

AUSTRALIAN Carriage Driving JOURNAL



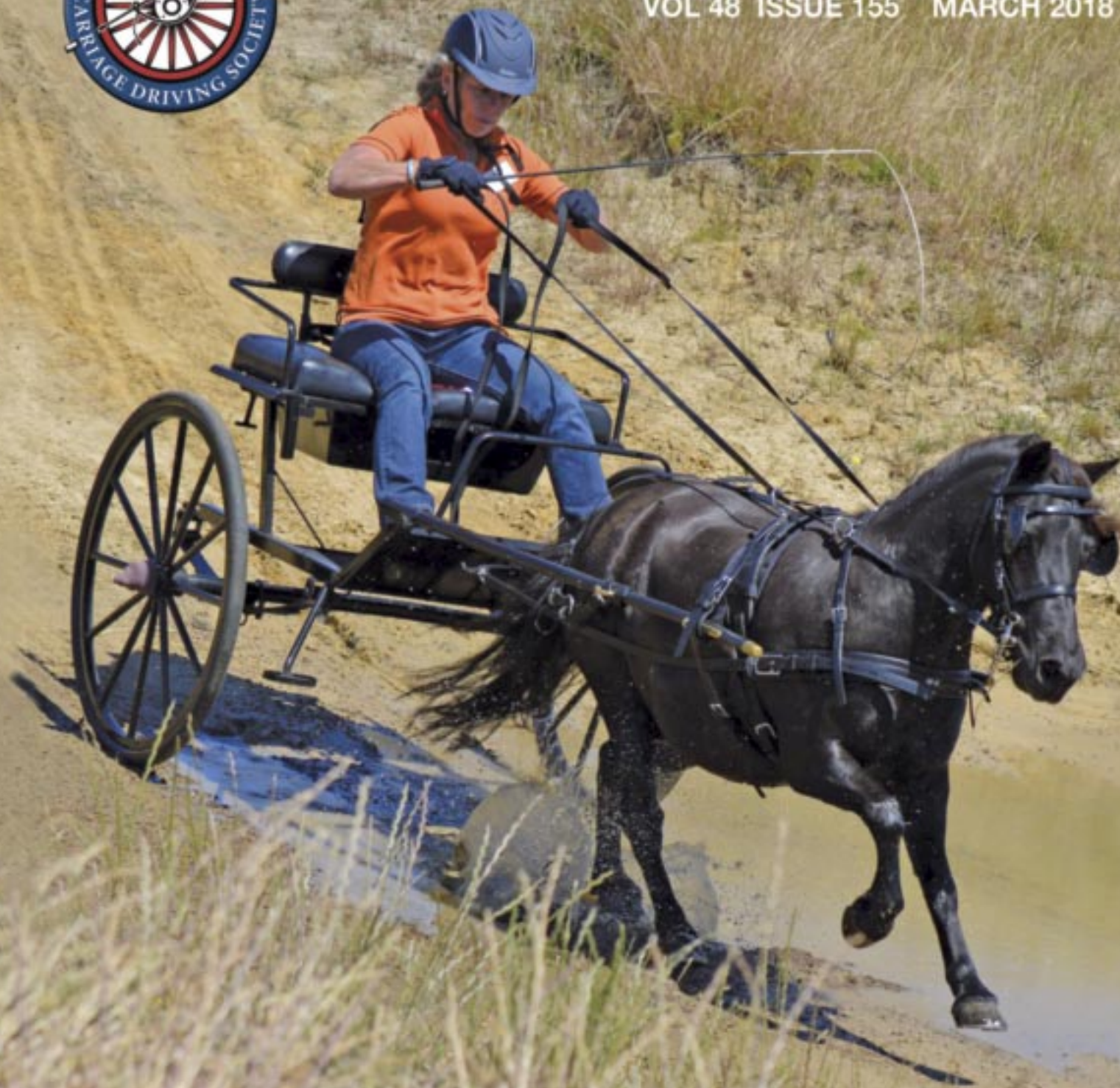
VOL 48 ISSUE 155 MARCH 2018



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Australian Carriage Driving Journal



National SHOW DRIVING CHAMPIONSHIPS

Hosted by Western Australian Harness Driving Society - see report and photos on pages 22 & 23. Above: National Champion Donkey, Dawn Maton's Mr D'Arcy with Judge Rick Jones. Left: Off the Track Horse of the Year - Donna Reader's One More Smile. Below: Small Pony of the Year, Di Hunter's Yarraman Top Montana with Judge Melissa Bensley. Photos: Kelly Roads at Flashsnapz.



HAVING RECENTLY VISITED the proposed venue for the Park Drive being run by the Ellmore Driving Club near Oberon NSW on 15th April, I am excited at the prospect of showing a range of beautiful turnouts to a very large crowd of spectators. The magnificent Mayfield Garden is stunning in its scope and beauty and for horses and carriages to be included in their Autumn Festival is an unprecedented opportunity for us. With great goodwill and co-operation the management are

providing the equestrian arena for parking and judging, from which the drivers will then complete a 2.5 km drive around one side of the Garden on the road used only by the tour bus on its 30 minute circuit., returning to the arena for the presentation of awards at the conclusion of each class. A large embankment provides a viewing area for spectators. I urge members to support this event as a competitor or spectator to help make it as impressive as possible.

We are indebted to the renowned artist Margaret Hodgson OAM for the use of her exquisite drawing of the trooper and his horse printed on the centre pages, to Tony James for the story of the Beersheba commemoration at Tabulam, and to Jim McKenna for sourcing material and photos for us.



Chris Ward was born in Condobolin NSW and drove his pony and sulky to school there until he was 12years old. At the age of 20 he joined the Army serving in Vietnam for 12 months in Artillery Regiment 2RAR which saw particularly heavy action. Five years ago Chris unfortunately had a stroke and has been left with impaired mobility, speech and hearing. Four years ago he acquired a sulky and a sensible pony, finding that driving regularly was a great help in his rehabilitation. He was determined to honour the diggers of Beersheba and drove every stage of the Commemorative Drive, entirely without assistance. He now proudly wears on his hat the small replica of Harry Chauvel's personal battle pendant which was presented to all who completed the drive.

Thankyou to the contributors who have supplied such varied and inspirational material.

Sincerely, Judy Dwyer

Federal Officials List

The Federal Officials lists are updated onto the Federal Website monthly. If you hold an ACDS Accreditation, could you please check your contact details are correct on these lists. If not correct, please contact Val Blows - e : val_blows@bigpond.com

Front Cover: Ginnie James and Toby le Rone enjoying the Christmas activities at Summertime Farm Western Australia. Photo: Jane John.

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The AUSTRALIAN CARRIAGE DRIVING JOURNAL is produced quarterly.

The JOURNAL COMMITTEE is as follows:
Editor-in-Chief - ACDS President - Brendan Dwyer
Journal Editor - Judy Dwyer
Journal Production Editor - Chris Milvain
Printed by Metro Printing Vic
203 - 205 Roberts Road Airport West Victoria 3042
ARTICLES FOR THE JOURNAL: Please send Club News with suitable photographs to your State Branch Publicity Officer for inclusion in State News. Feature articles with photographs may be sent directly to the Editor - Judy Dwyer 'Ellmore' Moppity Rd YOUNG NSW 2594 Ph: 02 6382 2290 E: ellmore@bordnet.com.au
The ACDS Inc Federal Council takes no responsibility for the opinions expressed or information submitted to the Editor. All submissions are subject to Editing.
DEADLINES: All panel reports, state news, articles and advertising (including accompanying graphics/ photos) must be submitted to the Editor strictly on or before the following dates: **Material due by: 15th January, April, July and October**
ADVERTISING: Contact The Editor
CLASSIFIEDS: (For Sale, Wanted, Missing etc.) Please send to the Editor by deadline date. Cost per issue - 5 line half column: • Members \$15 • Non-members \$25 GST to be added to quoted rates.
ADVERTISING RATES:
Full page colour 190 x 277 mm \$400. Full Page 190 x 277 mm \$330 Half Page 190 x 138.5mm \$165 Quarter Page 95 x 138.5mm \$ 88 One eighth page 190 x 55 mm \$ 44 GST to be added to quoted rates.
Professional artwork can be provided by arrangement with the Editor.
ANNUAL SUBSCRIPTIONS: (4 issues)
Throughout Australia: \$50 Overseas rate Airmail: \$60 Overseas rate Surface: \$50

President’s Report



IT SEEMS like no time at all has passed since I was writing my report for the December Journal, but here we are well into a new year with a very busy season of events and activities already underway, building to State and National Championships in several disciplines.

Whilst many horses and ponies may have managed a rest over the summer months, administration activities within the ACDS have continued at full pace; for the Federal Executive it has been about finalising membership renewals and analysing data from a range of sources, so that Federal Council has quality information on which to base decisions. For example:

Our membership figures show a modest (4.5%) increase nationally which is pleasing to report, and reflects a reversal of trend from recent years. Through the change in the way A Forms were processed by Clubs last year, we now for the first time have a much better understanding of the number of members aged under 18 – in fact they make up almost 13% of the total membership.

Information collected through the Club Affiliation Returns allows us to quantify the number of club activities conducted (560 reported for 2017 with an average number of 11 participants each), and through Incident Reports we can see the type and frequency of accidents which are occurring and relate these back to the number of activities.

Put together this, and other data, allows Council to confidently make decisions around budget and key expenditure areas, as well as better understand our risk management performance. In turn we are then able to use this information to work with our insurers, and to deal with government and industry bodies when advocating on behalf of carriage driving.

For many of our Federal Sub-committees it has also been a busy time; the Federal CDE Committee in particular has been diligently working away on proposed updates to the CDE Rules – the level of consultation and opportunities for member feedback has been greater than ever before, and I thank the committee for its efforts. The Federal Dressage Committee has a review of the Driven Dressage Manual underway, and a working group is focussing on bringing a fresh look to the Federal Website.

These and other initiatives currently in progress were influenced or motivated in many cases by the results of the Member Survey conducted last year – demonstrating that the views of members are considered and do help to shape the direction of the organisation.

As we look towards the next few months, the time for nomination of Office Bearers, and for Federal Council Appointments are fast approaching – this year will necessitate some changes as a number of incumbents, (including myself) step down from their positions, and I would be very happy to see us swamped with nominations!

In all seriousness, as per the slogan - “the ACDS needs you!” We need people with passion and skills to step up and take on roles within the organisation. The options are many and varied, and there is considerable flexibility to how they can be performed. I can say from my own experience that it has been very rewarding to be able to contribute to the organisation, and ultimately the sport we all enjoy.

I hope that you enjoy this edition of The Journal, which I feel has something for everyone. It is tinged with sadness however as we pay tribute to ACDS Life Member, Janet Gilmour, who passed away recently. Janet epitomised commitment and contribution, having served as ACDS Federal Secretary for a remarkable 12 years, and also as Journal Editor for many years. Janet’s efforts contributed greatly to the organisation we have today, and on behalf of ACDS Members I express our deepest condolences and gratitude to her husband Neil and their extended families. I wish everyone an enjoyable and successful driving season over the

next few months. Please support as many activities as you can, and perhaps while taking a moment to remember that someone, somewhere in the background made it happen, consider if you can also do the same... Safe and happy driving.

Brendan Dwyer

BOYD AGAIN VICTORIOUS!

IN BORDEAUX FRANCE on February 4th Boyd Exell concluded his World Cup season with a remarkable eighth win in the Final. After winning the early qualifiers it was looking as though he would enjoy a dream run to the Final but in Leipzig and Olympia he lost in the drive off and by Bordeaux it was a very tough contest.

“There was no room for error but that’s what a good final should be” he said. He was full of praise for his horses: *Bajnok*, *Clinton Star*, *Demi* and the relative newcomer *Conversano Poker* saying they really dug deep and came through for him.

The Bordeaux crowd went wild for Boyd’s history making eighth victory and he described them as, “Definitely enjoying their Driving”. “The crowd here is becoming more seasoned. It used to be an excitable public, now it is an educated public.”

Jerome Voutaz of Switzerland was second, Koos de Ronde of the Netherlands third and 25 year old Bram Chardon finishing just ahead of his father Ijsbrand, was fourth.

Eastern Vic. Pleasure Harness Club presents...

VICTORIAN Graded Driven Dressage Championships

SATURDAY 14 APRIL 2018

at Maffra Reserve
Maffra / Newry Road MAFFRA VICTORIA
(same venue both days)

EVENT SECRETARY: CHERYL DOWLING 0414 772 806
E: caters23@live.com.au

ENTRIES CLOSE: Wednesday 28 March 2018

1 Weekend / 2 Championships!

SAT 14 & SUN 15 APRIL 2018

Featuring **FREESTYLE SPECTACULAR** under lights! SATURDAY NIGHT

With a choice of two nights presentation

WELLINGTON 1st & 2nd Division

SKY PARK

Eastern Vic. Pleasure Harness Club presents...

AUSTRALIAN Graded Driven Dressage Championships

SUNDAY 15 APRIL 2018

at Maffra Reserve
Maffra / Newry Road MAFFRA VICTORIA
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EVENT SECRETARY: CHERYL DOWLING 0414 772 806
E: caters23@live.com.au

ENTRIES CLOSE: Wednesday 28 March 2018

The First World Four In Hand Driving Championships

From “The FEI Championships – a history of World, Continental and Regional FEI Championships” by Max E Amman.



The first Driving World Champion, Auguste Dubey, 1972 in Munster, with FEI President Prince Phillip. Above left: The logo of the first Driving World Championships, 1972 in Munster.

DRIVING WAS IN ITS THIRD FEI year when the first World Championship was held in Munster, Germany. FEI Driving at that time meant teams, i.e. four horses to a carriage. The pairs drivers had their own World Championship in 1983 – the singles and pony drivers had to wait even longer.

After the driving community had approached the FEI at the end of the sixties a broad committee was created to establish international rules. This committee met during the CHIO Aachen in 1969 and then on 8-9 September 1969 in Berne. The members were: Col Mike Ansell, Frank Haydon and Bernard Mills (GBR), Jack Pemberton (CAN), Philip Hoffman (USA), Jakob Ruckstuhl and Peter Bracher (SUI), Wilhelm Schafer, Franz Lage and Walter Sirrenberg sen (GER) Czeslaw Matlawski (POL), van der Touw and Jos Stehouwer (NED), Heinrich Lehrner (AUT) and Baron Casier (BEL); the secretary was Anne Weber.

Three months after the Berne Meeting the FEI General Assembly in Madrid accepted driving as its fourth discipline. The committee had realised quickly that the history of driving had a lot in common with eventing. In driving there had been three kinds of competitions:

- Dressage: testing elegance and accuracy
- Long distance: testing stamina
- Obstacle driving: testing manageability.

The committee combined the three and created a format similar to eventing: Dressage, Marathon (endurance with cross country), Cones (jumping).

Originally the rules were for four-in-hand driving only.

In the early years of FEI Driving the carriages were still the ones used for decades in pleasure and presentation driving. Attempts to improve the useability of the carriages were blocked, such as the delayed steering system, now widely used.

In the obstacles (hazards) of the marathon a competitor had five minutes at his disposal – now the time needed to clear the obstacle is a deciding factor. In the early years Presentation still counted.

Scoring was a problem. At the 1974 World Championships in Frauenfeld the intermediate result after the Saturday marathon was only known on Sunday shortly before the cones driving began.

The first World Championships in the seventies confirmed the results of the Aachen driving events in the fifties and sixties. The Hungarians were number one, followed by the Swiss, the Germans and the Poles. The only strong newcomers in FEI Driving events were the British, who had never competed at Aachen.

At the four world championships 1972 – 1978, Hungary won seven medals (5 gold), Great Britain six (2 gold), Switzerland four (1 gold), Germany four (0 gold) and Poland three (0 gold). The Hungarians continued their dominance in the eighties, with the Netherlands and Sweden coming in as contenders. After the fall of communism in 1989, Hungary and Poland experienced some difficult years.

1972 Munster

EIGHTEEN DRIVERS FROM SEVEN NATIONS competed at the first four-in-hand driving World Championships. Auguste Dubey, the head of the driving stable at the Swiss Cavalry School in Berne won, ahead of John Miller of the British Royal Stables and the British Brewer John Nicholson. The British also won Team Gold, ahead of Switzerland and Germany. Already in this first world championship a woman competed against the men: Cynthia Haydon from Great Britain.

The points system was quite simple. In each of the four phases of the competition the five judges established an order 1st to 18th. The placings were multiplied by a co-efficient as follows: Presentation: 1; Dressage: 3; Marathon: 4; Cones: 2.

There were many ties, especially in the marathon. For the team standings, the total points of the top two drivers were added.

2018 ACDS National Conference and AGM

Saturday 14th to Sunday 15th July

HAHNDORF SOUTH AUSTRALIA

PROVISIONAL TIME-TABLE

SATURDAY 14th JULY

| | |
|------------------|--|
| 8:30am | Conference Registration |
| 9:00am | Welcome to the Conference – Federal President |
| | Federal Council forum and membership feedback on planning for the future |
| 9:30am | Showing / Pleasure / Historic Combined Forum |
| 10:45am | Morning Tea |
| 11:00– 12:30pm | Visit to the Cedars - Home of Sir Hans Heysen Guided tour of the house & Hans Heysen's Studio (At participants own expense) Charter mini-bus to & from the property if numbers warrant |
| 12:30pm | Free time for lunch & visit to Hahndorf Village |
| 1:30pm | Registration - Federal AGM |
| 2:00pm | Federal AGM |
| 3:00pm | Afternoon Tea |
| 3:30pm to 5:00pm | Presentation: Applied Posture Driving Presented by Annette Wilson Rider Biomechanics and Posture Core Training Adapted for Carriage Drivers |
| 6:00pm | Pre-dinner drinks and nibbles |
| 6:30pm | Conference Dinner |

SUNDAY 15TH JULY

| | |
|---------|---|
| 9:45am | CDE & Dressage Forum (inc feedback on survey and introduction to updated CDE Rule Book) |
| 11:15am | Morning Tea |
| 11:30am | Dr Elizabeth Herbert Adelaide Plains Equine Clinic 'Horses in Bushfires' |
| 12:30pm | Federal Council Forum - Conference Feedback |

Close of Conference by incoming Federal President

GUEST SPEAKERS



Annette Wilson

HORSES AND TEACHING RIDERS about Horse Riding Posture is Annette's passion. Annette has a Masters degree in Physiotherapy and is a Pilates Educator. Her education, skills as a teacher, and experience as an elite equestrian competitor have given her the knowledge and experience to teach riders about their own posture. Annette is the author of the Applied Posture Riding program designed specifically for horse riders. Annette is very excited to be able to adopt her program for Carriage Drivers and is looking forward to presenting a hands on session on Applied Posture Driving at the 2018 ACDS National Conference.



Elizabeth Woolsey-Herbert DVM

HAS BEEN PRACTICING equine veterinary medicine since 1984 in first the USA and in Australia for the last 24 years. She owns Adelaide Plains Equine Clinic north of Adelaide and has a 1st opinion practice. She and her staff do general medicine, reproduction and surgery. In 2015 Elizabeth and staff attended several burn cases resulting from the Pinery fire. Many horses were brought to her clinic and treated for up to four months. Elizabeth has several published papers on various subjects including treatment of burned horses and is looking forward to sharing her experiences at the 2018 ACDS National Conference

Accommodation booking is now open for the 2018 ACDS National Conference and AGM. There is an impressive array of accommodation styles from beautifully appointed motel style rooms and apartments to self contained 1, 2 and 3 bedroom cottages. Caravan sites can also be booked. All bookings and enquiries can be done direct with the Hahndorf Resort. You will not be able to book any accommodation on web sites as the Resort has blocked all accommodation for the ACDS Conference. You may need to get in quick if you are after a multi-bedroom cottage to book with a group of friends as these will be popular and go fast!

Accommodation enquiries & bookings: Hahndorf Resort - 08 8388 7921

General Conference Enquiries: Leonie – 0429 208 118



Annual General Meeting of the Australian Carriage Driving Society

To be held at 2pm on Saturday 14th July, 2018

Adelaide Hills Convention Centre

145A Mount Barker Road Hahndorf South Australia

The Notice of Annual General Meeting, Agenda and voting documentation shall be distributed to Members prior to the Annual General Meeting in accordance with the ACDS Rules and Regulations.

1. Election of Office Bearers

The following positions will be declared vacant at the Annual General Meeting:

• President • Vice President • Secretary • Treasurer

Nominations for a position must be in writing, signed by two members of the ACDS, accompanied by the written consent of the candidate, and be received by the Federal Secretary **5.00p.m. on 15th April, 2018.**

If you wish to nominate for a position set out above, please contact the Federal Secretary – sue_waters@optusnet.com.au to obtain the lodgment criteria of the Nomination, and relevant forms as follows:

- Prescribed Nomination Form for 2018-2019.
- Code of Conduct for members of the ACDS Federal Council (to be signed upon election).
- Position Description/expectations for the abovementioned role you are nominating for.

Candidates are required to provide a resumé of no more than 300 words for publication in the **June 2018 issue** of the Journal.

As the closing date for the June 2018 Journal is **10th April, 2018**, résumés are to be attached to the nomination form and submitted to the Federal Secretary by **15th April, 2018**. Résumés received after this date will not be accepted.

2. Notices of Motion

Notices of Motion must be signed by the Mover and Seconder and be received by the **Federal Secretary by 15th April, 2018.**

Notices of Motion should be accompanied by a brief summary of the reason/s for and/or the implications of the Motion.

3. Council Appointments

The following positions are appointments made by Federal Council and are subject to annual review:

Discipline Convenors

- CDE
- Dressage
- Pleasure & Endurance
- Historical
- Show Driving

Federal Council Appointments

- Horse Registrar/Grading Officer
- Journal Managing Editor
- Coaching Coordinator
- Website Coordinator
- Young Driver Coordinator
- Merchandising Officer
- Publicity Officer
- Officials List Co-ordinator
- Public Officer for Incorporation (must be a resident of the ACT)
- Assistant Federal Secretary - Memberships

Appointment to one of the following ACDS Subcommittees:

- ACDS-EA Subcommittee
- ACDS Training & Schools Subcommittee
- ACDS Electronic Media Subcommittee

The following are available from the Federal Secretary in relation to the above listed Federal Council Appointments:

- Position Description/Terms of Reference
- Nomination Form/Code of Conduct

Members interested in applying for any of these positions for the 2018-19 year are requested to submit a completed Federal Council Appointment Nomination Form/signed Code of Conduct to the Federal Secretary 30 days prior to the Annual General Meeting.

Sue Waters Federal Secretary

The German TRAINING SCALE

Part 4 — Impulsion & Engagement *by Hardy Zantke*



IN PREVIOUS ISSUES, we covered the first three items of the German Training Scale:

First TAKT = RHYTHM and REGULARITY - then
LOSSELASSENITEIT = FREEDOM which includes RELAXATION - then
ANLEHNUNG = CONTACT which includes ACCEPTANCE OF THE BIT and SEEKING THE CONTACT

so now we come to
SCHWUNG = IMPULSION and ENGAGEMENT

After we have climbed together the previous steps of the training scale, hopefully successfully with our horse, we now should have a horse that moves rhythmically and regularly, free and with relaxation, accepts the bit, and is seeking the contact. So our first three steps are accomplished; our foundation is laid, and now we have the tools available to work further. Now, we want to develop with that some SCHWUNG, some Impulsion and Engagement. Literally translated, SCHWUNG means 'swing', but not so much as in the free swinging of the legs, which a horse has already when he just trots relaxed, but more like the swing a golfer takes when he swings his club and hits the ball. There is great energy in his swing, great forward-moving force. We now want to create that energy, that force, which we call Impulsion, in our horse.

"SCHWUNG means 'swing', but not so much as in the free swinging of the legs, which a horse has already when he just trots relaxed, but more like the swing a golfer takes when he swings his club and hits the ball."

In our dressage tests, this is called for in the second item under the 'Collective Remarks', where it shows under Impulsion a few items that will help us understand the concept: 'desire to move forward'. The horse must show that desire, not the driver! So if your horse is lazy and not willingly going forward on his own, then he has no impulsion. On the other hand, if you have a very hot horse, which you have a hard time holding him back, yes, then there you have a lot of 'desire to move forward' so that requirement would be met by a hot horse. However, there is more: 'elasticity of steps'. What is meant by that? Ideally, the horse should move like on Cloud Nine; he should just float along, as if barely touching the ground and not pounding every step into the ground. Ideally such a horse would show great 'suspension', a moment in between each stride in which all feet are in the air and none is touching the ground. If he does that, then he is 'floating' and on Cloud Nine (and we, too, with pride). So, if the horse just has great 'desire to move forward' and we have a tough time keeping him from running away with us, well, then surely he will not have great elasticity of steps; and from the previous chapter, we remember that if we have to fight to keep him from running away, we certainly would not have 'soft' contact. But there is more to elasticity of steps than just suspension. Even a horse that has no great suspension can have elasticity of steps, if all his joints are moving freely in rhythm and harmony, swinging nicely - again, moving like a dancer.

The next item asked for is relaxation of back, and so we go back to our second chapter, which was on relaxation, and there it becomes very clear now that a very hot horse, while having great desire to move forward and with that looking like he has lots of impulsion, will not have his back relaxed but will be very tense. And, finally, we have 'engagement of hindquarters', which is perhaps the hardest of these concepts to understand, so we will need to get a bit deeper into this.

The 'engine' of the horse is in his hindquarters. That is where he has the strongest muscles, and that is from where the forward thrust and force must come. Most of you probably have heard the phrase 'that horse is too much on the forehand'. What is meant by that is that, basically, the horse uses the energy of his forelegs and pulls the rest of his body behind, the hindquarters not engaged, as if the front end is a tractor pulling his hind end like a trailer behind. But since his hind end has all the muscles, we want it the other way around; we want him to use his hind end with all those muscles to not pull his body with his front legs, but to push his body forward with his hind legs, which should 'dig in' and do the work. But for that, we must engage the engine, throw it into gear, step on the gas pedal, and then contain the energy.

Let me try to explain it with some pictures. When we were young males, we tried to impress each other and females with our cars (so now we do it with our horses). So we were sitting at a red traffic light next to each other and were ready to move off when the light changed to green, like drag racers. We would keep one foot on the brake, and with the other, start pushing the gas pedal so the engine would run up; but since we kept the brake on, the car could not move yet so the drive shaft to the rear axle would pull it down behind, the car would hunker down, building up all this energy inside, ready to shoot forward the moment our foot came off the brake. (I am not talking about front-wheel drives here, OK?) Actually, in my days, it was even a bit more involved, as we also still had to work the clutch, but the effect was the same, right foot on the gas, pushing that gas pedal, and keeping the other side of the same foot on the brake pedal, also pressing that down firmly so the car would not move yet, and then the left foot carefully letting the clutch come ever so slightly, so that the engine started to engage; and with that, also the hind end of the car would hunker down, ready to shoot forward the moment the light changed to green, and we would let the clutch and brake come and press down fully on the gas: Right, guys, you all remember that? Then, we had our engines engaged, and up to the moment that we shot off and forward, we were containing all the energy that the engine already produced, we were collecting energy to have it at our ready use the moment the light turned green.

We had built up great desire to move forward, and the car hunkered down in the back because that is where the energy was being contained right on that rear axle, ready where the rubber hit the road. And, really, we want to do this now, a bit similar with our horse, only a bit more carefully; after all, in our engine, we had many horsepower (32 in my VW then), whereas our horse only has one (or four if you are driving a team). But as we needed to feel our clutch carefully, we need to do the same with our horse. Our clutch (and brake) is in our reins; with those, we contain that energy. Our gas pedal is in our forward-driving aids, our voice and whip, all of our aids to be applied very carefully, as our horse is a living being and wants to be handled in harmony, not like a tough drag racing machine; rather like a delicate antique car. So no beating him up or yelling at him, just a careful cluck here and there and a careful touch with the whip should be all that is necessary to encourage him to use his desire to move forward and then contain it a little with the contact in front through the reins. So, ask him to move forward and keep a little of that energy in your hand; collect it there. Do that in each corner of the dressage arena, where we said before to give him a little more support by a little more contact, so that then, when you go straight again, you can use some of that energy that you collected in the corner, release a little, and then go forward with great energy and engagement, especially so when going into the extension on the diagonal.

And, as our car hunkered down behind when we built up that energy, we want our horse also to use that engine behind; ultimately, we also want him to 'hunker down' there a bit, but we will come to that when we reach 'collection' because, that is really the ultimate goal in this. Then, in the collection we have the ultimate impulsion. But we are not there yet. We are just starting on that road. When the horse uses his hind end, we want the hind legs, his loins, to 'coil' a little, like springs coiling and pressing together, so that on release, they can be 'springy' with energy. After all, a compressed spring has a lot of contained energy that will be released as soon as we let go of it. Accordingly, we want our horse to compress his hind legs and then release the energy for great forward propulsion, thrust, the swing of the golf club.

Now, for those who are less inclined to follow my car example, let me try to explain this with another picture - the garden-hose example. When I water the garden with a hose, and I put my thumb on the opening, the water pressure builds up behind it; that pressure is energy, and if I keep my thumb tight on it and enough pressure builds up, then the hose starts to coil as well. When I release just a little of that with my thumb on the hose opening, then I can use that built-up energy and spray for quite a distance across the lawn as I have all that built-up energy at my disposal, and then I have a nice arch of water. But when I take my thumb off completely, the water just gushes out at my feet; there is no pressure built up, no energy, and I just get

a big puddle at my feet. So similarly, we need to build up that energy in the horse and then keep some contact (that thumb on the hose) in front, then we can use the energy, the horse gets round, flexes at the poll, shifts some of his weight behind, uses his rear end, and goes forward with greater thrust and sparkles. If we let go of the contact, he will stretch after it, but with that stretch all the energy will gush out and be gone. We also will talk more about this when we come to the chapter about collection.

Naturally, in both my examples, there must first be the desire to go forward, the gas pedal, or the water pressure coming from behind. If that is lacking, well then with the foot on the brake, or the thumb on the hose, all we will get is nothing, no energy build-up. So desire to go forward must be there first. Also, when we go back to our last chapter, seeking the contact, naturally that will also only happen if the horse has the desire to go forward. If he is lazy and hangs back, there will not be any seeking the contact and no forward energy that we can collect with which we can build thrust, and thus no impulsion.

It is all interrelated: Finding that careful balance that we talked about in the last chapter. Too much desire to go forward will create tension, and we will not have any relaxation and no free 'dancing'. Too little desire to go forward, and all we will have is a lazy horse. We can help the horse a little with our forward-pushing aids, voice and whip, but he also must be ready to volunteer his energy; he must be willing to cooperate with us. We cannot force this. He must be as in all of our work, our willing partner, we being the leader, but he providing the labour. As the professional trainer Jeff Morse explained it so nicely, it must be a proper division of labour and management - the horse providing labour, and we, management. And only when labour and management are operating in harmony with each other, and each taking care of his part properly, can we have a good result. When we take over part of the Labour (carrying his head for example when the horse leans on us), or when the horse takes over part of management (making his decision where or when to go) then in both instances the end result will not be proper. But proper division of the job does not mean that management just gives labour a command and then leaves it up to labour to do the job, while management rests in the executive suite. Management must stay with labour through the job, every step of the way, providing help and guidance through the reins. Naturally, this does not only concern this chapter on impulsion, but our entire relationship.

"... it must be a proper division of labour and management - the horse providing labour, and we, management."

But let's go back to impulsion and take a look into the ACDS Driven Dressage Manual, as we have also done in the previous chapters, to see the requirements there. On page 41 under 'Impulsion' we find: Impulsion is shown when energy from the hindquarters is received into and contained by the hands of the driver, who then controls and directs it by means of the reins and voice (if four-in-hand, pair or tandem, all horses/ponies working). The horse/s desires to go forward with controlled energy and a supple back, engaged hocks and steps that show elasticity. It shows a positive willingness and real effort to get on with the job obediently and responsively.

We will note that on Page 36 of DDM, which explains the walk, we do not find impulsion mentioned at all! The reason is that although we want a forward-marching walk, like a good soldier, still that does not mean that there is any real impulsion in the walk because at the walk we will not have any suspension, none of the springy coiling action of the hindquarters, none of the swinging back - all these are part of impulsion, and all these criteria are not possible at the walk. So yes, we still want to have desire to move forward at the walk; we want to march, but that is not impulsion. We can have impulsion only at the trot and at the canter, when the horse pushes off with great energy from the ground with his hind feet, coiling his loins, with a relaxed back and soft contact. The hocks need to be carried well-forward under the body to carry the weight of the hindquarters. They need to come up and forward with great energy, propelling the horse forward. If the hocks only go up and down or even are left behind, then we do not have impulsion.

The up and down movement without the forward reach usually is a sign of a tense back, a sewing machine action, which will not give us impulsion. The feet should move like riding a bicycle, coming up behind and reaching forward to the front. But if the horse has too much desire to go forward and goes too fast, then he rushes, and we do not have suspension anymore as he rushes forward and puts his feet down faster, not remaining in the air for any suspension. That is also not real impulsion. That is running, not dancing. The same, of course, happens when we ask him to go too fast, so try-

ing to get more impulsion does not mean to drive faster, not more speed, not a quicker rhythm. All that would not get us any engagement.

Accordingly, on Page 36 of the ACDS DDM where the trot is explained, the requirements look for suspension: 'elasticity of steps originating from a supple back and well-engaged hindquarters'. In the collected trot the horse is expected to move with more impulsion and engagement than in the working trot. So we see, we are building the foundation here of what we will need more of later when we come to collection two chapters further in our Training Scale. So a lot of what we say in this chapter will apply even more so in that chapter. 'Therefore, his haunches must be more compressed, his loins more strongly coiled...'

Under working trot, we find: 'A forward, active trot with the horse on the bit, carrying itself in balance and rhythm with even, elastic steps and good hock action'. The expression good hock action, here means a free and energetic forward swing of the hind legs with hocks brought well-forward underneath the horse's body, aiding in his free forward movement. The 'bicycle' movement! Under extended trot we find: 'The horse lengthens their stride to cover as much ground as possible as a result of greater impulsion from the hindquarters.' So we see that we need the most impulsion in both the collected as well as the extended trot, while in the working trot a moderate amount of impulsion is sufficient. So collection and extension have that in common, utmost impulsion; and with that, we now also realise that extension is not running fast, the same as collection is not just trotting slowly. The impulsion is what makes it collected and extended! It takes a great amount of time to build up more impulsion in the horse as he must learn to use his body properly for it, and like a good athlete, he needs to build up his muscles for it. Accordingly we have extensions and collections only in the higher-level dressage tests, collection above intermediate level, and extension only in the advanced level; whereas, in training level we only have working trot and do not expect much impulsion yet. On preliminary level, we want to see a little more impulsion and have the lengthened trot but not yet an extended trot. As the lengthened walk is a long stretched walk, thus the lengthened trot also does not need the impulsion of an extended trot but has the stretching element for which less impulsion is sufficient.

"...The expression good hock action, here means a free and energetic forward swing of the hind legs with hocks brought well forward underneath the horse's body, aiding in his free forward movement'. The 'bicycle' movement!"

But not only in our dressage rules do we find the need for impulsion. Similarly under our CDE rules Article 949 states: 'The objective of the dressage test is to judge the freedom, regularity of paces, harmony, impulsion, suppleness, lightness, ease of movement and correct bending of the horses on the move'. Article 954 describing the movements requires under Collected Trot: '...a greater degree of engagement, leading to increased flexion of the hocks and fetlock joints....' For working trot: 'A forward, active regular trot.....with even, elastic steps, good hock action and clear impulsion.' Under extended trot: '...as a result of greater impulsion from the hindquarters...' So we see throughout our rules, impulsion is required at the trot!

So now we know that impulsion is required and that we get it through engagement, which ultimately should result in the lowering of the croup which then lightens the forehand as the centre of gravity of the horse shifts backwards. All of this takes a long time - usually years of proper and correct training - and during our daily training, the minimal results are often hardly noticeable. However, if we understand properly our goal, then we have a much better chance of making some progress towards it. But our horse must also understand what we want him to do. Otherwise we only get a tense horse. We cannot simply push from behind and hold in front. The horse could become very frustrated, being asked to go forward and then be kept back. We could get the opposite effect; his centre of gravity would not shift back, instead when he leans on the bit and we hold too much, the front end will get even heavier. So we must be soft with our hand, helping him with give and take, watching him carefully and encouraging him each time he gets it right.

In our next issues we will cover the last three items:
GERADERICHTUNG = STRAIGHTNESS including Bending
VERSAMMLUNG = COLLECTION including Roundness
DURCHLAESSIGKEIT = SELF CARRIAGE including Confidence.

Editor's Note: Some elements edited from the original article to reflect current rule definitions and article numbers.

The Sulkies

Reproduced from ‘Australian Horse Drawn Vehicles’ by Michael Stringer, published by Rigby 1980.

THE NAME ‘sulky’ originates from England, where a vehicle was developed as a fast road gig. It consisted of two wheels with a large but light square frame built horizontally, to which the shafts were attached. This frame had a single seat built on stilts extending about four feet above it. The fact that the driver was so high and alone was said to give the impression that he was sulking, and the vehicle became known as a sulky.

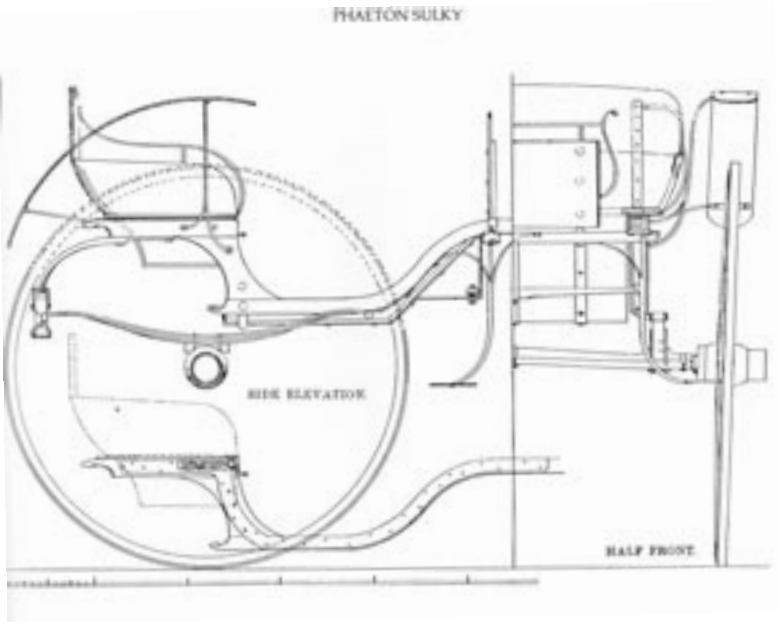
The name was applied in Australia to light vehicles used for road passenger transport. These vehicles are not unlike the English Gig in design; and in fact they were developed from this type of road cart.

The Australian sulky was developed so the body and seat were much lower and the wheels a little wider than most gigs. They were lighter in construction, making the centre of gravity lower and the vehicle was therefore substantially more stable and the ride was very comfortable. The cost of a vehicle of this type ranged from £20 to £60 for very elegant show sulkies.

The cost and stability of the sulky, together with its comfortable ride made them the most popular vehicle in Australia. There were scores of different designs throughout the country and the sulky design principles dominated personal carriage transport for many decades.

Phaeton Sulky

EXHIBITS WHICH ATTRACTED MUCH ATTENTION from coachbuilders at the 1895 agricultural show held in Sydney were



‘sulkies’ with the shafts bent at the heels to allow ease of access. Our working drawing of the phaeton ‘sulky’ is modelled on the lines of those exhibited at the show.

It has a solid seat and screw shifting gear for balancing. The ends and back of the seat are made slightly convex and corners slightly rounded. Convex surfaces always show the varnish to better advantage than either flat or concave surfaces. There is only one cross bar between the shafts, the span iron at the back being sufficient to hold the rockers together. An iron stay has the nut for the seat screw welded in the middle.

Back in the 80s ...



ABOUT JANET'S LIFE
by her husband Neil

JANET WAS BORN IN Kent England on the 12th October 1939 - five weeks after the start of World War II.

She was the eldest of four girls born to Albert and Ethel Reece – Janet, Dorothy, Margaret and Barbara.

The family migrated to Melbourne Australia in March 1947 two years after the end of the War, as 10 pound poms. But unfortunately the youngest daughter, Barbara, died two weeks after arriving at Melbourne after becoming ill on the long boat trip across to Australia, which must have been traumatic for the family to cope with in a new country.

The family stayed with Ethel's family who were already living in Es-sendon until her father Albert bought their own home in Kent Rd Pascoe Vale. Janet and her two younger sisters all attended Westbreen Primary School before all going on to Moreland High School. This is where she met Neil during her school days but Janet left school in year 10 and went and worked with her mum at an Accountancy firm. It wasn't until Janet and Neil were about 18 years of age that they really started going steady.

Janet and Neil married in March 1961 and had four children – Jeff, Paul, Wayne and Sharon (all before she reached the age of 30)... it was about this time Janet read an article in the Sun newspaper saying that 'every fifth child born in the world was Chinese – so they thought they better stop! Neil worked at the family Dairy and Janet got involved with the ladies committees at their kindergarten, primary and secondary schools over their school years.

This led to Janet doing part time work at Moreland Primary School for the Headmaster, then working full-time for the local District Inspector at Coburg East PS for about 10 years. Janet also decided at this stage to go back to school and get her HSC (seeing as though she had left in year 10) and she loved it. Janet continued going out with several of the ladies she met over 50 years ago – having lunches or afternoon teas together five or six times each year. This all stopped in 2017 when Janet became less mobile before having the stroke which then kept her bed-bound.

Janet, through Neil's involvement with showing and driving horses, got involved in the committee side of the sport. She soon becoming a Club Secretary then State Secretary and finally Federal Secretary of the Australian Carriage Driving Society, she also was the Publicity Officer during some of this period too. She held these positions for about 13 years and was made a Life Member of her Club, State and Federal Councils which was a great achievement. One of Janet's proudest moments as Secretary was to sit in the Grandstand at the Canberra Show Grounds



with the then President Sir Anthony Synnott and HRH Prince Phillip during Australia's Bicentennial Horse Show Championship Events during 1988. Seeing over 150 horses going around in a grand parade was an amazing sight. She also competed with Neil during this time as his groom at combined driving events around the country – which for her was also an achievement (not really having the horse background) – they had a few spills along the way but always got through it together.

Janet's last 20 years has been highlighted by the love of all her grandchildren. She has always taken interest in their schooling and sporting activities and achievements throughout their years. She loved them coming to her house after school and reading to her and talk about their schooling together. Her grand children were the pride of her life and cherished every moment she had with them.

Janet has been very sick for the last couple of years and less mobile, but maintained her dignity throughout this trying period. So now she can rest in peace. She deserves it!

Love, Neil

Federal Council are calling for Expressions of Interest from State Branches or Clubs (through your State Branch) to host the 2019 Federal Annual General Meeting and Conference.

Expressions of Interest to be lodged with the Federal Secretary by 30th June, 2018.

HERE ARE SOME SCENARIOS to think about regarding show harness classes. They are worth discussing amongst club members.

1. IN AN authentic period turnout class there are drivers with suitable ‘soft’ hats and others with helmets covered in material to match their outfits. Given that costume is worth 25 marks, but also keeping risk management in mind, how should this headwear be looked upon by the judge?

2. SPECTATORS HAVE BEEN HEARD TO SAY, as turnouts enter the ring for a Period Turnout class, ‘That vehicle shouldn’t be allowed in this class’ referring to vehicles such as viceroys (including wooden ones), all steel vehicles, or wooden vehicles with steel wheels. The class is just termed ‘Period Turnout’ – nothing else.

- a. Who would be the official to ‘not let them in the class’?
- b. On what basis would this decision be made ?
- c. When would this decision be conveyed to the competitor?
- d. What if someone came in with synthetic harness – would they also be considered unacceptable to be competing?
- e. What is the easy solution ?

3. IN A SIMILAR VEIN, spectators and competitors have been heard to say that horses and ponies in viceroys ‘should not be allowed’ in pleasure horse/pony classes.

Above: Lineup of horses in sulkies and buggies at the Sydney Royal 2013. Below: Exhibits in the Authentic Period Turnout at Sydney Royal Show 2012. Photos: Janet Muspratt.



- a. Should they be allowed in or should they be barred from the class? Why or why not?
- b. Who would make the decision ?
- c. What is the easy solution?

I would appreciate feedback, via email jmuspratt@ozemail.com.au or phone 02 9606 6085. My opinions about these situations will be in the next Journal.

HAPPY NEW YEAR everyone! I hope you all had a good Christmas. Here we are with a new year of driving and it is great to see so many clubs in three states, starting off the year with Pleasure Drives and an Enduro.

Victoria has a charity Pleasure Drive over three days, being hosted by Eastern Victoria Pleasure Harness Club and Southern Cross Harness Club, driving along the Gippsland Plain Rail Trail on 26th, 27th and 28th January 2018. They are raising money for the Prostate Cancer Society.

In Queensland, The Range Club, is holding a pleasure drive on the 21st January at Hampton.

In New South Wales, the Hunter Club is holding an ‘Historic Morpeth’ drive on the 17th & 18th January 2018 and the Central Coast club is holding a Pleasure Drive on the 21st January. The Goulburn Club is holding their Annual Three Day Enduro at ‘Yalbraith’ on the 27th, 28th and 29th January.

In February, we will have more Pleasure Drives, with the Liverpool Range Club holding their first drive for the year at ‘The Retreat’ on the 9th, 10th and 11th February. Ellmore Club is holding a Pleasure Drive on the 18th February. Hills Club is holding a Pleasure drive on 24th and 25th February at ‘Gingkin’, and Camden Club holding a Twilight Drive on the 25th February.

This is a very impressive start to the year by these three states. Tasmania is trying to encourage club drives and looking at a long weekend drive in the future. South Australia also has two clubs and are only interested in CDE, Dressage, Shows but may try Endurance in the near future.

Western Australia, I spoke with Marilyn Piper – Convenor. Wikipen Drive was a great success – the story is in this Journal. Local farmer has given use of his property for a future drive to be planned this year. Keep up the good work Marilyn.

2018 is shaping up to be a great year of driving, with many clubs organising some great Pleasure and Enduro drives this year. Hoping to see more junior drivers behind the reins. We need to encourage our kids and grandkids to become more involved in the sport as they our future. We need to come up with ways to help encourage them both

In Victoria, Southern Cross and Eastern Victorian Pleasure Harness Clubs joined forces for the Prostate Cancer Awareness and Fundraiser Drive, L to R - Fiona Mottram's mule Daisy, Jane Reid driving Ginger and Leanne Prosser driving Manny.



practical and monetary. New South Wales has run some Junior driving schools providing juniors with the knowledge and skills required to drive horses. Robert Allport, NSW Convenor, and panel members have encouraged juniors with awards and classes in Endurance Driving, this also needs to be adopted for pleasure driving in some way.

A problem we all face is the different breeds and size of horses in our clubs and drives as well as the topography of the land and the temperature. At present it is very warm. You must not forget that a horse or pony was the motor car a few years ago. They are made to travel and pull. Most horses can travel big distances, especially if they are worked and fed. Shetlands can cover 30km in a day. Ponies and horses easily do 25km to 60km, so do not be afraid to do a Pleasure Drive of 10 to 20 kms walking and trotting, keeping at least one sulky length apart and enjoy the countryside. Set up camp, before you go, then relax around a fire when you return.

To give newcomers an idea of what a horse can do, in the 1980s and 90s The Australian Harness Endurance Drivers Association would run the Melbourne to Sydney Harness race run over two weeks. An average of 90 to 100 kilometres a day, around 1000 to 1200k over the fortnight. Standardbreds and Arabs were the main horses used. An Appaloosa won the event in 1997, 1077km covered from Whittlesea showground to St Clair, west of Sydney. There were 14 entries and 14 completed the drive successfully, one being a mule, *Black Douglas*. David and Robyn Raymont driving *Guajiras Whistler*, an Appaloosa won the event. They were members of The Central Coast Harness Club and also competed in CDEs with the same horse. Dave and Robyn live at Gympie, Queensland now.

I would also encourage all drivers to attend at least one State Meeting each year and attend the Federal Conference and meeting in Hahndorf South Australia on the 13th to 15th July at Adelaide Hills Convention Centre. This is a great little German town, very pretty, with a fantastic venue for the conference. My wife and I will be travelling in our caravan to attend and make a holiday out of it. I would love to see a big conference. You would certainly enjoy it. See you all there!

Peter Honeyman
Federal Pleasure and Endurance Convenor



CDE Rule Book update

Many thanks to all members for their input into the revision of our CDE Rulebook. The revised edition of the CDE Rulebook has been circulated to the CDE State Convenors for feedback, and is nearly ready to present to Federal Council.

The CDE Committee used the CDE Survey Monkey to inform our ultimate recommendations, along with the experience and expertise of our elected CDE convenors. It has been very helpful to have this final method of communication as a follow up to the initial member feedback.

Karen Rogers

Federal CDE Convenor



What's The Penalty?

- What's the penalty for a driver using an electronic speaker in the ear to receive instructions during the dressage test?**
 - 20 penalties
 - Elimination
 - No penalty
- What's the penalty for no lamps on a carriage with lamp holders in the dressage?**
 - 5 penalties
 - No penalty
 - A verbal warning for first offence
- What's the penalty for a spectator calling out a turn correction in the cones course?**
 - A warning for first offence then elimination for second offence.
 - Possible elimination by Ground Jury
 - No penalty
- What's the penalty for failing to stop for a leg over a trace in an MO?**
 - No penalty
 - Elimination
 - 30 penalties

TJ316

WHAT'S THE PENALTY? ANSWERS:
1. b) Art 945.2, 1.4
3. b) 945.2
4. c) Art 965.6
2. a) Art 938

ACDS

Horse Registration process

- ACDS Horse registration is required for participation in CDEs, Graded Driven Dressage and Indoor Competitions – the one registration number covers all activities.
- Application Form is available from the ACDS website – to avoid processing delays, please ensure all relevant details are completed clearly and legibly, including the marking of both diagrams.
- Application and payment / evidence of payment may be sent directly to the ACDS Horse Registrar. (If paying by direct deposit into the ACDS bank account, please ensure you reference your name and reason for the payment). Processing will not begin without payment / evidence of payment.
- It is the competitor's responsibility to ensure they have obtained a horse registration number for their equine/s and to provide this to event organisers on their entry form – 'pending', 'tba' etc are not valid responses. Organisers may at their discretion ask for evidence of horse registration.
- Competing in the above activities without a valid horse registration is a breach of the rules and may result in elimination from that competition.



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COMBINED DRIVING Karen Rogers Federal CDE Convenor

Working and competing with horses in hot weather

DOWN MY WAY we have had extended periods of hot, humid weather. This is not only draining for drivers but also creates the risk of heat stress for working horses. By being aware of the factors that contribute towards heat stress, we can minimise the chance that we and our horses will be afflicted by overheating in training or at competitions.

What is heat stress?

HEAT STRESS, also known as thermal stress, happens as a result of an inability to dissipate increasing heat stored in the body. Horses can get permanent muscle damage or organ dysfunction from heat stress, with signs occurring days after the initial episode.

One of the best ways of determining if weather may put your horse at risk of heat stress is to know the Wet Bulb Globe Temperature (WBGT). WBGT is a general heat-stress index. Thermal comfort observations, including WBGT, for your area are updated daily and available from the Bureau of Meteorology website at www.bom.gov.au by searching for "thermal comfort observations" and clicking on your state, then looking for your area.

If the WBGT is 28-30 then be aware the weather puts you and your horse at risk of overheating. If the WBGT is above 30 then you need to take extra precautions to minimise the chance of heat stress.

For further information about Thermal Comfort Indices see www.bom.gov.au/info/thermal_stress.

Factors increasing the risk of heat stress

HEAT STRESS depends on many personal and environmental factors. Personal factors include clothing (such as rugs), length of hair, fluid intake and the intensity level of physical activity. Environmental factors are not only high air temperature and high humidity, but also wind (affecting airflow) and radiation from the sun.

The risk of heat stress can be increased by:

- High air temperature
- Prolonged exposure to direct solar radiation
- High humidity
- Low or no wind
- High intensity exercise
- Lack of fitness
- Reflected solar radiation
- Dehydration
- Long, dense body hair
- Dark body hair
- Lack of acclimatisation to conditions
- Travelling long distances before competition
- Excitable temperament
- Dark or heavy rugs
- Anhidrosis (failure to sweat adequately)
- Withholding drinking water
- Illness, especially fever
- Cushing's disease
- Respiratory problems

So what can I do to minimise the possibility of heat stress?

BEING AWARE of and minimising the factors increasing the risk of heat stress will enable you to reduce the chance of heat stress.

- Use white rugs to reflect radiation
- Clip your horse

- Be fit
- Use shade
- Protect from direct sun and use sunscreen
- Plan training for cooler times of the day
- Acclimatise in similar conditions
- Allow sufficient time to cool down and recover before travel
- Adjust work intensity to the weather
- Stay hydrated
- Avoid working in the hottest part of the day
- Reduce warm-up time
- Lower your speed
- Stand on and work on grass or dirt rather than concrete, gravel or asphalt
- Always have clean drinking water available
- Feed electrolytes on a regular basis
- Travel in cooler parts of the day
- Provide good ventilation and airflow

Remember, airflow reduces the possibility of heat stress. Even a horse standing in sun with no shade and no wind at a temperature higher than 33°C starts to accumulate heat. If you then work your horse in the same conditions the risk of heat stress is increased.

What are the signs of heat stress?

SIGNS OF HEAT STRESS are associated with the effects of hypothermia, dehydration and electrolyte imbalances.

An early sign may be simply something as subtle as loss of enthusiasm for work. Lethargy and a decreased appetite and thirst may also be signs of heat stress. Further signs include rapid and shallow respiration (panting), fatigue, elevated heart rate and a rectal temperature over 41°C. Horses may develop irrational behaviour, such as kicking and being agitated, and may progress to staggering or having seizures or collapsing.

What can I do if I suspect heat stress?

STOP WHATEVER YOU ARE DOING and get your horse into shade, aggressively cooled and in front of a breeze. Offer clean, fresh water.

Aggressive cooling means using lots of cool-cold water to wash your horse and straightaway scraping it off as the water warms. Keep hosing and scraping the water until it no longer heats up on the horse. Key areas where a horse's circulation is close to the skin and most effective for cooling are the underside of the neck (jugular vein), between the hind legs (femoral vein) and the lower abdomen.

Anhidrosis

ANHIDROSIS IS A CONDITION IN WHICH the horse fails to sweat effectively, which makes a horse more at risk of heat stress. If you suspect this condition, it can be diagnosed by your vet and management strategies recommended.

What about me?

REMEMBER, we are vulnerable to heat stress alongside our horses. So look after yourself on days of high WBGT. Work outside in the cooler parts of the day, Increase your personal fitness, wear light coloured clothing, drink fluids regularly and reduce your direct exposure to sun.

Further reading

<http://useventing.com/news/advice-horse-safety-during-hot-weather>

<http://www.thehorse.com/articles/13991/heat-stress-in-horses>

Beat the Heat fact sheet at <http://sma.org.au/resources-advice/policies-guidelines/hot-weather/>

Karen Rogers Federal CDE Convenor

VALE: Patrick Mannix (1936 – 2017)



Left: Pat Mannix with granddaughter Aimee, driving Melba at a Standardbred show at Tamworth. Photo: A Mannix.



Right: Pat and Lillian Mannix with Melba followed by Amanda Kettlestring and team on a Hills Club pleasure drive at Maraylya in 2013. Photo: J Muspratt.

HILLS CLUB MEMBERS and the wider ACDS community were deeply saddened to hear of the death of popular Club member Pat Mannix, on 20th November, 2018. Pat and his wife Lillian only became members six years ago, but in that time became an integral part of the Club.

Pat was born in Wollongong NSW. His love of country life took him to work on properties in many parts of Australia as a young man, before he eventually leased a property called Strathroy near Graman in northern NSW, where he had sheep and cattle and did sharefarming. This was where he met Lillian, whose parents had the hotel at Graman.

They were soon married and lived first on Strathroy, before buying and running the corner store at nearby Coolatai. Their two children Daniel and Steven were born in these years. This way of life came to a sudden end when the store burnt down.

Pat went to Sydney and got a job driving taxis and buses and Lillian and the boys soon followed. Before long they had set up a Driving School for heavy and light vehicle drivers. They went on to give instruction on road safety and driving to school students, and travel to regional NSW as well as interstate, to assess the driving ability of employees, for a number of big companies. Trucking companies also asked Pat to teach defensive driving and fuel conservation to their drivers. Another of his hats was to teach the Driver Trainer course at the Wetherill Park TAFE. He and Lillian were clearly very highly regarded in their field.

Horses had always been important in both Pat's and Lillian's lives. They had horses at Graman and Coolatai and when the family was finally established at Blacktown, the boys' ponies came from the country to join them. Steven and Daniel rode their ponies everywhere in Blacktown. A Shetland pony called *Butch* was purchased, together with a sulky, and Butch was broken to harness. Steven, aged eight, then drove him round the streets, often charging friends for a ride in the sulky – very enterprising! There was no horse trailer, so if *Butch* needed transporting, the back seat was taken out of the Commodore and *Butch* put inside. About this time, Pat and Lillian leased a large paddock at Eastern Creek, where they kept their growing band of horses and ponies.

When the boys got a bit older Endurance Riding became the family's sport. The boys and Lillian mostly did the riding with Pat doing the strapping for all three, a very busy job. They went to many Endurance Rides in country NSW including at Orange, Sofala, Yetholme, Putty and St Albans for the famous Shahzada Ride. Pat was said to be 'the best strapper ever'.

In 2015 Pat and Lillian sold their suburban Blacktown home and bought an acreage block at Londonderry next door to son and daughter in law Daniel and Kylie and teenage grandchildren Aimee and Damian. Pat was thrilled to be live on the land again, have the horses at home and be occupied doing farm upkeep and improvement.

Carriage driving became an important part of Pat and Lillian's lives in 2011 when they acquired a beautiful bay Standardbred mare called *Melba* (official racing name *Nagnanimous*). *Melba* was then given to Max Pearce at Goulburn to have some training to ensure she would be a safe pleasure driving horse. When she was ready, Pat and Lillian together with Daniel, Kylie, Aimee and Damian all stayed at Max's for a few days to learn about harnessing and driving correctly.

Pat and Lillian joined the Hills Club towards the end of 2011 and soon became regulars at Hills events. At first they came as stewards, but by the end of 2012 the logistics of transporting the horse and vehicle had been worked out and Pat started to drive *Melba* at events. He never looked back. He was often accompanied in the sulky by Damian, whilst Lillian did the ground crew jobs and stewarded at the drives. Damian was keen to drive too, so he and Pat often swapped places. They got on really well together in the sulky, a great sight to see.

The Mannixs attended many club events with *Melba* and the sulky including instruction days, pleasure drives, sporting days, gymkhanas, and dressage, cones and mini marathon days, as well as hosting Hills Club barbeques. They also went to vehicle restoration days. Pat had a buggy he was restoring and was keen for advice.

Pat's health was never very good, but he was determined not to let this spoil his life, and just got on with things. Something that he had always wanted to do was show *Melba* in harness at the Hawkesbury Agricultural Show. His wish came true when, despite being quite unwell, he competed at the show last May, with the help and enthusiasm of family members, especially Aimee and Damian, together with another Hills member Kimberlee McGregor. He had a great day and came away with a number of well deserved blue ribbons.

Pat was one of the most enthusiastic and active members the Hills Club has known, and he fitted a lot into the six years he was a member. He was always keen to learn more about carriage driving and everything associated with it, and always thoroughly enjoyed being in the sulky. *Melba* responded beautifully to his light hands. His cheerful personality and obvious enjoyment of the sport made him a pleasure to be around. He will be very much missed. Our condolences go to Lillian, Daniel, Steven and their families.

CLUB NEWS from NEW SOUTH WALES

Bungendore Carriage Driving Society

THE CLUB'S Christmas celebrations were held on the 3rd of December 3 – turkey, ham, pudding and trifle topped off with a fun Secret Santa. My new foal had arrived a few hours earlier so there were lots of oohs and aahs. What more could you want for Christmas?

Bungendore Club members were well represented at the Obsthon hosted by Reedy Creek Club on 9th December. It was a fun casual event that everyone enjoyed.

Dot Willcoxson travelled to Tasmania for a Dressage Judges Workshop in December, and received positive feedback.

The Club was also well represented at the Boyd Excell Clinic in Bega. Max Pearce, Min, our club member who is visiting from Korea, Lynne Callaghan, Dot Willcoxson, Lisa Harrington, and Byron and Harry McIntyre all participated. I learnt a lot from fence sitting. Big thanks to the Southern Horse Driving Trials Club for their organisation and the providing of shade gazebos and cold drinks.

We are now looking forward to the Bungendore Show on 28th January, where our club sponsors the harness ring. We are in the final planning stages for the Graded Dressage and Munro Cup weekend on February 24/25 2018. All are welcome for this fun event.

We are also gearing up our organisation for the CDE National Championships which we are hosting in conjunction with the Southern Highlands Club at Easter. The marathon promises to be a fast paced and challenging course. We are hoping for lots of entries, and of course spectators are most welcome.

Jen Brennan



At the Boyd Excell Clinic held at Bega: Above left: Max Pearce driving his team with grooms Leah Montefiore and Siobhan Conte. Photo: J Brennan. Above right: Lisa Harrington and Boyd Excell. Photo: D Willcoxson. Below left: Harry McIntyre with Judy Meredith. Photo: J Brennan. Below right: Lynne Callaghan driving Shepherds Hill Dennis, with Dot Willcoxson. Photo: J Brennan.



Liverpool Range Harness Club

WITH THE ENDLESS summer heat upon us, our club is in hiatus until our first drive and camp to be held at The Retreat on February 9-11 2018. Retreat Station is on a lovely bend in the McDonald River northwest of Bendemeer. We have held numerous drives over the years there and everyone is looking forward to returning. Quiet gravel roads wind their way towards the village of Kingstown and the small rural hamlet of Watsons Creek. Camping by the river is very pleasant and offers keen fishermen in the club a chance to try their hand, whilst the rest of us relax and take in the tranquil surrounds. The horses also enjoy a dip and a roll in the sand.

2017 ended with a lovely Christmas gathering at the Werris Creek Bowling Club. Thirty-two people attended, with a few camping at the Horse and Rider Club grounds, making use of the free bus service to and from the Bowling Club. The Bowling Club and its patrons have supported our Charity Drive each year, and to show our gratitude, we responded by supporting them this year. A very enjoyable lunch was partaken and best wishes shared leading into the Christmas season.

With many in the Liverpool Range Club juggling pleasure driving with caravanning, planning for drives in 2018 is a challenge. However, fortunately there are often opportunities to join other clubs on their monthly drives. The Hunter and Gulgong Clubs are very welcoming of participants and offer some great scenic drives. We often have one or two from other clubs join us on our drives, which creates good fellowship and strengthens pleasure driving in our region. The success of our annual weeklong Charity Drive and Gulgong Club's Heritage Drive continue to show the strength of pleasure driving, and now a number of other clubs are starting to organise camping drives as well. Travelling to another region, meeting new people and experiencing the driving of that area can only be good for pleasure driving in general and we look forward to supporting these clubs in their endeavours.

The inaugural Ladies Drive was very successful last year, and it will be held again, from Wednesday May 15 to Sunday May 20 2018 at Spring Ridge. It will be hosted by Liverpool Range members Vicki Donnelly and Christine O'Rourke, who were inspired to help other women drivers find confidence, along with giving tips on maintenance of the sulky, motor vehicle and float. A few good travel and camping tips are always thrown in too. These two ladies love their driving and have some great ideas for workshops this year including an educational 'Willy Washing' demonstration. There will be two 10km drives daily, plus a 25km picnic drive. Ladies without horses are also welcome to attend. For nomination forms and more information on the Ladies Drive contact Vicki on 0458 473 771 or Christine on corourke@bigpond.com or 0418 224 453 A/H Club members want to congratulate our president Peter Honeyman on his appointment as Federal Pleasure and Endurance Convenor. Peter has a passion for harness driving, and has years of experience in a variety of fields of driving. However his main love is pleasure driving on the open road and through our beautiful countryside. He will be a great ambassador for the sport.

As a group, Liverpool Range Club members travelled a total of 6,840.2km at official drives held in 2017. Not a bad effort! Being non-competitive, most of us had not kept a tally of our drive distances, so it came as a surprise when Peter made each of us aware of our individual tallies and the amazing total when added together. He has inspired some of us to travel even further in 2018, a great start to encouraging more pleasure driving in the year ahead.

Donna Grace

Ellmore Carriage Driving Club

WOW 2018 ALREADY?? It seems the past year has flown by and before we knew what was happening, we were holding another Christmas Party. This year our party was held at the Jacobs' beautiful property in Wallendbeen. We all gathered, ate, talked about horses and merrily reflected on what has been a very successful year for our little club.

2018 is shaping up to be even bigger. Even though we are not holding a Level 3 CDE this year we are looking forward to welcoming everyone to Hinemoa in October for the NSW Driven Dressage Championships. We have already secured some great local sponsors, so please come and



Hills Club members at their annual Christmas lunch and auction. Photo: J Muspratt.

enjoy Ellmore hospitality. We are also planning our annual Frog event in September and several training days throughout the year. Keep your eye out for programs and entry forms.

Chuckie Radnedge

Hills District Harness Club

THE HILLS CLUB'S last driving activity for 2017 was a very successful Indoor / Outdoor training weekend at the Caspers' property at Lemon Tree on the Central Coast, attended by 11 drivers and a good number of interested spectators and helpers. Saturday saw instruction and then practice of the three phases of the small arena event, with an informal competition conducted on the Sunday. Everyone went away very keen to compete in this type of event in the future. Many thanks to Belinda, Mark and Jessica Casper for their organisation and running of the weekend.

The Club's Christmas Lunch and Auction were held on December 11 at the RDA Centre at Box Hill. A good roll up of members sat down to a delicious shared-catering lunch, organised by Andrea Casper. It was then time to have the annual auction of items brought along by the attendees. This auction is the main fund raiser for the club. Karen Silvester, ably assisted by Angela Eberle, was the enthusiastic auctioneer. The wide variety of items included horse and harness gear, books, pictures, jewellery and assorted Christmas gifts.

The first Club activity for the New Year will be a BBQ in early February to be hosted by the Mannix family at Londonderry. This will be followed in late February by a weekend of pleasure driving at Mt Irvine in the Blue Mountains. The Club's March activity will be a non competition Sporting Day at Rossmore.

Tamworth Regional Horse Drawn Club

NOVEMBER saw Liz O'Brien and Margaret Neely make the four hour trip to Cooranbong for the newly formed Central Coast Carriage Club's first event, a Cones Competition held at the Cooranbong Equestrian grounds. They enjoyed the testing but flowing cones course, and catching up with old friends and making new ones. They are looking forward to more events to attend there.

The final activity for the Tamworth Club's year was the ever popular Christmas get together on 3rd December. It was held in the air conditioned surrounds of the Tamworth Services Club, and everyone enjoyed each others' company as well as the great buffet meal. However, members were sad to hear that accomplished drivers Paul and Lyn Monger will be leaving harness for the time being, to take on the adventures of moving house and travelling around the countryside as Grey Nomads. Club members wish them all the best, and hope they will find their way back to harness and the Tamworth Club one day.

The first Club event for the New Year will be a morning of dressage instruction at Attunga with Judy Tonkiss, with some fun novelty events to keep drivers occupied whilst awaiting their turn with Judy. A lunch time finish is envisaged to avoid the heat, and a general meeting will be held after lunch.

The Club's major event this year will be the Tamworth Regional Horse Drawn Club's Indoor/Outdoor Series Qualifier Event on June 9/10 2018 at Moonbi. There will actually be two events, one on the Saturday and a second one on the Sunday. Camping and stabling are available on the



Camden member Charlotte Hyles driving Ziva in the Reedy Creek Club Obsthathon. Photo: L Montefiore.

grounds. The weekend is open to all full ACDS members, driving ponies and horses of all sizes and types of combinations. The program and entry form will be available soon. Contact Elizabeth O'Brien at trhdc@gmail.com or ring 0427 766 726 for more details.

Camden Harness Club

CAMDEN CLUB MEMBERS Sally Crowell, Lou Lyons and Charlotte Hyles regularly drive in Camden's Bicentennial Park mid week, with Carolyn Kinlyside and Greg McDonald occasionally joining them. Up until Christmas it has been a regular event, and after a short break, will recommence in the New Year. It was too hot to drive on December 19 so everyone met at the Narellan Hotel for lunch instead. Those there were Greg and Allison McDonald, Sally Crowell, Carolyn Kinlyside, Charlotte Hyles and Mike and Lou Lyons.

As Camden Club is looking to hold its first Indoor Obsthathon in 2018, Charlotte Hyles went with her horse to Reedy Creek Club's Christmas Indoor Obsthathon on December 9 at Rosemont Horse Complex, Goulburn to experience how an Obsthathon works.

Charlotte writes: There was a terrific turnout with about 25 entries – a very popular event! As many of the horses had not worked indoors before, we were invited to lead our horses around inside, avoiding the obstacles and cones of course. The course walk opened at noon. We were presented with an inviting and flowing (for most) course. The indoor surface of sand was not too deep, and in any case, was re-levelled as needed.

The FUN began at 2pm. Most competitors drove carefully in their first round, but were then inclined to 'have a crack' for their second time around. Their fastest time would be what counted.

There were some very good rounds, ranging from the cautious 'smooth and accurate' style to the boldly confident 'fast and furious'. It was truly thrilling to watch Max Pearce blitz the course with his pair *Beauwood Rocky Road* and *Russell*, achieving two awesomely super fast, clear rounds, and Byron McIntyre amazingly manoeuvring his team of big horses around the indoor arena course.

The whole event was interesting and such fun for everyone, including the spectators. Drivers really appreciated the work put into running the event by Kath Cole, John Moyes and the rest of the Reedy Creek Club. It was well run, totally friendly and enjoyable. Camden Club hopes to follow their excellent example in 2018.

Hunter Horse Driving Society

HUNTER MEMBERS have been up early or out late working their horses and ponies, due to the extreme heat we have been experiencing. Our driving calendar is chockablock full of fun for the 2018 year, with at least one activity, and sometimes more, in each month.

Our driving year kicks off with a very special program of pleasure driving in historic Morpeth in February, planned by Helen Huckerby. It will be a lovely way to come together after our break in the calendar for the festive season. Also in February will be our belated Christmas Party cruise, where we will set sail upon the high seas... or rather the Hunter River, for a cruise to the river port of Raymond Terrace for lunch.

Hunter Club member June Malmberg, together with Camden Club member Carol Fitzpatrick, have put together another great program for the annual Hunter / Camden Clubs' Leisure Drive at Gulgong running from March 6- 11 2018. Lovely daily drives have been planned, but there will

also be ample time for relaxation, socialising and experiencing the sights of the area.

Molli Mercer will be returning to the Club for another clinic on March 24/25 2018. Our focus for this clinic will be to polish up our skills for the upcoming Indoor/Outdoor Series this year. The second day of the clinic will see us run through a mock competition.

On a personal level, my horse Albert is currently shoeless and fancy free, enjoying a summer break. Prior to this he had been getting regular school holiday workouts consisting of drives to the service station (ice creams), drives to the local cafes (biscuits) and chasing down Pokemon across the streets of Dungog. I don't quite understand the game but anything that gets my two youngest children nagging me to harness up so they can get out in the carriage has to be good. In any case, all the halting and standing whilst the children 'catch' the Pokemon, has to be good training for *Albert*.

Jules Cook

Southern Highlands Carriage Club

THE CLUB has a busy schedule coming up over 2018 starting in February with the first of three Phil Marshall Clinics at the club grounds at Bundanoon. The others will be held on June 8-10 and August 24-26 2018.

March 30 – April 2 will see the club assisting Bungendore Club with the running of the National CDE Championships at Witwood, whilst on May 6 the Club is hosting the NSW Show Driving Championships at Bundanoon.

On June 23/24 the club will run Graded Dressage/Cones plus an Indoor/Outdoor Series Qualifier, with another Graded Dressage/Cones event being run on September 29- October 1, together with a Mini CDE Challenge.

A Bram Chardon Clinic over eight days is planned for October at Bundanoon, but dates still have to be finalised.

Club members were thrilled to hear that Bram recently won the 6th FEI World Cup Driving Leg of the season's Indoor Competitions, ensuring Bram of a place in the Final to be held in Bordeaux, France, at the beginning of February.

Riverina Carriage Driving Society

THE CLUB HAD A FUN Christmas Party at Monte Cristo at June, with a tour of the manor followed by lunch. The Club's 40th anniversary date will be announced soon and everyone is invited to the celebrations.

Sue Fraser, driving Welsh A pony *Archie*, had a super fun weekend at the Reedy Creek Club's Christmas Obsthathon / Pleasure Drive. *Archie* won the small pony class in the Obsthathon. The arena was in perfect condition and the course inviting. The 20km pleasure drive on the Sunday was over good driving roads, and at the break everyone was served cups of tea and delicious sausages in rolls. Many thanks to Reedy Creek Club members for all the work put into the weekend.

Because of it being too hot to hold driving events, the Riverina Club has been very quiet in the last couple of months.

Sue Fraser

New South Wales Club News continues on page 24

Riverina Club members enjoying their Christmas lunch at Monte Cristo. Photo: S Fraser.



EMOTIONAL RESPECT

ON THE 31st October 1917 a legend was born in the Palestinian Desert. Methodical progress towards the WW1 Allies’ capture of the town of Beersheba (and its valuable water wells) had proved inadequate as time (and our troops’ water) was running out. A bold strategy was called for. A direct and decisive attack was ordered by General Allenby. The 4th Australian Light Horse Brigade was selected to perform the task with the assistance of the 12th Light Horse Brigade. The 11th Light Horse Regiment was held in reserve. The 7,000 yard charge was a fearsome sight as the Australian soldiers cantered then galloped towards the enemy trenches with their long bayonets drawn as swords. They suffered fewer casualties (64) than expected and this is believed to be because the enemy didn’t have enough time to lower their gun sights so their ordinance went over the heads of our men. The first wave of Light Horsemen jumped the trenches and went on to take the town. The second wave dismounted and defeated the enemy in hand to hand combat.

One hundred years later to the day, a group of dedicated and respectful carriage drivers joined more than 150 riders to commemorate that legendary WW1 battle. To embark upon a five day, 108 kilometre ride and drive, they met at the small northeastern New South Wales town of Tabulam which is the birthplace of our most famous Light Horseman, Lieutenant General Sir Harry Chauvel. He raised the Upper Clarence Light Horse there and eventually led the charge at Beersheba. A feature of this project was the production of commemorative khaki shirts which were embroidered with the words ‘Centenary of Anzac, Beersheba Memorial Ride 2017, We will remember them’ on the right chest. On the left chest it had the AIF Badge and ‘Lest We Forget’.

Thanks to the efforts of, and notes from, ACDS member, Jim McKenna this account of this most worthwhile project is reported to our membership. Jim was involved in the planning for the participating carriages and filled the important role of support/breakdown vehicle for each day and carried water and ice. We are also grateful to photographer and artist Margaret Hodgson OAM for her photos and her amazing sketch of the horse head in a Light Horse bridle.

Tuesday 31st October Day 1.

A CARNIVAL WAS BEING HELD AT Tabulam and arriving drivers set up camp at the racecourse. At 5.00pm, riders and drivers gathered at Harry Chauvel’s Monument on Tabulam Oval for an Official Opening where one of the speakers was Chauvel’s grandson, Professor Richard Chauvel. At 6.00pm a short service was conducted, followed by an impressive open cavalry charge across the oval by 18 experienced Clarence Valley Light Horsemen.

Wednesday 1st November Day 2.

MORE THAN 150 RIDERS and six sulkies set out on the 46 kilometre journey to the next camp with the riders in front but according to plan, the day finished with the sulkies out in front. Numerous riders commented on the fitness and stamina of the carriage horses! Fraser’s Cutting was a steep downward trek which the police closed to motor vehicle traffic. The organisers and participants are most grateful to the men and women of the State Emergency Service (SES) who were on the road every day, keeping the participants safe. A Water Stop was arranged at the foot of Fraser’s Cutting, after which the ‘troop’ proceeded to Yates Crossing camping and picnic ground for lunch which was provided by the trusty Lunch Truck. This was a picturesque location with the Clarence River in the background. After lunch the troop was led off by the sulkies towards the second campsite at a 200,000 acre property called ‘Yulgilbar Station’, at Broadwater. Owned by Baillieu and Sarah Myer, it is one of the most historic pastoral properties in Australia, complete with its own castle. This family is connected to the Coles Myer company. Baillieu (who is 98 years old) and Sarah flew up from Melbourne to welcome the troop and present them with a cheque for \$5,000 payable to the Grafton RSL Sub Branch, to help with expenses! As a token of appreciation, Brian Baltitude from the Grafton RSL and Margaret Hodgson presented the Myers with the original of Margaret’s



Grandson of Lieutenant General Sir Harry Chauvel, Professor Richard Chauvel addresses participants at the Official Opening.

amazing sketch of the Light Horse head. Dinner that night was provided by Yulgilbar Station in their impressive cattle auction shed. A semi-trailer converted into mobile showers and toilets joined the troop on the two nights that showers and toilets were not available. Each morning, floats and trucks were driven to the next campsite and a bus returned those people to their horses and sulkies in time to start the day’s journey.

Thursday 2nd November Day 3.

AGAIN, THE SULKIES headed off in front of the riders for the 22kms to the lunch and water stop at Pram Hill. The afternoon run was a further 20kms to the Fine Flour Campdraft Yards at Hassan’s Creek. Everyone enjoyed a BBQ dinner and good friendship. Again, riders expressed their amazement at the speed and endurance of the carriage horses who ended up two hours in front of the riders over a 40km distance.

Friday 1st November Day 4.

THIS WAS THE LAST and shortest day of the drive, just 26kms to Copmanhurst. There was a water and lunch stop about half way near Nubold Lookout. Again, the Lunch Truck did the trick.

Saturday 2nd November Day 5.

AT 9.00am THERE WAS A COMMEMORATIVE SERVICE at Copmanhurst Memorial which was quite moving with horses lining the street. The ride and drive concluded at 9.30am whereupon participants returned to strike camp then adjourn to the West Point Hotel for lunch and refreshments and no doubt to reflect on the outstanding success of the commemoration.

Great credit for the successful organisation of the Beersheba Commemorative Ride and Drive must go to principal organisers Brian Baltitude and Ted Brown, assisted by the Grafton RSL. Also to Jim McKenna for his organisation on behalf of the carriage drivers.

ACDS members participating in the commemorative drive were: Peter and Trish Honeyman, Helen Butcher, Geoff Skews, Trevor Hunt and Bruce Donnelly, John McKee and Jim McKenna. All are members of Liverpool Range Harness Club. Another driver and worthy of special mention was Chris Ward from the Tamworth Regional Horse Drawn Vehicle Club. Chris is a Vietnam Veteran who recently suffered a severe stroke, yet shows amazing courage, resilience and determination in keeping his carriage driving passion alive. He drove every day. Gratitude is due to Don Thomas from the Liverpool Range Club for his daily assistance with logistics.

Many more drivers from the south of the state would have participated but for the complexities of the Hendra Virus and inoculation. Other northwestern drivers were discouraged by misplaced safety concerns which subsequently failed to materialise.

The 100th Anniversary of the Beersheba Charge was commemorated by Light Horse troops throughout Australia and by Australians on borrowed horses at Beersheba in Israel, raising the profile of the important contributions made by the Australian Light Horse Regiments in World War I.



Top: The Right Flank of a Light Horse Charge re-enactment with long bayonets drawn.

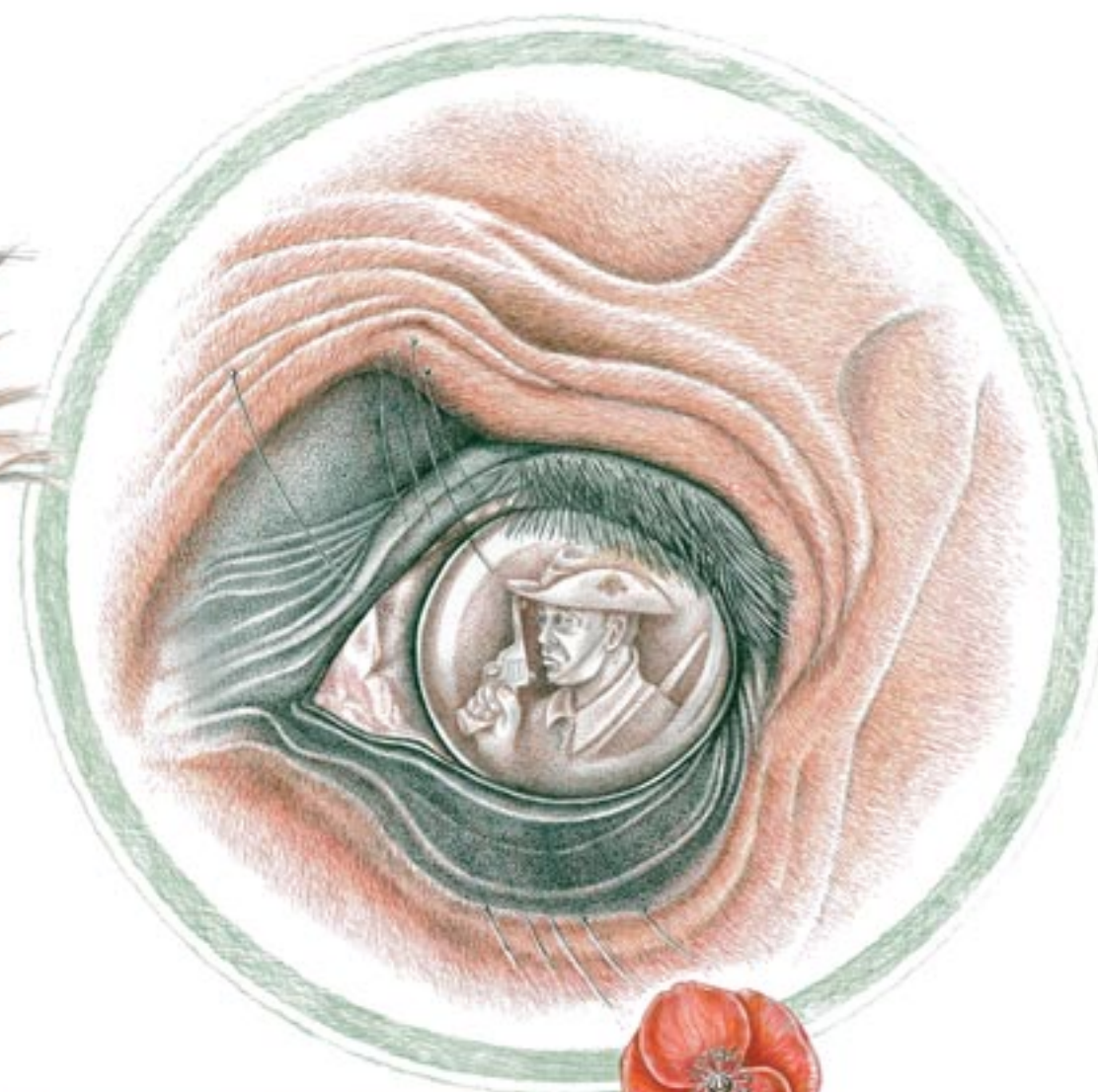
Above: Five of the six carriages enjoying fine weather in lush green countryside.

Left: The primary reason for the Charge at Beersheba – drinking water! Riders watering their horses at one of the creek crossings.

Below: Lead group of riders trotting off at start of the day.

Photos: Thanks to Margaret Hodgson OAM.





Trooper Bluegum

*I don't think I could stand the
thoughts of my old fancy hack
Just crawling round old Cairo with a
Gyppo on his back.
Perhaps some English tourist out in
Palestine may find
My broken-hearted Waler with a
wooden plough behind.
No: I think I'd better shoot him and
tell a little lie:
"He floundered in a wombat hole and
then lay down to die."
May be I'll get court-martialled: but
I'm damned if I'm inclined
To go back to Australia and leave my
horse behind!*





Above: Liza Doney and Rowallan Precedence, Reserve Champion Small Pony of the Year. Below left: Horse of the Year, Naimh Tester's Trapalanda Downs Quo Vadis. Below right: National Champion Horse, Merryn Bojcin's Shepherds Hill Zali.



below left: Natalie Morris and London Park Fame, Reserve Champion Large Pony of the Year. Below right: Belinda Leeson with Owendale Firefly and Pacific View Composer - National Champion Multiple. Photos: Kelly Roads at Flashsnapz.



National SHOW DRIVING CHAMPIONSHIPS

THE CHAMPIONSHIPS were hosted by Western Australian Harness Driving Society on 4th & 5th November this year. WAHDS held this event at the pristine Kings Meadow Polo Grounds in historic Guildford just north of Perth. Perth Polo Club did an exceptional job in ensuring that the grounds were well prepared with very good camping facilities at the grounds available to competitors.

Whilst the weather warmed up for the weekend, the grounds were perfect and entries were very good. Due to the generosity of Sponsors competitors were well rewarded for their efforts. Judges Rick Jones and Melissa Bensley travelled from NSW for the weekend and had a wide selection of horses, ponies, a donkey and vehicles presented to them for judging.

Turnout and Driver Classes were held on the Saturday along with Horse, Pony, Donkey and Off the Track of the Year. Major winners of these Awards were: Champion Turnout – Glen Avon Jackman – S Suvaljko. Reserve – Shepherds Hill Zali – M Bocjun. Champion Whip – Belinda Leeson. Reserve – Joan Cureton. Horse of the Year – Trapalanda Downs Quo Vadis. Small Pony of the Year Yarraman Top Montana. Large Pony of the Year – Glen Avon Jackman. Off The Track Horse of The Year – One More Smile. Donkey of the Year – Mr D'Arcy. Newcomer of the Year – Pacific View Composer.

Sunday programme saw the following competitors receive the highly sought after awards: National Champion Novice – Pacific View Composer – B Leeson. Reserve – Admiral Rama – J Cureton. National Champion Multiple – Owendale Firefly & Pacific View Composer. National Champion Small Pony – Yarraman Top Montana – D Hunter. Reserve – Rowallan Precedence – L Doney. National Champion Large Pony – Glen Avon Jackman – S Suvaljko. Reserve – London Park Fame – N Morris. National Champion Horse – Shepherds Hill Zali – M Bocjun. Reserve – One More Smile – D Reader. National Champion Donkey – Mr D'Arcy – D Maton. National Supreme Champion – Glen Avon Jackman – S Suvaljko.

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the ACDS needs you!

Federal Office Bearer and Federal Council appointed positions will become vacant at the 2018 AGM.

A number of the people currently in these roles are either ineligible to re-stand, or have indicated a wish to step down, so the ACDS needs willing, active members to take on jobs.

A diverse range of roles including Federal President, Federal Secretary, Journal Managing Editor, Young Driver Coordinator, Federal Publicity Officer and more, so there is something for everyone!

If you are interested in learning more about these or other federal roles, please contact the Federal Secretary for a copy of the Position Description.

A federal administrative role in the ACDS can be a very rewarding way of giving something back to the sport, so don't be shy – put up your hand now!

CLUB NEWS from NEW SOUTH WALES continued

Canberra Carriage Driving Club

CANBERRA CLUB'S NEW GROUND AT Murrumbateman is still not completed and the club needs to determine a venue for the Anne Synnot Graded Dressage and Cones Day on the 4th of March. The club is however hanging on to the date, and the venue will be decided by the end of January. The Club is also considering hosting a CDE later in the year. Details of this event will be decided at the next club meeting in February.

Canberra's roving international competitor, Gail Bain, has decided to stay in Europe for one more season, given the degree of improvement that *Shepherds Hill Michael* has achieved, and is likely to continue to do so. We can look forward to seeing Gail and *Michael* back in Australia towards the end of the year.

Tony James

Goulburn District Horse Drawn Vehicle Society

THE GOULBURN CLUB will be holding its annual Three Day Endurance Event on January 27-29 2018 at Yalbraith near Taralga. The camp base is on private property and driving will be on the quiet roads of the district. The Full Enduro horses will travel 150km over the three days, whilst the Half Enduro horses and the two pony classes will do 90km. Rest breaks and vet checking are factored in.

The aim of this event is to encourage new competitors to the sport of endurance driving as well as giving regular competitors an extra event in which to compete. All classes are open to singles and multiples. Those who cannot be there for all three days will be able to contest one or more individual days, and pleasure drivers will also be welcome to attend and drive the short course.

Central Coast Carriage Driving Club

PLEASURE DRIVE is planned for January 21 2018 at Wollombi and everyone is welcome. Everyone was very sad to hear of the death of Robert Pankhurst's donkey *Benny* in December. *Benny* (pictured right), with Robert, was an integral part of society here on the Central Coast. They attended all memorial events, as well as kids' parties, and the annual Mangrove Mountain Fair, amongst many other events.

Ryan and Hayley Blackman are moving along well with their donkeys and will be possibly driving pairs in the near future. My pony *Fini-gan* is working well as a single and I hope to start him in a pair over the summer break.

Mary Grant

Border Carriage Club

BORDER CARRIAGE CLUB held its Christmas Party on November 19 2017. It was a rather hot day but members still enjoyed a pleasure drive around the Gooramatta area followed by lunch at the Pickled Sisters Winery. The Club's next rally will be held on January 21 2018, with another pleasure drive in Jindera followed by lunch at the Jindera Pub. We are hoping to welcome some new members at the rally.

Linda Porta attended the Victorian All Welsh Show at Tatura on December 1 2017. The extreme weather was a little concerning with severe storm and flood warnings issued for the entire three days of the show. Tatura Park has excellent facilities and the committee moved the show to the indoor arena and under cover outdoor, with the expected 150mm of rain looming. Linda drove *Westbury Lady Mariette* (Sect C) and her part Welsh mare *Benjaylin Hot to Trot*. She was extremely pleased with her ponies' performances. They never put a foot wrong in their workouts even though they were pelted with rain whilst waiting for their classes, and then when the sprinklers were accidentally turned on in the Indoor arena, causing a little chaos until the taps were located! *Mariette* finished the day with first in the Novice harness pony, first Section C or D mare and then went on to be awarded Champion Section C or D in

harness. She also placed third in the Pleasure class. *Hot to Trot* was Reserve Champion Part Welsh in Harness. Linda is now preparing her ponies for the Welsh National Show in March.

Jayde Whitehead

Temora Carriage Club

Events the Temora Club has in mind for 2018 include a pleasure drive, several training weekends, and possibly a show driving school followed by a Graded Dressage day during the winter at Temora Showground. The 20km pleasure drive is planned for March 24 starting from the Temora Show Ground, with a barbeque lunch and cones fun run after lunch. The next day could see some practice of dressage tests in preparation for the Championships at Witwood the following weekend.

An Endurance Driving training camp is planned for July 7/8 2018 at Sharon Beattie's property north of Temora. In another initiative, the club is hoping to have some light and heavy harness classes added to the Temora Show program at the end of September.

Reedy Creek Equestrian Club

DECEMBER was a busy month for the Reedy Creek Club. The first weekend was spent pleasure driving at Steve and Tracey Kearns' property Rabbito's Hill. We gathered together on a very wet Saturday. A flooded creek crossing required us to go the long way around to get there, but undaunted, we set up camp on what by then was a very soggy camp site. As soon as we could, we retreated to the Kearns' big shed best described as the Rabbito's Hill Hotel. There we were able to forget the weather and enjoy good company and amazing hospitality, with a barbeque and social night.

Steve had cleared almost 7km of tracks over the property, some through open undulating country and some twisting and turning through groves of trees. There was also an optional water crossing. On Sunday the rain eased and we were able to harness up and set off to explore just what was on offer. It was a great drive, and thanks to the serious rain now offered many more water obstacles than Steve's original plan. Debbie Dunn in particular, enjoyed the opportunity to work her pony through the newly formed expanses of water. Wouldn't we all love to have a training track like that right at our back door? Thanks Steve and Tracey for sharing it with us!

The following weekend was our Indoor Christmas Obsthon. What a hoot! With a number of multiples entered, we wanted a course which offered plenty of scope. Consequently John Moyes ended up designing a course which started outside and then led into the 60 x 20 arena. This proved inviting enough for Byron McIntyre to tackle with his team of four, which looked spectacular! Max Pearce brought some of his Korean students who participated with great enthusiasm. Jungi Min drove Max's *Beauwood Rocky* in a crowd thrilling manner, then groomed for Max who paired up *Beauwood Rocky* and *Russell*. Max excelled himself driving this pair with control and precision, to set the fastest time of the day. It was good to see Sue Fraser's pony *Archie* perform with confidence and win the small pony class. Ray and Carol Roach had put so much work into making the event happen, so it was rewarding for them to place in both the small pony and large pony classes. We were very pleased to see Jan Murray put in two good rounds with her pony *Danny* as he had had some problems earlier in the week. Peter Dunn had a good outing, placing first in the horse class with his standardbred *Trinity*, and second (to Ray Roach driving *Windsong Magician*) in the large pony class driving a new pony acquired from Peter McIntyre. To top it off, we all thoroughly enjoyed watching Steve Kearns introduce his magnificent Shire *Harry* to his very first Obsthon course.

A barbeque followed, and the next day we had another pleasure drive, this time on public roads. Ray Roach had organised a water stop at Ken Calligan's (racehorse trainer) place, which could also be used as the turn around spot for those who only wanted to do a short distance, and another water stop 8km further on at a private residence. Unbeknown to us, these people organised a spread of food which was very much enjoyed by the drivers. It left us with the feeling that the Christmas spirit of goodwill is alive and well, and can be encountered in quite unexpected locations!

Kath Cole



At the Reedy Creek pleasure drive: Above left: Carolyn and Amanda Blakeley with their pair. Above right: Steve Kearns followed by Linda Ongley and Kath Cole. Below left: Debbie Dunn ready for the uncertain weather. Photos: A Ongley.



At the Reedy Creek Club Obsthon: Above right: Max Pearce with his pair Beauwood Rocky and Russell enjoying the drive. Below: Byron McIntyre powering through the course. Photos: L Montefiore.



CLUB NEWS from SOUTH AUSTRALIA

Southern Carriage Driving Society-Monarto

THE CLUB MEMBERS have been busy over the past few months. The club held its first Obstathon which proved to be great fun and was well attended. From a competitors point of view this type of competition seems to be short, sharp and action-packed. Given that it was held in a reasonably small area the spectators were able to get a great view of the whole course. We have had a bit of interest stemming from this event from potential new members.

Our three qualifying Graded Dressage competitions were well attended. To be able to compete at the Dressage Championship drivers were required to attend a minimum of two out of three Graded Dressage events. The weather proved to be a tad over the top wind wise for the Championship but the ponies and horses seem to cope well, unlike the dressage arena which in the end was decided to just leave down.

Members attended the South Australian CDE Championship event held at Peterborough over the October long weekend. Goyder Carriage Driving Club did their usual great job hosting everybody, Shirley Crossly has included a submission for the Journal. The weather couldnt have been more kind for the whole weekend.

Just as a bit of advance notice our Club is hosting the Carriage Driving component of the 2018 Masters Games (weekend of the 21-22nd April). The committee are working hard to also organise (dates to be confirmed asap) the Triple Crown Driving Competition weekend which will incorporate Show Driving, Dressage and Cones Driving. These events will be well advertised early in 2018. The 2018 Driving Calendar is starting to fill up!

Susan Stuart

ACDS South Australian State Championships 2017

THE OCTOBER LONG WEEKEND saw perfect weather for the Goyder Plains Carriage Driving Club to host the 2017 State Championships. A field of 21 entered with 18 starters after some late scratchings. Following tradition at Peterborough, the pre-event BBQ was hosted at the Crossley's to welcome competitors to the event and enjoy some social jovialities before the event proper.

GPCDA Patron Chris Malycha officially opened the event by singing the National Anthem prior to the first competitor driving dressage. The grounds looked a picture, with both dressage arenas, the cones course and six of the seven obstacles all easily observable and accessible from the shade of the clubroom verandah.

There were some excellent dressage tests driven on the Sunday with lovely turnouts presented before the Judges. The cones course however proved to be more difficult than it looked with only one competitor driving a double clear! Well done to Ellie Crossley in the Novice Pony class to achieve this.

The Marathon course ran through lovely pastoral country over a slashed grass track in cool clear conditions (after the morning fog lifted). All horses and ponies went clear through the vet check and some brilliant times were run through the obstacles on great footing for the horses.

Over 60 people enjoyed a three course meal for the event dinner and competitors enjoyed home cooked cakes, slices and goodies supplied by GPCDA members in our Canteen on the grounds.

Class Champions: Novice Small Pony – Rosemary King. Novice Big Pony – Ellie Crossley. Novice Horse – Kim Norris. Intermediate Small Pony – Ree Tyas. Intermediate Big Pony – Shirley Crossley. Open Big Pony – Deb O'Dowd. Pony Pairs – Jill Billett.

SOUTH AUSTRALIAN CDE Championships

Photos: Adam Farrell



Jill Billett



Ellie Crossley



Upper left: Debbie O'Dowd. Left: Kim Norris. Above: Rosemary King.



Shirley Crossley

murray bridge green
2018
SOUTH AUSTRALIAN
MASTERS GAMES
Murray Bridge
19 - 22 April 2018

CARRIAGE DRIVING

Hosted by Southern Carriage Driving Society Inc
Monarto Sporting Complex, Monarto South Australia

Saturday 21st April DRESSAGE COMPETITION
EVENT DINNER & PRESENTATION OF MEDALS
Sunday 22nd April OBSTATHON COMPETITION
PRESENTATION OF MEDALS

Registrations and Entry now open: <http://murraybridgemastersgames.com.au/>

Entries Close 20 March 2018

Event Schedule will be available soon on
Australian Carriage Driving Society web site: www.australiancarriagedrivingsociety.org
Southern Carriage Driving Society Facebook: Southern Carriage Driving Society (ACDS)-Monarto
or by emailing leonie@giddyuptoafrika.com.au

All enquiries to Leonie Hartshorne 0429 208 118

CLUB NEWS from QUEENSLAND



ACDS MEMBERS from Caboolture Carriage Club, Cooloola Carriage Club and the Range Carriage Club had a social get together on Saturday at Helen Baskerville and Jim Cassidy's lovely property at Mothar Mountain. Beautiful weather, sunny with a very cool breeze made for great driving weather.

Syd Hewison and Clive Whalen and Sharbi were staying at base to get in some flat work and cones driving, whilst the rest of us after a short warm up and checking gear, were keen to get into the more adventurous side of things. Jim led the way up to the ridge followed by Vivienne Camac and her lovely mare *Sanskrit*, next Wanda MacKenzie and the golden *Princess* followed by Del Cavanagh and *Sonny* and then Bronwyn McAdam with groom Rus Cavanagh and *Whiskey*.

Some steep sections up and down made for a challenge but it was great... good sandy sections through the bushland tracks. After trekking along the ridge and having a bit of a breather we were all keen to tackle even

steeper sections... You had to be a bit brave going down hill and on an angle... possibly a 45 degree one... bend to the left, bend to the right...! All fun and once at the bottom of the hill it opened out onto very flat country... there were a couple of boggy sections but I am sure we all thought we were doing a water MO... !

We were single file for most of the drive playing follow the leader but the more adventurous spread out and checked other pathways. After exploring that paddock we headed back into the paddock with some Marathon Obstacles set up and had a little break before heading back to base, unharnessing the horses and having lunch. Bring your own plus sausages and a drink and then Helen brought out the dessert... a lovely jelly cups with cream and a little spoilt. A lovely get together and a little spoilt. A lovely get together and a little spoilt. A lovely get together and a little spoilt.



HAPPENINGS in TASMANIA

FINE WEATHER has certainly brought everyone out here in Tassie. November saw the Northern Tasmanian Driving Society hold the State Show at their grounds in Wynyard. The weather was anything but friendly, it drizzled rain most of the day, but everyone wore their finest and all in all a good fun day was had. A huge 'thank you' to the volunteers who helped on the day and with setting everything up.

Winners were: Pony 14hh and under - 1. Jill & Willow. 2. Maryl, Ellie & Ruby. 3. Peri & Nicholas. Horse over 14hh - 1. Stephanie & Troy. 2. Gwenda & Minty. Champion Horse/Pony - Stephanie & Troy. Reserve - Jill & Willow. 2/4 Wheel Turnout under 14hh - 1. Chrissy & Dolly. 2. Maryl, Ellie & Ruby. 3. Jill & Willow. 2/4 wheel turnout over 14hh - 1. Gwenda & Minty. 2. Stephanie & Troy. CDE Horse or Pony - 1. Gwenda & Minty. 2. Jill & Willow. 3. Peri & Nicholas. Period Turnout - 1. Stephanie & Troy. 2. Chrissy & Dolly. 3. Maryl, Ellie & Ruby. Champion Turnout - Stephanie & Troy. Reserve - Gwenda & Minty. Whip class - 1. Gwenda & Minty. 2. Jill & Willow. 3. Peri & Nicholas. Pleasure Horse or Pony - 1. Jill & Willow. 2. Peri & Nicholas. 3. Gwenda & Minty. Handy Horse or Pony - 1. Chrissy & Dolly. 2. Jill & Willow. 3. Peri & Nicholas. Supreme Harness Exhibit - Stephanie & Troy.

Giving ourselves no time for rest, the following weekend the Tasmanian Horse Drawn Vehicle Foundation staged a d'Atelage at historic Entally House. The management and volunteers at Entally had done a fantastic job preparing the grounds for us - 'thank you - thank you'. Mr Weather wasn't extremely nice with gusty cold winds - but at least it didn't rain. It was quite a sight to see traffic on the highway slow as competitors made their way along the front boundary with quite a few cars slowing down or pulling over to have a look. Presentation judging was done by Rozzie Pelley from Hobart and Michael MacDonald, then off into the marathon and tasks phase, a bit of a break and then the cones was undertaken. An error of course proved costly for some in the cones, but everyone went home smiling so that was definitely the main thing. Winner overall was Perina Kentish driving *Nicholas* and they were presented with a trophy and rosette - well done!



Maryl & Sophie. Photo: Felix Staubb.

Northern Tasmanian Driving Society

CHRISTMAS BREAKUP was a fun day, each driver had to set up an obstacle of their own design. There was a barrel race, a weaving obstacle, driving over a piece of heavy blue tarp, a cones setup like a garage to back into and a set of cones with about five gates.

Wynyard Christmas parade was attended by four members, Gwenda and Tam with *Minty*, Ruth and *Boy* with his bells on and Graham with *Polly*. The parade was the biggest that Wynyard has ever had and all horses performed without fault, they seemed to enjoy the large crowd.

In January we had Phil Marshall come for some training - it's always nice to see Phil and polish up our skills. On Australia Day, eight of us drove through Wynyard to the local nursing home - something we do each year - and that was very well received.

Tasmanian Horse Drawn Vehicle Foundation

NOVEMBER is our big month, our main fund raiser - Gardenfest, where we run a food stall - is held and what a weekend that was! Our biggest ever, and it certainly felt it too. This was followed by a trip north to the State Show, then back for the d'Atelage; it was nice to finish off with a Christmas lunch at Hazelbrae Hazelnut farm and cafe. Good food, a few drinks, much merriment and another year done and dusted.

January was Phil Marshall training days held this year at Entally as our home grounds were unavailable. Didn't matter as Entally turned it on for us again; with a special appearance of the House Manager, Charles, appearing with his pony *Ranger* who he hopes to get into a cart soon. The numbers may have been down with people still being away for holidays and such, but much was learned and discussed and we all came away very happy with the two days we had.

Our carriage collection/museum is presently in a state of flux as where it was being displayed has been repurposed so we need to relocate. Several meetings are happening and an announcement is pending but we should have a new home in the not too distant future.



Perina & Nicholas. Photo: Felix Staubb.



Stephanie & Troy. Photo: Felix Staubb.



Chrissy & Dolly. Photo: Peter Ralph.

CLUB NEWS from VICTORIA

Southern Cross Harness Club Inc

SOUTHERN CROSS HARNESS CLUB has been busy despite hot weather this last quarter. The weekend before Christmas we camped for two days at Jenny and Don O'Bree's property at Woodside. On the Saturday we had a memorial drive for former club members Con Nieuwenhuizen and Denise Symonds. Con's wife Jenny came along as a passenger with Robyn Jones driving *Bella*. Jenny clearly appreciated both the nostalgia of a harness drive and the chance to talk about Con's love for horses and harness. Robyn's handsome grey gelding *Flynn* accompanied them. The 12km circuit included passing by Jack Smith Lake and a view of the sand dunes bordering the 90 mile beach. Jane Reid drove Jenny O'Bree's *Toby*, Jenny O'Bree took *Volsung* and Fiona Mottram was behind mule *Daisy*. Passengers were Steve, Jackson and Amalie Tiller plus six dogs. Several spouses, social members and another eight dogs (!) joined us for a bountiful evening meal that featured contributions from everyone.

On the Sunday we decorated ourselves and/or carts with a Christmas theme and something purple in honour of our member Liza Baird who died of cancer late in 2017. She specialised in laughter, bling, decorating her cart with a different theme each month and the colour purple. Her young dog Teddy has now settled with Jenny O'Bree and enjoys cart outings, so it feels like Liza comes out in spirit with us each month. Celia Down (lame pony) and Prue Hill (EVPHC) attended as passengers for the 12km circuit into the bush at Woodside North where a lot of flies found us mightily entertaining. Anita and John Heath joined in driving *Billy* and *Polly* respectively with *Marmalade* and dog Pippa too. Jane swapped to driving *Dixie*. Liza would have celebrated her 43rd birthday the next day if she was still alive. We miss her lots.

On 21 January we met at Carrajung Lower for an undulating drive of approximately 8km before lunch through the Won Wron Pine Plantation and surrounding bush. We had a visiting couple as passengers who want to join the club if they can find a quiet pony, cart and harness to buy. Weather was hot and sticky so some of us plunged fully clothed into the dam back at the starting point. Jane Reid drove *Dixie* with Paul Stamp-ton and Jackson Tiller as passengers plus dogs Sooty and Dash, Jenny O'Bree driving *Volsung* had Amalie Tiller and Teddy on board, Robyn Jones took Judy Stamp-ton and Buttons behind *Bella* with *Amber* alongside, and Fiona Mottram drove her mule *Daisy*. We did a short drive after lunch but heat, flies and stones sent us back early.

Prostate Cancer Awareness and Fundraiser Drive

THE FOLLOWING WEEKEND four members (Jane Reid with *Ginger* plus dog Sooty, Anita Heath with *Billy*, Robyn Jones alternating *Bella* and *Amber*, and Fiona Mottram with mule *Daisy*) joined with Eastern Vic Pleasure Harness Club members on a three-day, 62km drive from Toongabie to Maffra in Central Gippsland as a fund raiser for Prostate Cancer services in Gippsland and to remind men to get checked. (The water tank accompanying the trip had big posters on it urging 'men to be real men' and get their prostate checked). Weather was very hot but early starts, morning mists and that water tank helped us cope. The donated-not-hired portable loo, icy poles and chilled water were luxuries the SCHC members thought they could do to enjoy more of on their own outings! Much of the trip was along the Central Gippsland Rail Trail but there was also a fair amount of road route too.

Robyn's horses went barefoot and the other three of us used hoof boots. EVPHC members - Leanne Prosser with *Manny* and Heidi Schmitter with *Garth* had shod equines. South Australian ACDS members Kate and Emma Goodall's little ponies *Rose* and *Maestro* were barefoot too. They participated on Day 2 (Heyfield to Lake Glenmaggie and return) and the first half of day 3 (Heyfield to Tinamba).

Riders Catherine Hopley and Veronica McEwen rode handsome pintos behind us on Day 1 and floated to Lake Glenmaggie where all the equines went for a splash. EVPHC provided several generous helpers to support the drive. It was interesting to pass through the irrigated dairy country, look for waterbirds and to gaze at the mountains of the Victorian High Country. We are not used to so much flat and gently undulating terrain, and our equines went very well. It was fun talking to other harness drivers, and they were surprised at the little mule's daily stamina, speed and lack of sweat.

The drive ended as a parade through Maffra's main street complete with a police escort and a flock of swooping fruit bats that scared some of the equines. Those of us who went on the Heath's home afterwards thoroughly appreciated their hospitality, their swimming pool and the shaded yards for our equines.

Fiona Mottram

Benalla and District Horse Driving Club Inc

THE CLUB has been in recess over the summer months. The club has scheduled a training clinic at Oxley Recreational Reserve with Mike Thill on 7th and 8th April 2018. We are also going to run another Oztrec and other activities on the 5th and 6th of May. For further information contact Bev Bresanello on 03 5766 2257.

Jack Wind



Day 3: Heyfield departure - Fiona Mottram, mule Daisy. L to R Jane Reid, Ginger - Leanne Prosser, Manny. Robyn Jones, Bella and Amber. Heidi Schmitter, Garth.



Anita Heath driving Billy in Maffra township.



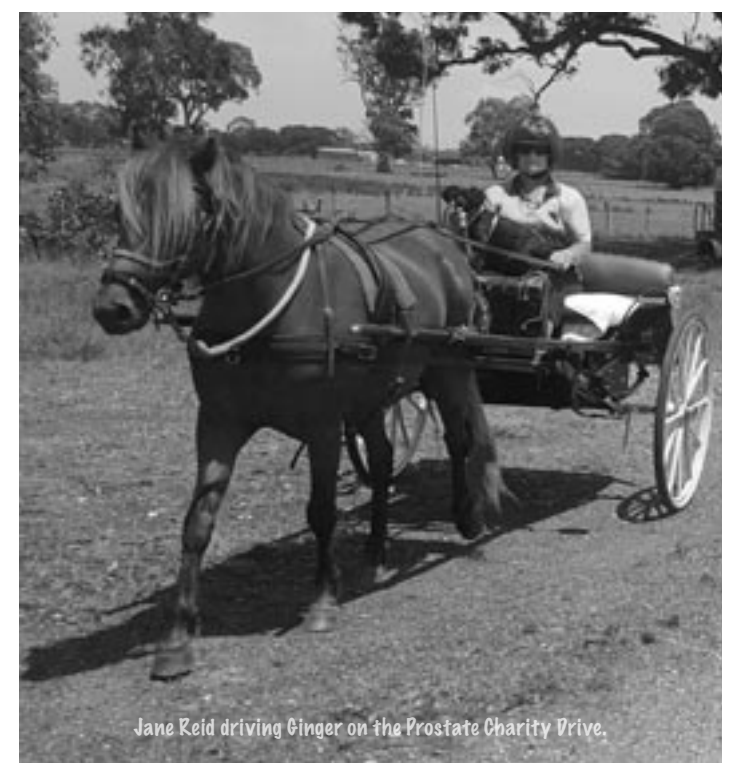
Between Heyfield and Tinamba - Leanne Prosser and grand-daughter Mia Jones behind Manny



Arriving Xmas elves - front Anita Heath drives Billy with Pippa on seat - John Heath drives Polly with Marmalade behind.



Afternoon circuit - Jenny O'Bree drives Volsung - passengers Jackson Tiller and Paul Stamp-ton



Jane Reid driving Ginger on the Prostate Charity Drive.

Bellarine Harness for Pleasure Club Inc

OUR CLUB kicked off the 2018 calendar with an enjoyable January pleasure drive with a difference. On Sunday the 21st January members were fortunate to be welcomed to the ‘Austin & Co Winery’ located on Steiglitz Rd, Sutherlands Creek for a wonderful day of driving that was enjoyed by all, including those members who just came out for the day as spectators and a picnic lunch. The lush vineyard was bursting with fresh growth, laden with small bunches of grapes which will soon mature, vintage was only eight weeks away. Fortunately, the scare guns had not yet been deployed so the timing was perfect for us to drive our horses around the vineyard and many farm tracks that boasted some lovely big hills, an on-farm bluestone bridge, and a picturesque drive around the private lake and gardens. An irrigation leak in a nearby tree plantation offered a cool and shady resting place for us on the afternoon drive. A huge thank you goes to Pam & Richard Austin for allowing our members to drive about and enjoy their beautiful property.

February 24 & 25 – BHPC L3 CDE and VSE 3 Phase Competition. At the time of writing this report our CDE is still a few weeks away, entries are flowing in, and fingers are crossed for good weather for the first Victorian CDE of 2018. Good luck to all the drivers at this event and for the following season.

Kirsty Blake

Carriage Horse Driving Trials Club Inc

KOONOOMOO RECREATION RESERVE, Koonoomoo (6kms from Cobram Victoria) was the place to be for the Sallan Realty Victorian CDE Championships on the 10th 11th & 12th March 2018. The host club Carriage Horse Driving Trials Club are proud of not only the human facilities on the grounds but also the horse facilities that our grounds provide. With a committed group of people who are the User Groups on the grounds, much has been achieved over the seven years that Carriage Horse Driving Trials Club has been connected with the grounds.

CHDTC is an ever growing club that provides its members a variety of activities, we have many new members, new to driving or new to the area, it is wonderful to see their improvement over time. Our endeavour is to help members learn about the different aspects of carriage driving, whether it is a pleasure drive at their home or at club level attend the training weekends that we have or enter the competition side of carriage driving.

2018 will be another big year for CHDTC with the hosting of the Sallan Realty Victorian CDE Championships, the fun weekend held in conjunction with the Harry Ferguson Tractor Group in May, our annual indoor/outdoor weekend and dressage qualifying / lesson weekends plus the many shows, both agricultural and breed shows, that our members attend.

I would like to thank our members for the huge effort that they have put in towards the hosting of the Victorian CDE Championships, as we all know it takes an enormous amount of time and work to run these events. A big thanks to all our sponsors, stewards, judges, officials, the businesses of Cobram and district & of course our drivers.

Merryn Byers

Eastern Victoria Pleasure Harness Club

IN OCTOBER we held a very successful New and Used Horse Gear Market. The weather was kind and both the public and vendors were happy with the day. Lots of networking also happened and potential new members were introduced. Funds raised have gone towards dressage equipment that we needed.

We also had a pleasure drive from Ann and Graham Berrett’s property ‘Ardock farm’ in Toongabbie and the Southern Cross Harness Club members joined in. We went for a lovely jaunt around the outskirts of Toongabbie.

That same month some of us joined in with the Southern Cross Harness Club for a weekend camp drive. It was a fantastic weekend for equines, drivers, dogs and kids.

November was the show month and a rally wasn’t held. Unfortunately Traralgon was cancelled to extreme rain and flooding. This affected the requirements for the Trevor Coster Show Driving award and it was decided to defer it for 2017.

December was the Christmas breakup and we had a Obstathon with a Christmas theme. We all enjoyed the day and shared lunch together out-

side in the great weather.

On the Australia day weekend in January both clubs joined together to hold a three day Charity drive along the Gippsland plains rail trail for Prostate cancer. All proceeds will go to the PCFA to help with research into treatments and awareness programs.

Lots of planning for the dressage qualifier weekend in February and the State and National dressage weekend in April, has been going on during this period. The hard work done by Tom Dowling our president and Cheryl Dowling needs to be acknowledged as well as the committee that has been put together to assist with the event. Our club has been recognised as having the best dressage surface in Australia and we fully agree. There is plenty of parking/camping and horse yards available. There will be freestyle dressage to music under lights as a feature at both events with great prizes to be won. Maffra is a very easy drive, mostly on the freeway and highway.

Entries and other information for these events are on the ACDS calendar. Happy New year to all and we hope you are successful in what ever you enjoy doing with your equines.

Leanne Prosser

Gippsland Lakes Harness Club Inc

GIPPSLAND LAKES finished 2017 in style, Linda Lake and Roberta Earley managed Reserve Pony and Turnout at the Omeo Show. Rain fell during the whole time we were on the arena.

Three members and their horses delivered everyone’s favourite man Santa, into the Lakes Entrance Kinder and Child Centre. This involved a practice run through Lakes Entrance, down the Princes Highway, and round a few roundabouts. We also visited Gippsland Lakes Community Health Planned Activity Group who loved them the opportunity to meet the horses and view our carriages.

Here’s to a fantastic 2018.

Roberta Earley

Grampians Carriage Drivers Inc

THE GRAMPIAN CARRIAGE DRIVERS is celebrating new driving members and warmly welcomes Vanessa Smith, Barabra Steenhuis and Lyn Broes to the fold. We are quietly excited about the growing interest in our club so while some move on, more move in, Yay! slowly we grow!

Our February Rally was again relaxing as members enjoyed their ponies and like minded friendships chatting over lunch while partaking in an amicable General Meeting

Although the GCD Inc is a relatively small Club, Rally days generally attract good attendance in harness making our pleasure drives social and fun. Elmhurst is also small but ideal for these drives, offering safe tree lined dirt roads which we once again enjoyed on our February Jaunt with thanks to Lyn Parkinson and Deb Cardilini for coordinating.

The afternoon activities were again thoroughly enjoyed albeit the February Rally ponies all being quite green. A lot of the learning is the art of just chilling out while awaiting their turn and fortunately the Recreation Reserve sports many shade trees where they can do just that. Lots of fun was had practicing the intricacies of the cones course designed by Sandra Fleming who is renowned for adding interest to whatever level is required.

To say the GCD members enjoy their Phil Marshall lessons days is an understatement with members eagerly awaiting the March and June Rallies to further their education on driver safety and improving their driving skills.

Happy driving days.

Katrina Westerhoff



Above left: BHPC members at Austin and Co Winery. Above right: Rodney Lane and Brenda Allen on the Austin and Co Winery Drive. Below left: Maree Yates and Jack driving at Austin and Co Winery drive. Below right: Linda Lake at Omeo Show. Left, in text: Roberta Earley and Angus at the club Christmas Drive.



Above: Grampians members: Left: Ben and Jackie Kindblad and The Bentleigh. Centre: Grampians members enjoying a chat before a drive. Right: Katrina Westerhoff and Miss Prim. Below: Eastern Victorian Members: left: Anita Heath at the Christmas Breakup Rally. Right: Jane Reid and Dixie ‘with bells on’ at the Christmas Break up.



CLUB NEWS from WESTERN AUSTRALIA

Albany Show

WITH THE COMPLETION of the Albany Agricultural Society's new grounds and pavilions setting the scene for a new look show, carriage driving competitors did not disappoint.

Show driving classes were held on Saturday. Gentlemen, ladies, and junior classes attracted many drivers from around the state. The turnouts were stunning! Judged by Natalie Morris, horses and ponies competed in novice, show, height, weight and pleasure classes. Huge congratulations to Merryn Bojcun driving *Shepherd's Hill Zali*, winner of the Concourse

D'elegance and Supreme Carriage Driving Exhibit.

On Sunday drivers competed in a spectacular Grand Prix Cones event, driving a tricky but exciting course designed by Brian Nicholas. Official dressage tests were also driven.

Simply a fantastic weekend showcasing our fun sport and dedication to improving our driving skills, and forging strong comradeship amongst the carriage driving community in Western Australia. Thank you one and all who worked so hard to make the show such a success.



Above left: Glenys Wicks and Baccara Saxony. Above right: Judy Hweitt driving On Track Park Nellie. Below: Teresa McAllister and Baleka competing in the Cones event on Sunday. Photos: Ginnie James.



Above right: Rose Carr driving her Shetland Kimba Krisp. Below left: winner of the Concourse D'elegance and Supreme Driving Exhibit, Merryn Bojcun driving *Shepherd's Hill Zali*. Below right: Naimh Tester and Trapalanda Downs Quo Vadis. Photos: Ginnie James.



Western Australian STATE DRESSAGE CHAMPIONSHIPS 2017

HOSTED BY WAHDS and held at the Waroona Show grounds south of Perth on 26 November 2017 the State Dressage Championships was another very successful event. Competitor levels ranged from preliminary to Elementary and multiples. The grounds were perfect and the arena set out with flower pots included facilities at the grounds allowed for horses to be hosed off after events. Competitors turnout was first class with Merryn Bojcun being awarded the Best Presented Exhibit with the lovely *Shepherd's Hill Zali*. Merryn was also the winner of Champion Elementary. We were fortunate to have Christine Turnbull from Victoria available to step in at short notice to replace a judge who unfortunately became unwell. Grateful thanks to Christine. Our other judges for the day were Midge Boag, Gillian Woodstock and Marg Langan. For the competitors to have the benefit of being judged by such experienced people and taking away test sheets with comments to direct areas of improvement is such a positive result from the event.

State Champions of the day were: Champion Preliminary Single – Rose Carr, Kimba Crisp. Reserve – Di Hunter, Yarraman Top Montana. Champion Novice Single - Tracey Hunter, Keeny Moonlight Shadow. Reserve – London Park Thomas, Cherryl McCall. Multiple Preliminary Champion – Doddy Goile Neilsen, Minstral Moon-glow & Minstral Bagatelle. Multiple Novice Champion – Vera Sulc, Hawkwood Rosita Rose Petal & Mr Ziggy. Champion Elementary – Merryn Bojcun, *Shepherd's Hill Zali*.

Whilst not in the Championships placings many competitors were thrilled to have placed in their class, some that stood out were Dawn Maton driving the donkey that has captured everyone's heart – *Mr Darcy* won third in the Prelim as did Natalie Morris with *London Park Fame*. Donna Reader was also thrilled to take a second place with *One More Smile*. Grateful thanks also must go to the organisers at WAHDS, our scorer Christine Gray and all the pencillers for the day, because without you all there could not be a competition.



Top of page: Di Hunter driving Yarraman Top Montana. Next down: Tracy Hunter and Keeny Park Moonlight Shadow. Above left: Vera Sulc driving Hawkwood Rosita Rose Petal and Mr Ziggy. Above right: Doddy Goile driving Minstrals Moonglow and Minstrals Bagatell. Below left: Dawn Maton driving *Mr Darcy*. Below right: Donna Reader and *One More Smile*. Photos: courtesy of Chrissy May Photography.



Summertime Farm CHRISTMAS EVENT - 2017



The happy group at Summertime Farm. Photo: Jane John. Inset: Sandy Elliot and Narcoola Park Dylan. Photo: Ginnie James.



Above: Sally Allingham long-reining Woody.
Left: Doddy Goile driving Minstral Bagatelle and Minstral Moonglow.
Below: Cherryl McCall driving London Park Welsh Dragon in long reins.
Photos: Jane John.



THIS IS THE SECOND YEAR that we have run this event. From the feedback we have received it was a huge success. Most people arrived Friday night and shared a BBQ tea. At 8 am on Saturday we had 15 drivers and all the grooms and helpers at the briefing. They were all given a clipboard with a bib and a sheet with 20 'activities to accomplish' or questions to answer. What fun they had, their tasks were varied from answering tricky and interesting questions to posting letters and carrying mugs of water. None of these were taken too seriously... we all had a great laugh! There was even proof of 'sabotage' between certain entrants! Hehehe.

Saturday afternoon Mark McCall was very generous in giving his time and expertise in giving joy rides in his beautiful helicopter. An awesome experience! Then the drivers had the opportunity to drive 20 cones and two obstacles all interspersed with each other. It was a lovely course with trees and hay bales to break up the cones. Some great driving was witnessed by everyone.

Saturday evening was when we all went to the Karridale Tavern and had a delicious meal followed by an absolutely amazing cake created by Skye. We then had a secret Santa with some very funny and unusual items!

Sunday was when the Agility was run. We had five wonderful and patient judges who watched and helped each horse and driver go through the course. There were 24 obstacles which ranged from easy to hard. It was interesting to see which were the more taxing obstacles.

Sunday lunch was a Sausage Sizzle which the club supplied and every driver received a ribbon and a lucky dip prize. Eight drivers stayed on and came out for a bush drive/ ride, shared lasagne for tea and left on Monday morning.

As the organisers of the event, Ken and I really enjoyed the great fellowship, fun and frivolity of the weekend. It was run with all safety guidelines in place and was also used for inexperienced drivers and horses to experience the group driving activities in a safe environment. We are looking forward to running this event on the first weekend in December each year... lock it in!

Orienteering: 1. Sandy Elliot and Paul Tester with Dylan. 2. Emma Tersteeg and Tammy Negus with Junior. 3. Skye Beacall and Emily Bunker with Bonnie. Sherone Clayton with Maggie. Niamh and Tracy Tester with Quo Vardis. Cones and Obstacles: 1. Niamh and Tracey Tester with Dylan. 2. Cherryl and Mark McCall with Thomas. 3. Doddy and Jorgen with Fish and Mack. 4. Sherone Clayton with Maggie. 5. Joan Cureton with Gus. Agility: 1. Shelley Leech and John Bell with Barsi. 2. Skye Beacall with Annie. 3. Sherone Clayton with Maggie. 4. Judith Hewitt with Nellie. Joint = 5 - Joan and Gus, Sandy and Dylan, Ginnie and Toby, Sally and Woody.

Jane John

AVON & HILLS CDC 2017 Annual Pleasure Drive

THE ALBERT FACEY MEMORIAL DRIVE Wickepin weekend was once again 'bigger than Ben Hur'! We had decided that Saturday's event would be a taste of 'D'Attelage'. As this event entails traditional driving and historic homes, the drive around Wickepin on Saturday morning was interesting.

First presentation for all was at the old Wickepin Hospital, which is now a private home, where the resident family judged best turnout for small ponies, then down the main street to Albert Facey Homestead for the large pony turnouts to be judges. This was followed by a leisurely drive around the town with some particular chores to be accomplished as part of the D'Attelage d' Tradition. All drivers and grooms had to pick up a bag from a 'stall' in Johnson Park, having driven through a tunnel of international flags; drive through a vacant block with one wheel on a yellow line to a post box, to post a letter which was found in the bag they had picked up; drive down the Main Street again to tie up and unharness in a safe yard next to a Rural Supplies depot. When ponies and horses were taken care of, drivers, grooms and supporters then crossed the street to Albert Facey Homestead for a memorable lunch on the veranda, catered for by Albert Facey Homestead Management Group.

After lunch it was time to harness up and put to in the traditional manner to then drive to the golf course for a cones course set up on the fairway. This competitor was not for fastest time, but closest to the optimum time. After cones it was back to the Community Centre camp and pony yards. A&HCDC was catering for the evening BBQ meal in the Community Centre. As we were celebrating the Centenary of the first Wickepin Show in 1917, the presentation dinner was opened to the residents of Wickepin district. Our catering numbers jumped from around 30 to 90+! Ray Lewis from Lewisdale Merino Poll Stud and his wife Helen put on a magnificent exhibition of past show memorabilia and trophies. There were masses of show ribbons, sheaves of freshly cut hay, bags of chaff, wool, trophies plus 300 helium filled balloons. All of this along with a DJ and show bags for the town kids made for a fantastic night.

Janet Smith won the Presentation of Turnout, Small Pony and Jane John won Large Pony Turnout. Sandy Elliot was the winner of the cones competition.

Sunday was the 23km Pleasure Drive to Tarling Well Reserve for a picnic lunch and get together. This was the site of the original town hall built in the 1890s and moved to Wickepin in 1917. Some of the smaller ponies completed their drive after 10km at Inkiepinkie school site, whilst the remainder drove on to Tarling Well. Lunch was beside the old well where some locals joined us as we watched Paul Tester with his metal detector and a group of enthralled young followers, hunt for 'treasure'.

Our shuttle service took some drivers back to Wickepin to pick up vehicles and floats as some drivers and horses managed the 13 km back to the yards.

Thanks to the Shire of Wickepin as well as local businesses and especially the local farmers who supplied the sheep yards for our ponies.

Sue Tighe



Above: Presentation at the 'old Wickepin Hospital'.

Right: On the trail for a Sunday Drive.

Below: A day in town for Jane John and Family.


Bottom: Picnic at Tarling Well.

Photos: Barry Corke.



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d'Attelage at Entally House, December 2nd 2017

Jill Cawsey, Northern Tasmanian Driving Society, driving Willow.
Photo: Peter Ralph, West Tamar Camera Club.

WELSH Ponies & Cobs

THE BREED FOR ALL THE FAMILY



The Australian Carriage Driving Society NATIONAL SHOW DRIVING CHAMPIONSHIPS were hosted by the Western Australian Harness Driving Society on 4th & 5th November 2017. WAHDS held this event at the pristine Kings Meadow Polo Grounds in historic Guildford just north of Perth with judges Rick Jones and Melissa Bensley from New South Wales officiating. The National Supreme Champion was Sarah Suvaljko's Gelding of Section A breeding GLEN AVON JACKMAN (Glen Avon Pyeman x Glen Avon Stroatley by Glo-Brook Pelaco). Jackman was bred by Hazel Filear. Photo: Kelly Roads at Flashsnapz.

The Welsh Pony & Cob Society of Australia Inc

A National organisation registering and promoting the Welsh Breeds for all disciplines.

There are Regional Promotional Groups throughout Australia

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