving Committee. All of that would be more than enough to be recognized as an exceptional member of the ADS – but Lisa does a LOT more than that. She is an organizer of not one or two but many competitions and other events each year as well."

Rosenthal noted a few events Lisa has organized: The Teddy Bear Picnic held at Lisa's Chateau Log Farm in Pennsylvania, Elk Creek CDE in Fair Hill, Maryland, and Windsor Trace CDE in Windsor, South Carolina. Lisa was part of a group that ran the Glen Willow CDE in Avon, Pennsylvania, replacing the Laurels at Landhope.

Citing Lisa's competitive career, Rosenthal said: "Lisa has driven successfully as a combined driving competitor for many years and has won too many National titles and medals at FEI championships for me to list tonight. Suffice it to say that Lisa Singer is a true champion and knows what it means to compete and win, and when she doesn't win, she gets up the next day and does it all over again.

Photo by Rebecca Gutierrez

"Lisa's love for competition and teaching and judging and organizing shows isn't all of it by any stretch. Equally important is her love of horses and the care she has taken of her equine partners over the years and into their old age.

"All of us in this room have benefitted from Lisa's work. All of us in this room are her friends and students and neighbors."

Preliminary Pony Team: ***Beverly Patrick***
Preliminary Single Small Pony: ***Sharon Crawford McKay***
Preliminary Single VSE: ***Kandi Griffith***
Intermediate Single Pony: ***Gloria Ripperton***
Intermediate Single Horse: ***Sara Schmitt***
Intermediate Single VSE: ***Karen Lemberg***

2023 ADS Sportsmanship Award

Jerry Plummer

2023 ADS Volunteer of the Year

Ann Katona

2023 ADS President's Award Winner

Lisa Singer

2023 Youth Champions

Pleasure Driving: ***Bella Alvarez***

2023 ADS Dressage Award Winners

Blue Medal: ***Bonita Fahrner***
Bronze Medal: ***Lynda Jowers, Bonita Fahrner, Sophia Mussen***
Silver Medal: ***Virginia Miner***
Gold Medal: ***Lisa Singer***

2023 Centennial Club Members

Deb Bennett
Anne Buckler
Pat Crema
Susan Deuterman
Nicole du Pont
Sue Fair
Sharon Gibson
Kottie Hagen
Robert Hanenberg
Lynda Jowers
Leslie King
Wes Licht
Nancy Lindquist
Max Meinel
Roisin O'Rahilly
Diane Savage
Barbara Simmons

2023 ADS Hours to Drive

100 hours: ***Kate Cabot, Bridget Daly, Bernadette Deerkoski, Emily Deerkoski, Margaret Grillet, Alex Herz, Marian Powell, Kim Utke***

250 hours: ***Mark Andreasen, Kaylee Angstadt, July Chamberlain, Audrey Cooper, Kim Fay, Leslie Granger, Sheri Haviza, Helen Heinzer, Jewdy Lambert, Diane Mansur, Lauren Rascher, Kristina Walden, Su Zi***

500 hours: ***Elisa Forysinski, Cathy McKinley, Wendy O'Neill, Julie Sanders, Mary Thomas***

750 hours: ***Nancy Bedinghaus, Judith Ann Hartman, Louise Leister, Jessica MacDonald Martin, Paula Moffett, Lori Steedsman***

1,000 hours: ***Gail Aumiller, Donna Crossman, Paula Hennessey, Bobbi Hoenigman, Tammy Nenni, Jane Williamson***

1,500 hours: ***Dave Anderson***
2,000 hours: ***Raymond Mansur***
2500 hours: ***Daniel Rosenthal, Robert Vance***
5,000 hours: ***Terry Scott***

Carriage Association of America

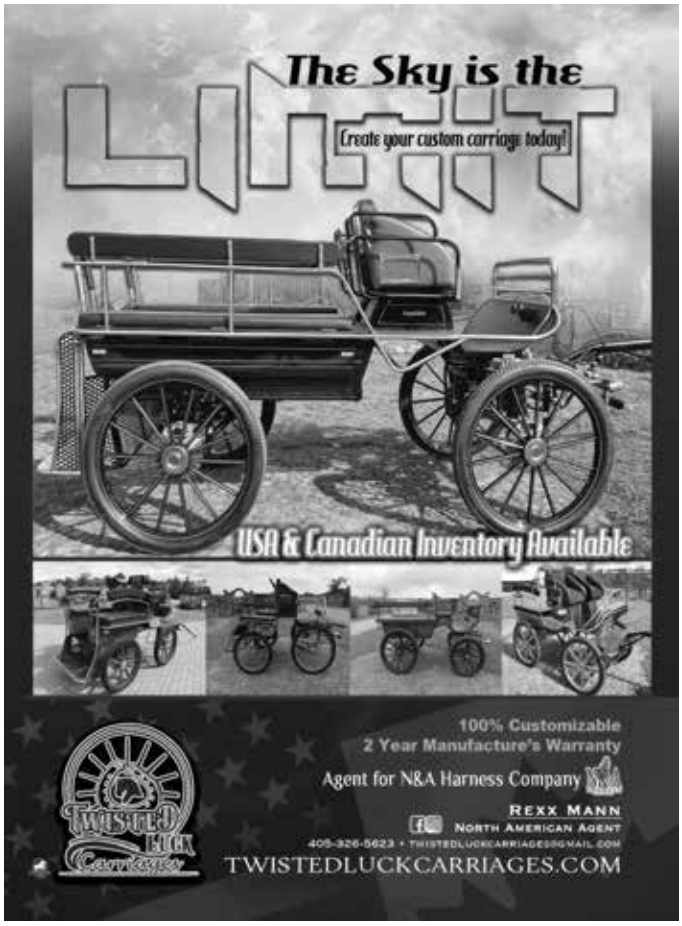
Carriage Showcase Award Winners

Carl Casper Trophy (awarded to the highest scoring restored vehicle): ***Yellowstone 8-passenger coach owned by Eli Anderson***

Sidney Latham Memorial Trophy (awarded to the highest scoring vehicle in use): ***Transfer Wagon owned by Eli Anderson***

Ken Sowles Memorial Trophy (the People's Choice Award): ***Yellowstone 8-passenger coach owned by Eli Anderson***

The Davis Documentation Award (for the best documented vehicle): ***Yellowstone 8-passenger coach owned by Eli Anderson***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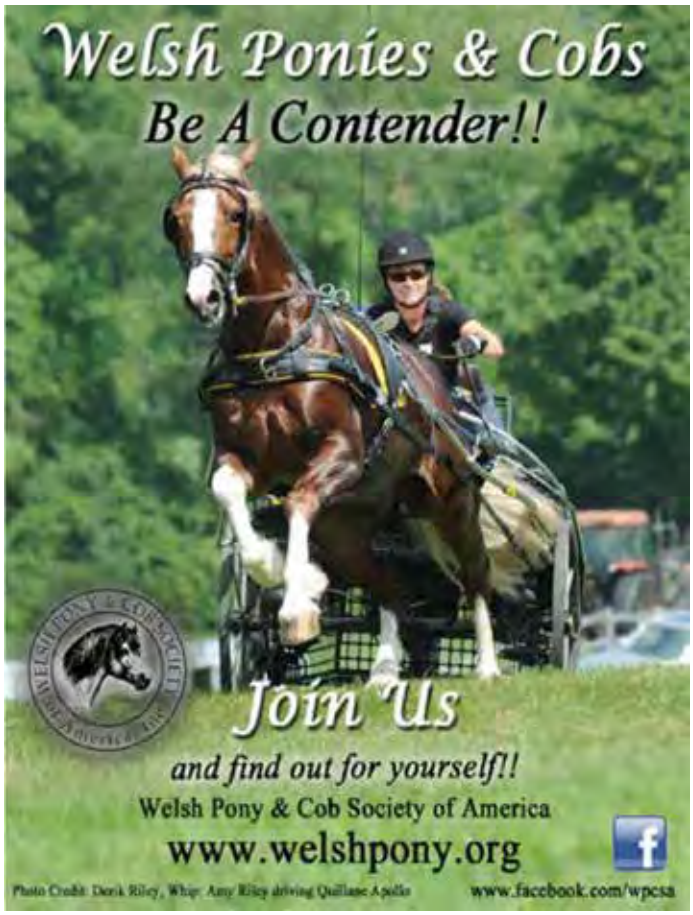
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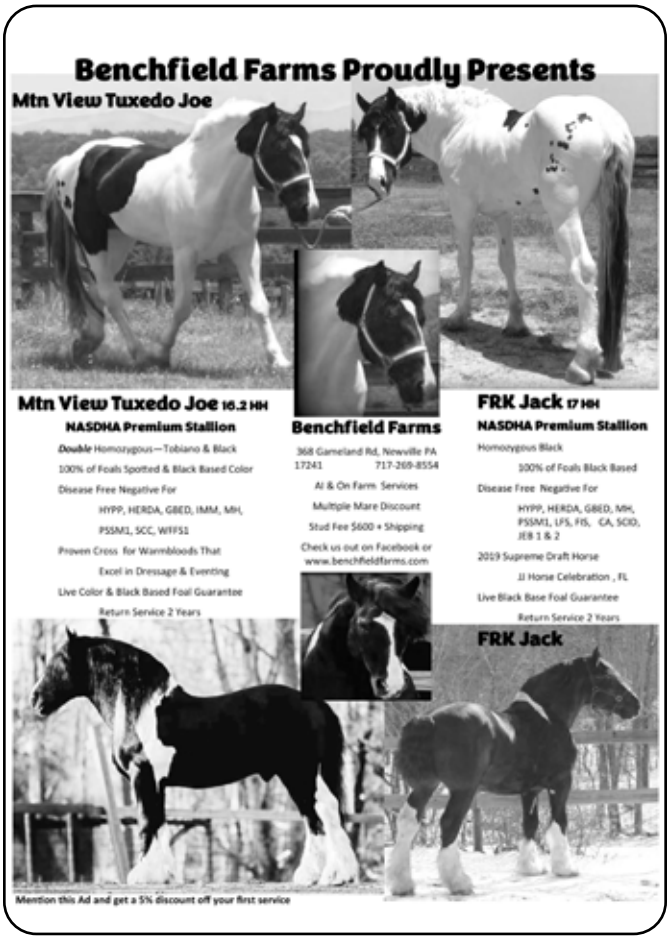
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HYPP, HERDA, GBED, IMM, MH,
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Disease Free Negative For
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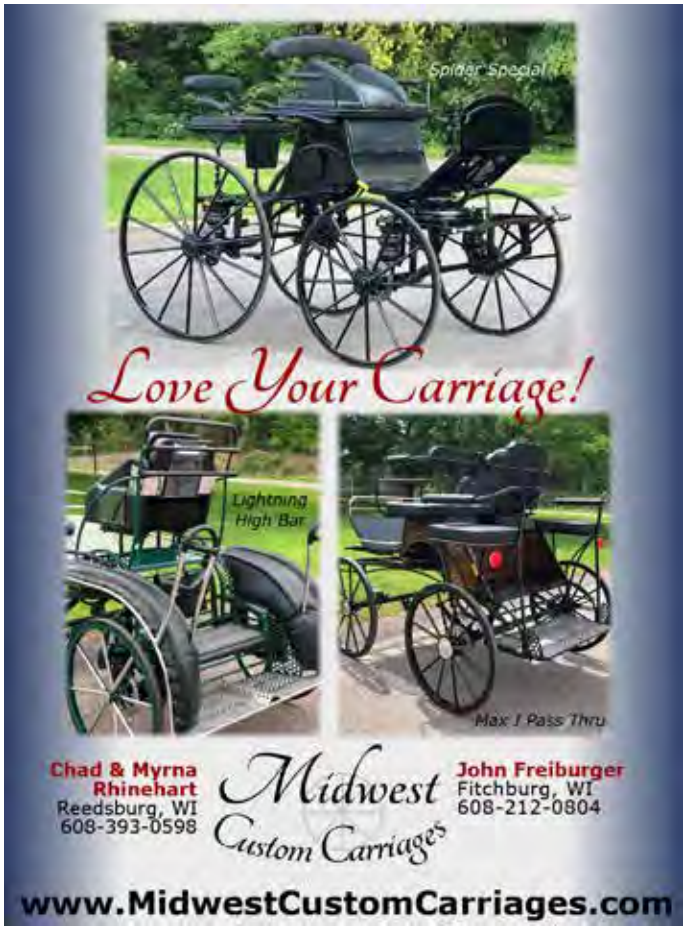
PSSM1, LFS, FIS, CA, SCID,
JEB 1 & 2
2019 Supreme Draft Horse
JJ Horse Celebration , FL
Live Black Base Foal Guarantee
Return Service 2 Years
FRK Jack
Mention this Ad and get a 5% discount off your first service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Fitchburg, WI
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www.MidwestCustomCarriages.com

Great Strides Abound

Jordan Oehlhof

Article by Diane McKay, photos by Bob Mischka

Jordan Oehlhof was gifted with a calm demeanor around a horse and the natural talent needed to excel in the equestrian world. Although she has been carriage driving for only three years, she's been around horses all her life, starting with a little riding pony given to her by her grandfather, long-time champion Howard Kietzke. She wanted to ride her granddad's Friesian driving horses, but he thought she should start with something smaller.

As Jordan grew and became older, she began to train hunter/jumpers with plans of competing, but recently switched her discipline to dressage. She started her driving career with her grandfather's horse, 11-year-old Cornerstone Dallas, and together they have shone in the pleasure show driving world. Competing against adults in novice classes in 2022 and open classes in 2023, they garnered reserve or champion status in six of seven shows, including the Concours d'Elegance at the Villa Louis Carriage Classic. Last year, Jordan trained Dallas to go under saddle in dressage and competed with him in Villa Louis' ride and drive class. This year, she plans to compete in the Villa Louis and Wade House shows, the Midwest Carriage Festival, and more with ridden dressage.

Jordan is the only one in her immediate family who took an interest in horses, although her mother, Lori, used to ride. However, she has much support from them. She trains every day from spring through fall, dividing her time between driving or riding. Winters in Wisconsin can be a little challenging for training; however, she can ride indoors. Dallas is boarded at her grandfather's farm a few miles away, and sometimes they break up their competitive training routine with some leisurely trail driving.

After completing two more years of high school, Jordan plans to become a nurse and hopes to attend a nearby college to continue her life with the horses. Her focus, dedication to what she wants and enjoys, and her sights for the future are exceptional attributes – well done! ∩

Q&A with Jordan

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

I started driving about three years ago, but I've been around horses my entire life.

How did you get interested in carriage driving?

I grew up watching my grandfather drive, and because I've ridden horses my whole life. A few years ago, I became interested in driving after I started grooming for Grandpa when he drove a tandem.

Who is/was your first driving equine?

Cornerstone Dallas, a three-quarter Dutch Harness and quarter Saddlebred horse

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

My grandpa has helped me with training pretty much every day that I work with my horse, and through that, I've had the chance to put in the hard work to achieve our goals. I've also learned a lot from Deb Sauer. She taught me how little adjustments I make in driving can make a big difference. She also taught me a lot about how to evaluate a horse and read their signals.

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

2022: Midwest Carriage Festival – Novice Driver Reserve Champion, Wade House – Novice Driver Reserve Champion, Villa Louis Carriage Classic – Novice Driver Division Champion. 2023: Midwest Carriage Festival – Novice Driver Division Champion, Wade House (Sporting Day) – Third overall, Villa Louis – Single Open Horse Division Champion, Villa Louis – Concours de Elegance Winner. I think I need to improve on not being so hard on myself if something isn't going well in the show ring and use the experience to learn and improve for next time.

FUN FACTS ABOUT JORDAN!

Favorite TV show: Gilmore Girls

Favorite food: Thai food that my mom and I get in Madison

Favorite subject in school: History

Favorite music genre: Country music

Favorite sport (besides driving): Skiing or snowboarding

What do you like most about carriage driving?

I love how I can work alongside Dallas as a team. Then, when everything fits together well, it just clicks, and everything falls into place just right.

What are your goals for driving?

I want to be able to compete at shows for as long as possible and continue to grow as a driver and rider with my horse. I want to do the best I can, and I know I can only do that if I work hard.

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

I admire my grandpa for how he drives because he can achieve his goals while still having fun while doing it.

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

My short-term goals are to continue to improve my driving and riding skills along with Dallas's and to continue a steady pace of working with him so that we can continue to have a strong bond throughout showing next year. A long-term goal is to maybe one day show in England at the Windsor Show. I think that'd be an opportunity of a lifetime, and I hope I can one day achieve that.

ABOUT JORDAN

I am 15 years old and a sophomore at New Glarus High School outside New Glarus, Wisconsin. I have six siblings: two older brothers, three younger brothers, and one younger sister.

Litchfield Hills Driving Club

Name of club: Litchfield Hills Driving Club

When was the club formed?
1983

Purpose of the club or mission statement:
To promote the proper use of horse-drawn vehicles for recreation and competition.

Principle state/geographic region:
Located in the beautiful Litchfield Hills of Connecticut with members from around the state and the wider New England area.

How many meetings per year are held, when and where?
Meeting are held from September to May in Plymouth, Connecticut.

Number of members: Approximately 30 members. The LHDC enjoys a membership of widely varied ages, interests, and abilities. Our members include teenagers to retirees, back yard drivers, and CDE participants, while some enjoy antique vehicle collections and others perform professional level restoration.

Types of activities:
Monthly meetings with speakers, and picnic drives. From spring to fall we have a variety of Recreational Drives at various locations along with our annual LHDC Picnic Drive. The Litchfield Hills Driving Club is a Chapter Club of The Carriage Association of America, a member of the American Driving Society and a member of the Connecticut Horse Council.

Does your club publish a newsletter?
Newsletters are quarterly with email communications and reminders when needed.

Does your club have a website?
litchfieldhillsdrivingclub.org

Current officers:
President: Dick Mangino; Program Chairwoman: Carol Borsari; Secretary: Carol Crain; Treasurer: Nancy Mangino; Newsletter: Marcia Stemm

For more info:
richardmangino@att.net

Courtesy photos

Be a Better Competitor

How Can I Help?

by Marcie Quist

With several shows being canceled recently, competitors must ask themselves, "What can I do to help?"

Three easy answers are: get your entries in early, donate what you can, and volunteer.

Entries are the lifeblood of shows. If no one comes, there is no show. Planning a show starts about two minutes after the last show but picks up about six months before the show when the American Driving Society's Omnibus listing is due. Early planning includes the definition of the entire show, dates, location, format, how many classes, what levels, and the hiring of officials. For economic reasons, airline reservations and hotel reservations for officials need to be made about three months out. Plans must be finalized for infrastructure like tents, stalls, tables and chairs, and the construction and repair of obstacles or arenas. Volunteers must be found and supported in the final month with food and benefits. All of this takes place before the organizer has any idea of who is coming.

Getting your entry in early assures the organizer they will have customers and income for their event. As a fellow competitor, I know entering a month before the event is difficult. Weather, finances, animal and personal soundness, and training all conspire to change your plans. However, most shows will offer a relief valve to have your entry returned for illness and lameness. Check the listing to assure yourself, and then enter! If you still can't come, consider donating your entry fee anyway. When you realize you can't make it, the show's expenses are set, and the organizer is counting on you.

Late entries, while they may provide more revenue, create more problems than they solve. First, they require constant changes to the schedule. Believe it or not, most organizers set a schedule directly after the closing of entries. These days, with so many people entering late, it is only possible to publish the schedule at the last minute simply because the late entries delay the process. Late entries also delay the last-minute work when show secretaries must transfer their energy to the late entries instead of being ready for the rest of the entries.

Second, late entries create extra paperwork to set up more stabling requests, change schedules, and hire more officials. This is because many shows run under the ADS and USEF rules require more judges for increased entries and higher levels. Late entries muck up the original plan and sometimes cannot be accepted when an additional judge cannot be hired within days of the competition.

Three easy answers are: get your entries in early, donate what you can, and volunteer.

Whether you are attending the show or not, consider donating to the show. It does not have to be a large donation, but those donations are the foundation of the show, as every bit of money goes toward the enormous cost of a show. For combined driving and pleasure shows, there are significant costs for the rental of the facility. Even if it is free, there is always the maintenance of the facilities; the hiring, housing, and feeding of officials and staff (like the secretary and barn manager); EMT and vet services; transportation like golf carts; feeding and comfort to the volunteers and the "luxuries" for the competitors like potties. In addition, the minor things add up for prizes, ribbons, and gifts. All these costs must be paid and cannot be fully covered by the competitors' fees.

Finally, you can help by volunteering. Volunteers are the lifeblood of the sport. More than 50 volunteers are needed for every combined driving event, no matter how many competitors are entered. In pleasure driving, there are fewer volunteers per entry, but there are still a lot of people. If you are coming to the event as a competitor, consider arriving a day early or leaving a day later to help set up or clean up. Much of the work for an event happens before and after the competition, and many hands make lighter work. Also, you will meet new people and enjoy learning about the background events of the competition.

If you can't volunteer, consider asking a friend or neighbor interested in driving or horses to step up in your place. New volunteers are welcome and usually become long-time volunteers. Lastly, call the organizer and suggest your group or organization for potential volunteers. Some organizers do not know who or how to ask service organizations for help. Some volunteers do not need to know horses as there are many jobs without direct contact with horses. If you belong to a cooking club, they may help with the volunteer food. Or could the builders' club paint the obstacles? Children can be most helpful by using their energy by setting cones. Whatever the club can do is always helpful and appreciated.

The bottom line is that shows need your help to survive. Enter as early as possible, donate as much as possible, and help (or send help) when possible. With these three things, you can help improve our sport of driving competitions and have more fun doing it! ∩

by Jacqueline Zimmermann

Get Out Your 2024 Calendar

The driving year of 2024 will be exciting. In addition to the mega-events, many other highlights will be of interest to driving fans from all over the world.

We can look forward to many exciting decisions; the provisional driving event calendars are packed. In addition to the many national competitions in Europe, there are also interesting international challenges for driving athletes.

Why not take out your calendar now and write down the most important dates for the driving sports community in 2024?

Looking toward 2024 *courtesy photo*

Driving sports worldwide

One FEI European Championship and three FEI World Championships highlight the driving sports season 2024.

The international FEI driving calendar currently has 43 international CAI events on the program for the following months, of which a remarkable 11 events are planned as CAIO (Concours Hippique International Officiel).

According to the International Equestrian Federation (FEI) regulations, each nation is only allowed to hold one CAIO with the Nations Cup, and the prestigious CAIOs are the highest category of driving competitions, with individual and national team rankings.

Sport…sport…sport 2024

From a sporting perspective, only the continental and world championships are above that.

But – even if it doesn't directly affect us as a driving community – 2024 is also an Olympic year. The 2024 Summer Olympics are scheduled in the French capital, Paris, from July 26 to August 11.

It is the sixth Olympic Games in France, and the disciplines of dressage, jumping, and eventing take place in the palace gardens of Versailles. The Paralympic Games with the equestrian discipline of para-dressage will occur in Paris from August 28-September 8.

Equestrian sports – including dressage, show jumping, and eventing – have been an integral part of the Olympic program since Stockholm in 1912 and are one of the few sports where men and women compete together. Six Olympic medals will be awarded in equestrian sports – in each discipline in the individual competition and the national team competition.

As early as the ancient Olympic Games, horse races and four-horse chariot races were held as competitions in the Hippodrome of Olympia.

It's a real shame that driving, the oldest equestrian sport of all, which thrilled audiences with the legendary chariot races, never had a chance and probably won't have a chance in the future to be Olympic. Our driving community is too small, and driving is active in too few countries in the world.

But back to our beloved driving sport.

The Netherlands Koos de Ronde is always a contender. *Photo by Bine Sierla*

You can find all current results from driving sports from all over the world on our website *www.hippoevent.at*

we ♥ drivingsport

Boyd Exell in Szlivasvarad 2023. Will he win a consecutive 7th title? *Photo by Vida-Szucs Istvan*

The young wilds

European Championships will take place again in 2024 for the youth driving sport in the three age groups – children 12 to 14 years old, juniors 14 to 18 years old, and under 25: 16 to 25 years old.

At the end of July, and for the first time in Sweden, in Flyinge, the young, inspired, and motivated athletes who represent the future of the sport will fight for FEI medals in their respective age categories and a joint team ranking.

FEI Single Horse World Championships

For the third time in a row (Pau in 2020, Le Pin in 2022), the WCH for single horses will take place at the French stud farm in Le Pin au Haras. From September 19-21, the single horse driving scene will meet in the place they know well, in Normandy.

And the following week – September 26-29, the medal rain will continue in France. **The FEI World Championships for Young Driving Horses,** the 5-, 6- and 7-year-old four-legged driving superstars, will be held at the same location as last year – in Lamotte-Beuvron.

If, like me, you believe that a championship inspires driving in a region, in a country, in a very positive way, it is a shame that in recent years, we have seen that fewer nations are ready or have been selected by the FEI to host major World and European Championships in driving.

Girl Power – Anna Sandmann *Photo by Bine Sierla*

The premier class

Who will be the FEI Four-in-Hand Horse World Champion?

With the FEI World Championships for Four-in-Hand, driving will return to a traditional and historic location in 2024: Szilvásvárad, Hungary, where Prince Philip played a key role in shaping the sport with carriages and horses into an international competitive sport with the four-in-hand driving. After the first World Championships in Szilvásvárad in 1984, FEI medals will be awarded to the four-in-hand drivers again in 2024. After 40 years, September 4-8, 2024, you will be able to experience top driving sport and a lot of Hungarian driving culture.

And the sporting decisions will definitely be exciting on the grounds of the Hungarian Lipizzaner National Stud. Will the Australian national anthem be played for the champion again this year? Will four-in-hand driving superstar Boyd Exell win his seventh consecutive title in Hungary? Or will we be surprised by a new champion in the premier class?

So, as you can see – a lot is going on in driving in 2024.

Let's look forward to great driving sports – lots of exciting decisions – great performance from our sports partners, and wonderful horses.

Let's hope that despite the worrying news from all over the world that hits us almost every day, and the major challenges that we are all currently facing, we will be enthusiastic and enchanted by equestrian sport.

Let's wish that as many hours as possible we can spend with our beloved horses, ideally on the carriage seat, will give us joy and strength to rock the year 2024! ∩

by Hardy Zantke

From Behind My Splinter Bar

FEI Rule Changes Approved

In the spring issue, I like to bring you up to date on rule changes for combined driving even though the driving season is already well underway in some parts of our country. I did not have the FEI changes for the previous issue's publishing deadline. Now I do. Most of it aligns with what I wrote in the September issue when they were proposed.

The good news is that I did not see any significant changes to what we currently have. The next good news is that they deleted the entire paragraph about the trial of the new scoring system from the driving rules (Art. 901.11). It looks like we are safe there, at least for now. They still have the new scoring system on their driving rule page on the website. They had indicated earlier that they might return to it with the next major rule change revisions due in 2025 for 2026.

Let's take a look at details of some of the changes:

As I wrote in September, there is a lot of new emphasis on the welfare of the horse. I think that is a good move, both for our social license with the image of our sport in the public eye, as well as the actual welfare of the horses and the safety of all involved.

Accordingly, the FEI created new Recorded Warning Cards in addition to the Yellow Cards, which can be given out by the President of the Ground Jury, the Chief Steward, and the Technical Delegate. These warning cards can be issued for various offenses – like driving out of control or horses not responding and endangering others. As the name says, they will be recorded and published on the FEI website. There will be a two-month suspension after three warning cards are received within one year (Art.911.2).

Art. 911.9 added another paragraph penalizing anything that might be against the welfare of the horse during any competition by Elimination.

Art. 923, 924, and 927 have some new rules for team and individual entries for the World Championship for Pony World Championships and Youth World Championships, and Art. 927 spells out the details for all, including additional individual entries.

Art. 928.2.5 clarifies that air vests cannot replace back protectors and, if worn, must be worn over the back protectors.

Art. 933.2.4 is another new welfare-related rule, coming to us from the eventing background: If a horse has fallen and cannot stand up immediately on its own without help, the competitor will be eliminated. I think that's a rare occasion, and I am not sure if we really need this new rule.

Art. 937.1 clarifies the period of breeching requirement for carriages without brakes as well as all singles to all periods of jurisdiction.

Art. 940 extends the requirements for harness details to the new FEI Tack App.

Art. 942.6 adds grooms to the requirements for medical information and lists details of relevant medical conditions that need to be disclosed, for example, back injuries, certain medications (like blood thinners), and severe allergies.

Art. 945.3 takes out the reason "to avoid" accidents from permitted outside assistance as that was too hard to determine.

Art. 950.5 specifies the required warm-up arena size per dressage arena and Art. 972.1.3 does the same for Cones, each a minimum of 3,200 square meters (that would be an 80 x 40-meter arena, for example).

Art. 960 increases the allowed distance for marathon section B for children and youth classes from 5 to 8 km – equal to para classes.

Art. 961.2.2 adds a new choice for the course designer to have up to eight double lines of any color in marathon obstacles, which are not allowed to be crossed at any time. The lines need to be in place 48 hours before the marathon starts, both on the ground as well as in the drawings. The penalty for crossing them – by the whole turnout (Art. 965.2.7) – is 20 points (Art. 969).

Art. 961.4.4 refers to the minimum width in heavy portable marathon obstacles to Art. 961.6.2 for the different turnouts also tells us that there is no maximum width, and 961.5.4 requires knockdowns on each element of a heavy mobile element.

Annex 10 defines fixed, heavy, and light mobile marathon obstacles.

That's all that I saw in the FEI driving rules.

Further, there are three new appendices to the FEI General Regulations:

Appendix L: 14 Key Event Requirements – KER's – for the welfare and safety of horses (for example, stable requirements) and people (medical facilities) and assuring a fair field of play (as in the discipline rules), all to be addressed by the organizers and officials.

Appendix M: Social Media Policy stresses respect and integrity, positive representation of our sport, protecting privacy, and avoiding controversies valid for and to be followed by all participants in our sport.

Appendix O: The FEI Equestrian Charter outlines our responsibility for the entire well-being of the horses, physical as well as emotional, for their entire lives.

FEI competitors should read up on the rule references mentioned above to be fully informed about the details and ramifications.

I have not found similar changes in the USEF or ADS rules yet, but I expect the additional welfare rules, as well as the change to the outside assistance rule and the marathon obstacle double lines, to come there probably too by next year.

Otherwise, I covered the ADS rule changes in the February issue of the ADS *Whip*. There were not many important items that we needed to know – just that women now need jackets in dressage and cones as they do for the FEI and USEF and no shorts in driving derbies. Also, ADS now allows grooms to stand in dressage and cones on marathon carriages. This is not so at FEI. At USEF, it is not allowed in dressage, but in cones, it is permitted in their lower levels. So, let's not get confused and keep their differences in mind. Ω

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by Diane McKay

All photos contributed by friends.

Longears

Best Friends

According to *merriam-webster.com*, a "best friend" is often described as someone with whom you share a deep and meaningful bond. Best friends are typically characterized by mutual trust, understanding, and support. They are individuals with whom you feel comfortable being yourself and who accept you for who you are.

Native Minnesotan Heidi Iverson-Sporre loves her 10-acre hobby farm, Lofty Spur Stable. She named the farm because it is positioned atop a massive hill (hence the lofty part of the name) and Sporre is Swedish for spur (like a horse spur). It is an excellent place, beautiful and outstanding, just right for keeping her horses and donkeys in shape.

Best friends at the 2023 Waseca Sleigh and Cutter Festival. *Photo by Laurenda Easterlund*

Favoring Arabians, she has two presently in her animal family. Ladybug is a 31-year-old Arab/Quarter Horse cross who has been with her since the age of five and was her main riding horse for many years. They've logged many miles together on the trails at home and in North and South Dakota. Although she is retired now, Ladybug still enjoys the occasional trail ride. Sirocco is her current mount, a 26-year-old Arabian gelding who doesn't seem to have any plans of stopping. He, too, has put in the miles traveling with Heidi to Gettysburg, Pennsylvania, Utah's Bryce Canyon National Park, Iowa, Wisconsin, Missouri, and the Dakotas.

Her longears were adopted together from a Wisconsin rescue in 2007. In online research, she found Desoto, a dark brown standard who was 16 years old. Having been a working donkey in his earlier life, his back had swayed and he was not in the best shape, but that didn't matter to Heidi; she knew she wanted him. Although he was a little standoffish initially and not the in-your-back-pocket type, it didn't take him long to own up to her and know that he had found his place. His only job was to be a companion, but he truly liked accompanying them on the trails sometimes. Heidi had decided she would also check out the second donkey while she was at the rescue, a yearling named Frosty. Since Heidi's family has always had a love for old cars, and Desoto came with his name, she decided to change the youngster's name to Edsel. Years later, Desoto was diagnosed with Cushing's, and in the fall of 2023, at the age of 33 with declining health, Heidi made the difficult decision to let him go before his condition worsened.

Heidi has loved horses all her life, and her love of carriage driving started with a little Shetland pony named Trigger. Although she had no idea what she was doing, he was a great first teacher, allowing her to learn along the way. She had friends who drove, and they also helped her learn the ropes. Later, she was fortunate to be given a Fjord driving horse. The horse also

Edsel's claim to fame featured in the *Tails of MSP* book at the Stone Arch Bridge. *Photo by Lisa Asp – Tangerine House of Design*

went under saddle, but she found that he seemed to prefer driving and sleighing. Through the years she added to her knowledge by driving equines belonging to other people. When Edsel was of age in 2017, she began his training with many hours of ground driving. She had plenty of time to work with him and took things slowly. "Edsel was exceptionally resilient and happy to have a job," says Heidi. "He was straightforward to work with and was very willing." In 2019, it was time to hook him to the cart.

Weather always dictates what type and amount of driving Heidi can do. Minnesota produces a good bit of snow in some years, and she can usually go sleigh-driving on weekends. She and Edsel also like to participate in parades and have been in many from 2018 to the present. The sights and sounds never bother him; he always takes things in stride. Their favorites include the home-state parades, the Kenyon Carriage and Cutter, the Le Center St. Patrick's, and the Waseca Sleigh and Cutter Festival. They have even traveled to the Baldwin Wisconsin Horse Parade. Heidi has competed in the Kiester Farming of Yesteryear Horse and Mule show, entering a single driving class and a marathon course, mule jumping, and other various longear classes. In the spring of 2023, Edsel was published in a book, *Tails of MSP* (Minneapolis Saint Paul), showcasing local animals. He was the only equine among the many dogs and cats submitted, and a big fuss was made over him. Heidi chose to have Edsel stand on the iconic Stone Arch Bridge overlooking the urban downtown landscape of Minneapolis as their backdrop, and they had to arrive at 5:00 am to catch the sunrise.

Midwestern carriage drivers like their snow and sleigh rallies, which are popular, as well as general hours of pleasure sleighing. Heidi has an easy-entry cart for all-around driving, but she is looking forward and eagerly anticipating her own

Beloved Desoto around 2008. *Photo by Heidi Iverson-Sporre*

Heidi and Sirocco trail riding in the Lebanon Hills Regional Park, Minnesota. *Photo by Denise Dawson*

A day of sleighing. *Photo by Susan Lockling*

Trail driving at Crow-Hassan Park Reserve, Minnesota. *Photo by Susan Lockling*

Souvenir photo from the Waseca Sleigh and Cutter Festival Association

Ahonen Albany sleigh in her choice of color – purple. She is a member of the Northwoods Harness Club, and besides sleigh rallies, weekend camping trips are another preferred pastime, and sometimes, planned driving meets are staged at various members' farms. Heidi feels that the camaraderie within the driving world is inspiring as everyone supports and helps each other.

Such is the way with animals; sometimes, things can go awry. Even when the bond developed is solid and true, it can be tricky and challenging to figure out what is wrong and what to do about it. Animals look to their humans not just as companions and leaders but for safety and protection. In May of 2023, Edsel began to show unexplainable changes that Heidi would never have thought possible with him; he had always been quiet, steady, and amicable. She tried everything in her knowledge and power to understand and improve the situation, but she could tell he seemed terrified; but of what or who? It was as if somehow demons had entered him, and she could not wrap her head around what was happening.

She had the forethought to stop, regroup, and return to basics, almost starting entirely over. That summer, she planned some relaxing horse camping trips with Sirocco, Edsel, and friends. The little donkey was pleased with this and would follow along at liberty, carefully minding his Ps & Qs. He was a happy-go-lucky little fellow and a joy to have along. While back at the base camp, Heidi would put his harness on and practice a little ground driving, and he was fine.

Obstacle crossing at the Farming of Yesteryear Horse and Mule Show. *Photo by Susan Lockling*

Heidi knew there was more to Edsel's dilemma and that she needed more than she could give him and sought the help of a friend who is a trainer and equine rehabilitator who looks at the troubled animal holistically from top to bottom. Unfortunately, the trainer's talent and dedication put her in high demand, rendering her schedule very tight. Consequently, Heidi had to wait out the summer months and take things quietly. Finally, she got the help Edsel needed, and in early November, he was sent to Wisconsin to "pony boot camp." "I knew I needed compassion and understanding from someone like the trainer who looked at Edsel's sensitivity and equipment, reviewed his physical list, and made the thorough observations I could not see," says Heidi. "I could not connect the dots like she could." With careful consideration, changes were made to his harness and equipment, which made a big difference.

Before Edsel left for Wisconsin, Heidi's vet did a performance evaluation and found him fit and free of any lameness. But at boot camp, he was examined by a body therapist skilled in deep tissue massage who saw the most significant culprit: much pain across his back. The trainer also looked at Edsel's driving knowledge and found some things he needed to improve on, such as standing still

Bjorn the Fjord pulling a modified ice fishing sled. *Photo by Susan Lockling*

for extended periods, negotiating obstacles, and generally desensitizing to potentially scary objects. Edsel spent five weeks in boot camp, and during that time, Heidi would travel the three-hour distance to visit with him and observe his progress.

"Donkeys have feelings and sensitivities, too," Heidi explains. "Even though they can be very stoic, they have depth." Edsel had an incredible need for compassion and understanding to be able to work through his trauma, and his session at boot camp helped him to have a successful comeback. Heidi does a lot with Edsel, and when he lost it a year ago, it was one of the most painful things she had ever felt. With new training and the much-needed bodywork, Edsel has returned to being a solid citizen and Heidi has her donkey back – mind, body, and soul. After returning home, his massages were continued monthly and then as needed. "Life is better with my longears," says Heidi. "I miss Desoto, and I know Edsel does, too, but I have intentions of someday getting another donkey so he can have a donkey friend again."

As a marriage and family therapist, Heidi plans to train Edsel to be a therapy donkey, as he is sensitive to helping people with trust issues or who need the additional support that donkeys can provide. "He will be a tool in my line of work. He is my buddy and companion; he is not going anywhere. I know he has a great future ahead of him," Heidi says. "And we are friends for life!" ∩

Gareth A. Selwood

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May 3-5 | Carriage Classic in the Pines, Big Sky Farm, Southern Pines, NC. Cheryl Bacon, 910-309-7624, cherylbbacon@gmail.com

May10-12 | CAA Driver Proficiency Evaluation and Sporting Day of Traditional Driving, Lake Metropark Farmpark, Kirtland, OH Ann Petersen, 440-479-0972, aep2004@peoplepc.com

May 11-12 | Carolina Carriage Club DT & CT, Windridge Farms, Mooresboro, NC. Alicia Henderson, 828-595-3950, windridgefarmsnc@gmail.com

May 11-12 | Cowboy Country DT & CT, Payne County Expo Center, Stillwater, OK. 918-740-9259, quantumakitas@gmail.com.

May 11-12 | GMHA Spring CT & AT, Green Mountain Horse Association, South Woodstock, VT. Eric Wilking, 802-457-1509, eewlsw@gmail.com

May 11 | Delmarva Driving Club Pleasure Driving Show, Wicomico County Equestrian Center, Salisbury, MD. delmarvadrivingclub1983@gmail.com

May 18-19 | HUB Club Spring Clinic & Driving Derbies, Hampshire, IL. lydiagraydvm@gmail.com

May 18-19 | Wade House Clinic, Greenbush, WI. bridgitt.zielke@wisconsinhistory.org

May 18 | Open Training Day, Pine Meadow Showgrounds at USET, Gladstone, NJ. Gayle Stinson, 908-752-2653, joshilohjo@yahoo.com

May 19-21 | Cherry Valley Carriage Association Clinic with Tracy Morgan, SUNY Morrisville Equine Rehabilitation Center, Morrisville, NY. Judy Cary, CVCA President, 315-247-5884, hhep@citilink.net *cherryvalleycarriage.com*

May 19-21 | Midwest Horse Fair, Madison, WI. robbinleesmith@gmail.com

May 24-26 | ADS Midwest Regional Drive, Jester Park Equestrian Center, Granger, IA. Mary Lu Norland, 913-963-8333, bygonefarm@gmail.com

May 25-26 | Genesee Valley Riding and Driving Club Clinic with Jeffrey Kohler, Fox Run Farm, Geneseo, NY. Tricia Anselm, 585-519-5530, tricia.dognpony@gmail.com *gvrdc.org/index.html*

May 25-26 | USEF Emerging Driver Dressage and Cones Clinic, Lodi, WI. Jennifer Thompson, drjlt@hotmail.com

May 31 – June 2 | Elk Creek CT & DT, Fair Hill Department of Natural Resources, Elkton, MD. Diane Trefry, 443-553-1453, fhi.diane@gmail.com Lisa Singer, 610-960-8695, chateaulog@gmail.com

June

June 1-2 | Dairyland Driving Club Basics and Beyond Clinic, Custer, WI. Charlotte Hensler, chensler@wi-net.com

June 1 | Sporting Day of Traditional Driving, Thistle Hill Farm, Franktown, CO. Erik Jensen, 303-886-5555, erikjensen2072@gmail.com

June 8-9 | MHDVA Blue Ribbon Driven Dressage, CT, and Pleasure Driving Show, Ionia Fairgrounds, Ionia, MI. 517-763-3729

June 8-9 | Pioneer Pleasure Show & Combined Test, Quail Run Horse Center, Omaha, NE. Garnet Blatchford, 402-681-6779, garnetblat@gmail.com

June 8-9 | Saratoga Driving Association Pleasure Show, Schaghticoke Fair, Schaghticoke, NY. Jeffrey Morse, 413-822-9462, greenmeads@gmail.com

June 8 | Elizabeth Stampede Parade, Elizabeth, CO. Sandy Clayton, 303-718-7300

June 9 | Pleasure Drive – Bannockburn, Colorado Driving Society, Franktown, CO. Margie Lillestadt, 303-810-6162

June 10-11 | Central Ohio Carriage Club Clinic with Jacob Arnold, Infirmary Mound Park, Granville, OH. Parveti Wood, parveti@me.com

June 11 | Central Ohio Carriage Club Driven Dressage Schooling Show, Infirmary Mound Park, Granville, OH. Parveti Wood, parveti@me.com

June 14-16 | Midwest Carriage Festival & PCT, Elkhorn Equestrian Event Center, Elkhorn, WI. Michele Harn, 608-558-3436, midwestcarriagefestival@gmail.com

June 23 | Northampton Driving Society Pleasure Driving Show, Silver Shoe Farm, Batavia, NY. info@northamptondrivingsociety.org

June 28-30 | Gladstone HDT, United States Equestrian Team headquarters, Gladstone, NJ. Ellen Ettenger, 352-615-6460, shorty1956@gmail.com

June 29 | Pleasure Driving Show, Jefferson, WI. Liz Barnes, wis.ildrivingenthusiasts@gmail.com

June 30 | Driving Clinic with Joanne Williams, Jefferson, WI. Liz Barnes, wis.ildrivingenthusiasts@gmail.com

June 30 | SNECDA ADT & CT, Brooklyn Fair Grounds, Brooklyn, CT. Rheanna Lanoie, 781-856-4218, rheannalanoie@gmail.com

July

July 5-6 | Notara Farm Driving Trial & CT, Notara Farm, Verona, WI. Mary Ruth Marks, 608-513-7490, maryruthmarks@gmail.com

July 13 | Obstacle Playday, Colorado Driving Society, Bayou Gulch Park, Parker, CO. Sandy Clayton, 303-718-7300

July 19-21 | Lorenzo Driivng Competition, Lorenzo Historic Site, Cazenovia, NY. Hannah Polson, polshanb@gmail.com

July 19 | CAA Carriage Showcase at the Keeneland Concours d'Elegance, Lexington, KY. CAA, info@caaonline.com

July 19-21 | Wade House Carriage Days, Wade House Historical Site, Greenbush, WI. Michele L Harn, 920-547-7137 (Bridgitt), micheleharn@gmail.com

July 26-28 | The Great Lakes Carriage Classic, Ancaster Fairgrounds, Jerseyville, ON. Jean McLean, 905-807-8313, jean@glcc.ca

August

August 3 | Colorado Driving Society Pleasure Show, Salisbury Park, Parker, CO. Sandy Clayton, 303-718-7300

August 6 | Central Ohio Carriage Club CT Schooling Show, Infirmary Mound Park, Granville, OH. Parveti Wood, parveti@me.com

August 8-11 | Orleton Farm CT, DT, and Pleasure Driving Show, Orleton Farm, Stockbridge, MA. Ann Willey, 518-392-6583, ann@drwilley.net

August 16-18 | NW Michigan Draft Horse Assoc. School of Driving, Traverse City, MI. Dan Hubbell, dan@hubbelllawoffice.com *drivingdrafts.com*

August 23-25 | Colorado CDE, Colorado Horse Park, Parker, CO. Erik Jensen, 303-841-5238, erikjensen2072@gmail.com

August 24 | Open Training Day, Pine Meadow Showgrounds at USET, Gladstone, NJ. Gayle Stinson, 908-752-2653, joshilohjo@yahoo.com

September

September 2 | Central Ohio Carriage Club CT Schooling Show, Infirmary Mound Park, Granville, OH. Parveti Wood, parveti@me.com

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

September 7-8 | Genesee Valley Riding and Driving Club Driving Show and Continuous Drive, Hideaway Farm, Geneseo, NY. Tricia Anselm, 585-519-5530, tricia.dognpony@gmail.com *gvrdc.org/index.html*

September 14-15 | Windridge Farms DT & CT, Windridge Farms, Mooresboro, NC. Price Story, 828-595-3950, p.story@bellsouth.net

September 14 | Gladstone Fall Horse Driving Trial, Gladstone Golf and Equestrian Center, Gladstone, NJ. Gayle Stinson, 908-752-2653, joshihlojo@yahoo.com

September 14 | Driving Derby Day, Obstacles and Cones. Pine Meadow Showgrounds at USET, Gladstone, NJ. Gayle Stinson, 908-752-2653, joshilohjo@yahoo.com

September 21 | Fun Drive, Colorado Driving Society. Terri Miller, 303-838-6768

September 22 | DDC Stonyhedge Farm Pleasure Drive and Potluck, Custer, WI. Charlotte Hensler, chensler@wi-net.com

September 26-29 | MARD – Mid-Atlantic Recreational Drive, Fair Hill Natural Resources, Elkton, MD. Heidi Ferguson, 302-632-8024, recreational@americandrivingsociety.org

September 27-29 | Indiana CDE, Hoosier Horse Park, Edinburgh, IN. Terri Birk, 217-369-0507, oldestgreymare@aol.com

October

October 5 | Blue Jeans Driving Games, Colorado Driving Society, Salisbury Park, Parker, CO. Susie Haszelbart, 303-882-2462

October 8-13 | National Drive Fall, Hoosier Horse Park, Edinburgh, IN. Felena Chandler, 317-534-7781, thenationaldrive@gmail.com

October 9-13 | American Driving Society 50th Anniversary & Annual Member Weekend, Big Sky Farm, Southern Pines, NC. Abbie Trexler, 608-237-7382, info@americandrivingsociety.org

October 18-19 | Nashoba Carriage Classic and Driving Derby, Germantown, TN. Keri Daniels, 901-653-9257, nashobacarriage@gmail.com

October 19 | Open Training Day, Pine Meadow Showgrounds at USET, Gladstone, NJ. Gayle Stinson, 908-752-2653, joshilohjo@yahoo.com

October 26 | Colorado Driving Society Halloween Drive, Salisbury Park, Parker, CO. Nissa Maldonado, 720-479-6842

November

November 9-10 | TicketyBoo Farm Veterans Weekend CDE, Tickety Boo Farm, Melrose, FL. Paul Van Sickle, 386-847-4642, ticketyboofarm@yahoo.com

November 16 | Colorado Driving Society Turkey Hunt, Salisbury Park, Parker, CO. Susie Haszelbart, 303-882-2462

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.

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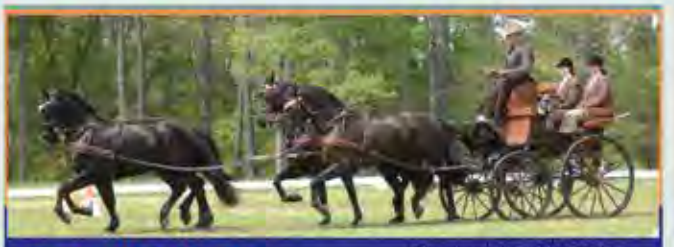

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Pictured: Marcie Quist and US Equestrian staff at The National Drive. Photo by Abbie Trexler.

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Killer (Pura Vidas Signature Silver Dollar)

by Kim Janosek, photos by Chelsey Burris (United States Dressage Federation)

I have always been enamored with harness horses. My grandfather ran a harness shop for many years, and my husband and I had Percheron draft horses for over 25 years. When my aging father moved in with us and my husband was on the road, we sold the draft horses. I missed them terribly. Soon after my father passed, new neighbors up the hill asked for help harnessing one of their horses. Well – it was a miniature horse that had never been driven!

In our draft show days, we scoffed at the guy who pulled his car up next to the barn and out popped a miniature horse from the back door of his Eldorado. We all stood there in amazement, wondering what good is a horse that small? And now, here I was, ground driving a horse the size of a Saint Bernard. I currently own several of the little guys, and one has made quite an impression on me and about everyone he meets or competes against.

That little horse got me invited to the FEI World Cup Finals. They were created to showcase the world's best, and last year, the FEI held this event right smack dab in the middle of the United States. Horses were flown in from Europe, Belgium, Germany, Ireland, and even Saudi Arabia to compete in the World Cup Jumping, Dressage, and Vaulting finals at Omaha, Nebraska. In the Breed Gallery, the public could view various breeds and pet noses and talk with owners. The Gallery included a Missouri Fox Trotter, Quarter Horse, Paint, Fell Pony, Scottish Highland Pony, Saddlebred, Thoroughbred, Shire, and Friesian. Standing right next to the largest horse in the state, Percheron horse Luke Skywalker, just under 20 hands, was 33.5" AMHR Miniature Horse "Killer." Despite his size, Killer seemed to garner the most attention.

I can't tell you how often I heard people exclaim, "He looks just like a real horse!" It was an excellent opportunity to explain why they are called miniature horses. People were also impressed with how fit and well-groomed Killer was, and surprised to know he held World and National Championship titles in Hunter jumping, they asked how he could possibly be ridden.

I explained that though judged on the same merits as their larger counterparts, minis were shown in hand. World famous jumper rider McClain Ward even remarked how well Killer's back was muscled while Dr. Temple Grandin verified that he was no killer. Because of his size, we could roam the event freely, greeting fans and teaching everyone about short horses. Many of the trade show vendors stole him away into their booths for advertising photo shoots, and at one point, I know he was sporting a saddle three times his worth!

Killer makes many public appearances and can go places I could never take my draft horses; he shops at TSC, tells the children's story at church, and visits school classrooms and assisted living facilities. The pinnacle of our time at the finals was showing off Killer's driving ability in racing Luke Sky Walker in a cones timed obstacle race; Killer not only boasts of a gold Hall of Fame in Western Driving but a Hall of Fame in Carriage Driving as well. The crowd was wild, and so was Killer, who ran the course in 1 minute 13 seconds. Luke? Well, better luck next time, big guy (1 minute 21 seconds). Killer (Pura Vidas Signature Silver Dollar) may be small, but he certainly leaves a big impression. Ω

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