

**AUSTRALIAN**



# **Carriage DRIVING** JOURNAL



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# **EQUITANA** MELBOURNE



Above: Winning combination Andrew Pollock driving Wylandra Poppy & Wylandra Tiki with showjumper, Miki Maisano. Below left: Yvonne Brown driving her Australian Brumby, Sherbet Lemon. Photos: Janice Gorick.



Above right: Mandy Lawrence driving her Gypsy Cob, Ambleside Lochindaal. Below left: Heidi Murphy driving her Fjord, Seaview Park Garth. Below right: Lorraine Cairns driving Welsh A pair, Ripplebrook Meg & Pepper. Photos: Janice Gorick.





# Australian Carriage Driving Journal



## From the Editor

**W**ELCOME to your December 'bumper' edition of the Journal. With our cover this issue we celebrate and acknowledge what is by any measure a remarkable sporting achievement; Boyd Exell won a third consecutive World Equestrian Games Individual Gold Medal in Tryon,

USA in September. It is his fifth Four In Hand World Championship title, along with eight FEI World Cup™ Driving titles to date, numerous other competitive wins, Reem Acra Best Athlete award and Order of Australia for Services to Equestrian Sport. It is perhaps fair to say that few other Australian sportspeople have dominated their discipline so comprehensively and for so long. Boyd is certainly this country's most successful equestrian, and yet frustratingly, the lack of media coverage here in Australia (even in much of the equestrian media) has been disappointing. This is despite the efforts of many of our members to contact and inform media outlets of his success, and demonstrates the broader difficulties we face in promoting our sport at a local level.



*FEI World Equestrian Games™ Tryon USA Driving Individual Podium (LtoR) Chester Weber, Boyd Exell, Edouard Simonet. Photo: FEI/Liz Gregg*

Whilst competing in a World Championship is perhaps just a dream for most of us, Gail Bain has been living the dream and sharing with us her adventures along the way. In this her final instalment Gail recounts the lead up to and competition at the World Singles Championship in Kronenberg. Shortly after the World Championships, Gail and Team Michael took out the Advanced Single Horse Championship at the British Nationals – a terrific achievement.

I hope that you enjoy the wide variety of content in this edition. It is great to see so much activity across the country and people enjoying their driving in all its different forms. Without enthusiasm and participation of this nature there would be no World Championships to write about – and who knows, maybe a future World Champion will be just that little bit more inspired to pursue their dream too.

In this the centenary year of the World War 1 Armistice, drivers in Western Australia participated in a Welcome Home Parade in honour of those who served. The human toll from the first world war was immense, but it is also a poignant reminder of the horses and other animals which served and suffered alongside their human masters – an estimated eight million horses, donkeys and mules died as a result of that conflict. The poem we have included courtesy of the Australian Light Horse Association may bring a tear to the eye.

*Brendan Dwyer Acting Journal Editor*

*Front Cover: FEI World Equestrian Games™ Tryon USA - Boyd Exell driving Celviro, Checkmate, Daphne & Zindgraaf.*

*Photo FEI / Christophe Tanire*

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## The AUSTRALIAN CARRIAGE DRIVING JOURNAL

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# President's Report



I HOPE YOU ENJOY reading this bumper edition of the journal. Thank you to all those contributors who have provided content. As can be seen by the articles and reports in the journal, carriage driving is thriving at the moment. After the October 2018 Federal Council, the ACDS were involved in a Volunteer Leadership Training Seminar in conjunction with RDA and Pony Club. We invited all States and Clubs to be involved in the seminar. The seminar was very thought provoking and feedback will be provided to States and

Clubs by their Federal Council delegates.

Following feedback from members, Federal Council has introduced a new 'come and try' format which has been met with enthusiasm by members. Interested people no longer need to complete one day membership forms and pay a fee if they are interested in trying carriage driving. There are some rules around the come and try format but hopefully these changes will make it easier for Clubs to run come and try days. We encourage Clubs to schedule a come and try day in their area to follow on from the displays at Equitana and we hope to see some new members from this initiative.

Over the past months, Federal Council has focussed on the branding of the ACDS to ensure a consistent message is portrayed. To that end a team headed by our Federal Vice President, Kate Wholagan has worked with Lyn Callaghan to develop new promotional material for the ACDS and the promotional flyers have been sent to State secretaries who will provide them to Clubs who need them for promotional purposes. Promotional banners have also been acquired for use by those needing material for display purposes.

As part of the branding, the new website was launched in mid-November 2018. Kate, in conjunction with Bernadette Lewis, our web person and several other members who assisted with ideas and proof reading, worked in with Kylie from Thrive Web design to put the new website together. The website will continue to evolve as new items are added over time.

I would like to thank Kate and all the other members that have worked on the branding and website for their efforts.

As part of the promotion of the ACDS, we took the decision to take a larger booth at Equitana and this in conjunction with the display that members took part in showcased carriage driving to those who attended Equitana. The purpose behind a larger booth was to enable us to include a carriage and we were also able to use a heads up display to allow people to see firsthand the driving of an obstacle with a pony team, single pony or pair. The video was taken at the bridge obstacle at Witwood during the NSW CDE Championships and the heads-up display was popular with people visiting the booth. As part of the preparation for Equitana, our organisers prepared information on all Clubs in Australia, carriage suppliers and a number of Clubs provided flyers for their Clubs for use at the booth. I would like to

thank Lorraine Cairns and Janice Gorick who organised the booth and also all the members who volunteered their time to man the booth over the four days of Equitana.

As part of the equine activities at Equitana, the Equitana organisers invited the ACDS to provide a display and on Saturday afternoon, members competed in an obstathon driving singles and pairs and then in the early evening, the traditional jump and drive with a number of show jumpers. We were fortunate to get some prime time and the demonstrations were well received by the crowd.

Recently the National Show Driving Championships were hosted at the Hawkesbury grounds and from all reports, it was well organised and supported by sponsors and was a great success.

The NSW CDE Championships have also been run and won. Once again, the Witwood property of Doug and Dot Willcoxson was the venue and the Bungendore Club turned on a wonderful competition. Competitors came from four States to compete which is a compliment to the property owners and the Club.

At the same time, the Western Australian Show Driving and Graded Driven Championships were hosted by WA Harness Driving Society in early November 2018.

In addition to the various Championships that have been held, there have been a number of CDEs, graded dressage days, shows and pleasure drives that have provided further sources for members to get out and about and I congratulate all organisers, competitors and volunteers involved in these events.

I would also like to take this opportunity to wish all members a merry Christmas and Safe New year and hope to see you all out driving in the 2019.

*Peter Lee Federal President*

*'The video was taken at the bridge obstacle at Witwood during the NSW CDE Championships and the heads-up display was popular with people visiting the booth.' Photo: Janice Gorick.*



## ACDS Officials

Officials are reminded that in order to officiate at an ACDS event/activity - be it Dressage Judge, Cones Judge etc., you are required to be a current member of the ACDS.

In order to avoid potential complications with the ACDS Insurance, please do not accept invitations to officiate if your ACDS Membership is not current.

## FOUND!

**1 set of vinyl carriage / body numbers 1-26; turned up in a retired Victorian driver's horsey stuff - how or why is unbeknownst to them.**

**Contact the Editor for further information if you think these may belong to your Club.**



# Federal Council update

## NOTES - Federal Council Meeting Held on 20th October, 2018

### Dressage Manual Update

Updated Dressage Manual tabled. Federal Dressage Convenor requested to amend to a Graded Dressage Rule Book and to remove Chapter 2 which deals with dressage at CDEs into a separate Manual.

### ACDS Strategic Plan 2016-2018:

- Development of a toolkit required for Risk Management at Club level.
- Fund Raising – difficult to cover all States with one Guideline. Suggestion made of a short basic Guideline to be written for use by all States.
- Overseas Coach has been approached with the Federal Vice President to continue discussions.
- State and Clubs to be reminded to ensure their Constitutions meet current Regulatory Office requirements and also do not conflict with the ACDS Federal Constitution.

### Member Protection Policy

The MPP tabled. Noted that the ACDS needs to have a MPP in place as part of any potential recognition by Australian Sport Commission as a National Sporting Organisation (NSO). Federal Council comments to be sent to B Dwyer with a view to an email Motion of approval once finalised.

### Approach to Australian Sports Commission (ASC)

A follow up approach to the ASC has been made in regard to the question of the ACDS being an NSO. Criteria for an NSO is potentially changing and once the review by ASC has concluded, the ACDS application will be re-considered.

### Stallions at Events

Draft Policy tabled. For email Motion approval once finalised.

### New Club

Federal Council ratified the affiliation of the Pyrenees Pleasure Drivers Club Inc.

### Affiliation Forms

The State Delegates are to contact Clubs who have not submitted their Affiliation Forms by the due date of 31st October, 2018.

### Junior Development and Funding

All Federal Discipline Convenors and the Federal Young Driver Co-ordinator have agreed to be on the Panel. Two applications have been received at the time of the Meeting.

### 50th Anniversary of ACDS 2021

Agreed to be joint activity between Federal Council and the relevant State Branches. We are looking for suitable venues.

States can hold their own 50th Anniversary celebrations throughout 2021.

*Byron McIntyre (NSW) driving his Cleveland Bay x geldings, Aliabi Revilo & Aliabi Vega in the Obstathon at Equitana. Photo: Janice Gorick.*





## COMBINED DRIVING Karen Rogers Federal CDE Convenor

---

The second edition of the ACDS CDE Rulebook is now in place. The review was a project undertaken over a number of years by the Federal CDE Committee. It was based on feedback from members, and then compared with the updated FEI Driving Rules to see whether there were further rule changes to be considered.

The rulebook is available on our Federal Website under publications. Read the marked-up version with the updates in red, and make sure you are aware of the variations from the previous edition.

The qualification requirement to compete in a championship has been reviewed and updated for the new edition of the rulebook. This is to ensure that drivers have shown current competency rather than relying on having competed at any time previously. We need to keep this in mind if wanting to compete at a championship.

The rule for qualification is in Article 901.7.3:

To qualify for a National or State Championship, an Athlete must complete without elimination one Level 3 or higher event within the previous three years with a single, if entering as a single, with a pair, if entering as a pair, or with a team/tandem, if entering a team/tandem. After entry, if an athlete has to withdraw a horse from their multiples combination they may choose to compete in another class with the approval of the Organising Committee.

Please note, that for the first year of the second edition, until August 2019, Federal Council have approved a variation:

Drivers who have completed without elimination at two Level 4 events within the last three years be allowed to compete at any Championship event held until August 1 2019, providing it is with the same combination as they qualified with.

Proof of this qualification must be provided by the competitor to the Organising Committee

Apologies for this, but when we realised that drivers who had already qualified for championships under the 1st edition of the rulebook would be disadvantaged we felt it important to request a variation for the first year of the new edition.

Remember, horses competing as part of a multiple combination do not have a grading system in place. This was carefully considered by the Federal CDE Committee, and we could not see a way to make it manageable. Horses which usually compete as part of a multiple combination only gain grading points when they compete as individuals in single harness.

The pathway Novice to Intermediate to Open was introduced in the previous ACDS CDE Rulebook. This has given drivers and their horses a clear route to advance their skills and compete in gradually more challenging levels of competition as their skills and abilities improve. The grading system for singles also ensures that horses only gain points based on their dressage scores when events are completed without elimination, with the option of voluntarily upgrading at any time.

The committee was asked by member feedback to have a stepping stone from Novice – Intermediate in the marathon competition. Member feedback also noted that simpler marathon obstacles for novice competitors would be more encouraging for beginners as well as encouraging older drivers to continue competing, especially those who compete without a groom. It was also pointed out that inexperienced horses would be better introduced to the sport by having to complete only four gates in MOs, just as extra time was allowed in Competition C and simpler dressage tests in Competition A.

The member feedback was the basis for the change to Article 960.1.8 which states that in Level 3 and 4 events Novice Single and Introductory Multiple Athletes are to complete gates A to D only in each obstacle.

Novice competitors who wish to complete all the gates in all MOs still have the option of voluntarily upgrading by entering an Intermediate class.

A VSE class as now an option for Level 4 CDEs. It has been great seeing the VSE competitors driving so well at Three Phase events and it is thrilling to be able to welcome them to CDEs.

If you and your club are considering running a CDE, remember your State CDE Convenors are there to help you. All State Convenors are experienced CDE participants (as drivers, organisers, judges and stewards), and part of their role is to encourage and assist clubs to run CDEs. The Combined Driving Event Organisation Manual is in its 8th edition and contains a plethora of information as well as the forms to help make your event run straightforwardly. This publication is available on our ACDS Federal Website at <https://www.australiancarriagedrivingsociety.org/cde-organisation-guidelines>.

Happy driving.

*Karen Rogers  
Federal CDE Convenor  
[fedcdeconvenor@gmail.com](mailto:fedcdeconvenor@gmail.com)*

## PLEASURE & ENDURANCE Peter Honeyman Federal P & E Convenor

---

Well here we are heading for Christmas and the end of 2018. A lot has happened since the conference which was very well run, with a great venue and good turnout. It was great to meet new faces and catch up with old. I welcome David Cockcroft as the new Convener for Victoria. We still need a Convener for South Australia.

It is great to see Western Australia doing a few pleasure drives; keep up the good work Marilyn Piper.

New South Wales has held the Liverpool Range Harness Club Annual Charity Drive for the ninth year running. It was a successful event, covering 174.1kms over the week. Numbers were down due to the drought with only 16 sulky's and 2 pairs, but a very enjoyable week was held. We raised approximately \$10,000 for the Royal Far West. We had lovely weather, campsites were great, leisurely drives and BBQ's with great company made it the success it was. It also takes the amount raised in nine years to over \$100,000 for the Royal Far West, which is an amazing achievement.

The annual Marrar Endurance Drive was also held on 29th September to 4th October and was another success. This is the main endurance event on the calendar after the closure of Fifield. Yalbraith Enduro will be run at the end of January 2019 and we are looking forward to Victoria holding a mini enduro at Ruffy early in February 2019. I hope it will be well supported.

NSW clubs have been holding a lot of club pleasure drives which is pleasing to see. QLD have also held some drives, especially the Townsville and District Pleasure Club and Range Club. Not much has happened in Tasmania due to the cold winter.

Overall, Australia has done its fair share of pleasure and endurance drives this year, whether it be a small drive around the block or a one week event, it all comes down to people enjoying themselves with their horses, socialising, supporting your club and promoting the ACDS.

The Elmore Club in NSW rejuvenated the park drive this year at Oberon with great success. Back in the 1990's it was an annual event in Sydney's Centennial Park run by Camden Club. It is a combination of show driving into a pleasure drive which appeals to a lot of drivers and is a spectacle for the public to watch. It gives drivers the chance to drive special vehicles that they don't usually drive in public or outside the show ring. Tasmania does similar drives too around historic homesteads and some other state's clubs do likewise.

It doesn't matter what type of pleasure driving you do, it's all about having a good time!

*Peter Honeyman  
Federal Pleasure and Endurance Convener*



# 2019 ACDS Federal AGM and Conference



Federal Council is pleased to announce that the  
**2019 Federal AGM & Conference**  
will be held on 13th and 14th July, 2019.

The venue is **The George Kerferd** Oak Avenue, Mayday Hills, Beechworth, Victoria.

[www.thegeorgekerferd.com.au](http://www.thegeorgekerferd.com.au)

- General enquiries please contact the Federal Secretary: [sue\\_waters@optusnet.com.au](mailto:sue_waters@optusnet.com.au)
- Trade Stand enquiries please contact the Federal Vice President: [katewholagan@icloud.com](mailto:katewholagan@icloud.com)

Beechworth is one of Victoria's best-preserved former gold mining towns, situated in the north-east of the state between Wodonga and Myrtleford. The Historic and Cultural Precinct is a major attraction, comprising of the town's old court house, telegraph station, town hall, a museum, and a dark cell which at one time housed the infamous bushranger Ned Kelly.

**Activities associated with the Conference will include**

- a visit to Billson's Cordial Factory ([www.billsons.com.au](http://www.billsons.com.au)) for tastings
- and a tour of the National Trust carriage collection;
- a Beechworth Asylum Ghost Tour on Saturday night for those brave enough
- ([www.asylumghosttours.com](http://www.asylumghosttours.com));
- and opportunities to explore Beechworth's many other attractions including
- the Old Beechworth Gaol,
- the Burke Museum,
- and the Beechworth Sweet Company (for those with a sweet tooth!)

Beechworth offers a wide range of accommodation choices, both at the Conference venue and elsewhere in town.

Check out [www.travelvictoria.com.au/beechworth](http://www.travelvictoria.com.au/beechworth) for more information.

*Conference accommodation and booking information, along with details of guest speakers and conference programme will be in the March 2019 Journal, but save the date and start making your plans to attend.*

## SHOW DRIVING Janet Muspratt Federal Show Driving Convenor

**D**EBBIE CLYNE, who has been Queensland Show Driving Convenor for a number of years, has recently stepped down from the position due to the pressure of family commitments. Debbie has done a wonderful job as Convenor in Queensland, promoting show driving in many ways. These have included organising show driving schools and judges exams, overseeing the running of the annual State Shows, competing regularly at Ag and ACDS shows and giving friendly and helpful encouragement to drivers, including those who are new to the scene.

Welcome to Jan Young who has come on board as the new Queensland Show Driving Convenor. Jan brings a wealth of show driving experience with her, and is already displaying great enthusiasm for the job. Show Driving in Queensland continues to be in good hands.

**Here are some points mentioned in the ACDS Show Driving Handbook 2012 edition to think about.**

### SHOW JUDGES

**FROM 'JUDGE'S CODE OF CONDUCT':** Judges have a responsibility not only to the exhibitor, but also to the show management, other officials, the spectators and the sport in general. These responsibilities include impartiality, honesty, having a comprehensive knowledge of harness, and possessing a confident, businesslike manner.

Appointment to the ACDS Show Judges List: (Ch 4 pages 19-21)

### CANDIDATE JUDGE APPLICATION

- \*ACDS membership is recommended but not mandatory
- \*Minimum age: 18 yrs
- \*ACDS Judges Application Form to be completed
- \*Recommended to the candidate judge that prior to doing the Examination he/she
- a. accompanies experienced ACDS show judges in harness judging appointments (eg as ring steward or trainee judge) and
- b. Reads the ACDS Show Driving Handbook 2012 edition.
- \*Candidate must attend at least one ACDS Show Driving

Judges/Drivers School which includes the category for which he/she is applying (Light or General) before attempting the examination (Light = Light harness only; General = light and heavy harness).

### EXAMINATION PROCESS:

- \*Practical Exam – required to judge at least four different types of classes eg turnout, horse in harness, driver, pleasure horse, and give the workout instructions for at least one class
- \*Theory Exam – open book to be completed at home over two weeks.

### JUDGE UPDATING:

Accredited ACDS judges to be encouraged to attend at least one ACDS Show Judges/Drivers School every three years

### COMPETITORS (see 'Competitor's Code of Conduct' page 5)

- \*Competitors shall at all times behave in a proper and respectful manner to judges, officials and their fellow competitors
- \*It shall be the competitor's responsibility to ensure they/their horse is eligible for the class entered.

### SOME OTHER RULES INCLUDE:

- \*A competitor must not compete in any class judged by
- a. a member of his/her immediate family
- b. the breeder of the horse/pony
- c. someone who has owned, loaned, leased, produced or driven the horse/pony within the last three months
- \*A competitor or a member of his/her family must not accommodate the judge as a houseguest within one month prior to, or during the show.

Everyone (not just show judges and drivers) should have a look at the complete lists of points in the Judge's and Competitor's Codes of Conduct. The points all aim to make show driving a level playing field and a worthwhile and enjoyable experience for everyone – judges, competitors, organisers and spectators. Many of the points apply to the other disciplines in carriage driving too.



# The German TRAINING SCALE

## Part 7: Straightness which includes Bending Part 3

by Hardy Zantke



### WE HAVE COVERED THE FIRST FOUR STEPS OF THE GERMAN TRAINING SCALE:

First

**TAKT = RHYTHM and REGULARITY**

then

**LOSSELASSENHEIT = FREEDOM** which includes **RELAXATION**.

then

**ANLEHNUNG = CONTACT** which includes **ACCEPTANCE OF THE BIT** and **SEEKING THE CONTACT**

then

**SCHWUNG = IMPULSION and ENGAGEMENT**

and started in the last two issues on

**GERADERICHTUNG = STRAIGHTNESS** which includes **BENDING**

**H**ERE NOW IS THE THIRD AND FINAL PART of that subject. In our last issue we started to explain and see why it is so important to have the whip in hand and be able to use it as an aid. There is no proper straightness and bending in driving without occasional whip aids.

Which brings us to the next problem: When using the whip we cannot disturb the horse in the mouth with our whip hand moving around. We also cannot let go of the contact with our right rein. So if we hold the reins in both hands, our right hand with the whip must not go forward as we use the whip. Instead, the whip must be long enough (a long stick but fairly short lash, otherwise with a long lash it's very hard to direct it properly where you want it) so that you can use it out of the turn of your wrist, but you must be very skilled to do so without disturbing your horse in the mouth.

The better way is to learn and use the Achenbach rein-handling style so that you can quickly change from the two-handed method to the one-handed method without disturbing the horses in the mouth as well as without losing any contact, and then have your right hand free to use the whip.

Further, in almost all cases and with only rare exceptions (which I won't list here now as that would take me too far away from our subject now), I recommend that the whip should usually be applied on the inside of the horse, that means on the inside of any circle or corner and also on the inside of the arena when going straight on the long side; applied on the inside, the whip will help with the proper bending. Whereas, on the outside it can easily lead to counter bending, or on the long side, to having the horse look to the outside. I explained above how the inside whip helps with bending, by either bending the horse around it when applied at the barrel or by encouraging the hind leg to reach underneath of the horse when applied there. But even at the shoulder or any other place, it helps with the proper bending.

Let me start with a simple picture. We all remember the game we used to play as children: You stand behind somebody on the left side and reach over and tap him on his right shoulder, right? And then what happened? The person tapped on the right shoulder turned around to the right to see who it was, and we laughed standing on the left.

It's really a bit similar with the horse. You touch him on the right, chances are, not only will he bend by moving away from the whip after proper training, but right from the beginning and still fairly untrained, he will look around to the right to see who or what that was, and voila, there is your start of the bend to the right. After a while he will get used to the game, won't turn all the way around, and will learn to move away from the whip. But even in the beginning with a fairly untrained horse, it will still start the bend to that side.

And contrary to our game with the people, here we never did fool him

by standing on the left and laughing at him. Many horses are quite sensitive and don't like to be laughed at either. I do the same when I'm just at a halt and want my horses to stand there motionless (always). The moment one moves a head to one side, ever so slightly, he is touched with the whip also ever so slightly on the opposite side, which encourages him to stay straight and not look around. Of course, besides the whip, I also help in this with the rein and an ever-so-slight half halt on the side from which he wanted to turn away.

So for bending, whip on the inside and get that hind leg underneath of his body. Then start with large circles and watch that inside hind leg. If it goes to the inside of the circle and tracks to the inside of the print of the inside front foot, then the circle is too small for the horse at this stage of his training, and we need to make the circle bigger or even start on going straight again. That is why at training level, we have 40-meter circles in the test. Unfortunately, coming off the centre line requires already a part of a 20-meter circle, but that means we must drive that very carefully, giving the horse good support with the reins. Similarly we must drive all corners very carefully and help the horse through. If we don't do that, he will not bend as he cannot balance himself, the inside hind leg will track to the inside of the circle, and soon he may go counter bend and will get stiff, nervous and afraid each time he comes to that dreaded corner of the dressage ring again. We all can see that with many of the lower level drivers and their horses.

This problem is especially evident with most lower-level pairs, which often were never trained to bend properly, are mostly leaning off the pole, and travel like this (1) with the inside horse always badly counter bent in each corner. That will not get better by more driving; it will only get worse, and the pair soon is forever mined for going straight.

Then people don't know why the horses are travelling so crooked in the pair, and they lengthen the coupling reins, only to find out that now the horses will still not go straight but will only move further away from the pole, but still as badly counter bent as before. Then they will switch them. That may help, but only temporarily, as now they are as badly counter bent but on the other side.

So what is the cure? First, teach them to go straight at the walk! Use the whip on the outside to bring them to the pole. When they are calmly walking straight, start large 40-meter circles, leave the outside horse alone, and encourage the inside horse to bend ever so slightly with the whip. This accomplishes two things: A) You help the inside horse with the whip to bend, but B) when you touch the inside horse with the whip, you also encourage him to go more forward; now that is desired because when the inside horse now pulls that will bring the pole head to the outside, thus increasing the size of your circle. Then, you can use a little more inside rein, and voila, you get the heads and necks to the inside so the front of the pair is bent correctly, and with your whip you also encourage the inside hind leg of the inside horse to step underneath. And bingo, there is your proper bend. This is where the pair carriage actually helps in getting the proper bend, an advantage for training proper bending that only the pair offers and which is not available in a single carriage.

Then you do large figure-eights, 40-meter circles to both sides, always straight in the middle. That is good for a single, but even better for the pair. Not only will it change the bending from left to right after each circle, but with the pair, it will also change who has to work and who gets time off after each circle, as you should mainly (in the beginning: only) work the inside horse and give the outside horse time off, even to the point that the outside horse can hang back ever so slightly. It helps your bend.

And it has one more advantage in the pair: Everybody likes it when a pair travels so nicely in step. How do you train that? You train it by

driving large figure eights, where the outside horse always has to lengthen stride a little and the inside horse needs to shorten stride a little. Since inside and outside change after each circle in the figure eight, each horse alternates with one circle longer stride (and time off) and the next circle shorter strides (and working for you on pulling the carriage as well as bending properly). So they learn bending and adjusting strides and alternate between work and coasting along, and since they learn to adjust stride, then later they do adjust stride by themselves to often be in step with each other, at least on straight stretches.

Why do they adjust stride to be in stride with each other? I asked them, and they told me they like to do that. It's equine nature, just the same as it's also human nature. You and I would do the same when we take a walk on the beach or through the woods and carry on a nice conversation with each other. It just so happens that it's much nicer walking with each other when you are in stride with each other - provided our strides are close enough in length with each other that we can adjust them fairly easily to be in stride. If our strides are too different to do that, well, then we wouldn't make a showy pair, at least not in that respect.

So driving the figure-eights is an all-around great and very beneficial training for a single but even better for the pair. This concept was developed by former pair driver Emil Jung, who had a big influence in driving in the USA 20 years ago, so many from that time still call it after him 'Emil-8s'.

So much for the pairs. But for a single horse, the Emil 8s certainly are good as well, even though they don't offer all the benefits as for the pairs.

But for both pairs and singles, another great exercise is a serpentine, which for a young horse that does not bend properly yet should be very shallow and does not need to be driven in the restricted space of a dressage arena but can even be done by driving down a wide trail or road but slightly alternating sides as space permits. Not only does it help with bending when driven properly, but the alternate left and right bending also helps to get the horse more supple, and with that, helps in getting him straight.

Before each change of direction, we need to prepare the horse by changing the bend and by guiding him through with a little more collection and a little more contact. We give some inside half halt while not losing the contact on the outside. However, as we come to the turn, we give a little on the outside rein without throwing it away, and as we had prepared our horse for the turn, perhaps also with a little inside whip, he now is ready to stretch on the outside into our hand and put his inside hind foot underneath his body to give us the bend.

We also note here that driving turns with pulling on the inside rein would block that inside hind foot and not have it be able to reach underneath of the body; thus it is counterproductive. We drive the same as outlined above as we come to each dressage corner. After the turn, we give our hand a little and decrease the contact on the straight line. When we train this often enough and get it properly ingrained into our horses, as with all our training, our horses will learn and understand, and we need less and less of the aids; thus our well-trained leaders in a four-in-hand certainly can bend well, even though we can't help them most of the time with an inside whip aid.

As I outlined above, time and again, too-tight turns result in the horse having to put his inside hind leg into the turn to balance himself, as he can't so tightly bend properly yet. That can lead to counter bending, which is not only bad for our dressage score but also bad for precision hazard and cones driving. That is precisely the reason why it is very bad for a horse that is not trained to bend properly yet to do tight hazards. He can't bend yet, so he will only learn to counter bend, and that is the main reason why we encourage training-level drivers to use only large-turning, wide-flowing options when driving hazards and do them slowly as well. It is in the best interest of their horses if they want to get further with them, as tight, fast hazard turns are very counterproductive in the training of a young horse.

But let's also be very clear about this: A horse is never allowed to make a turn in counter bend. I believe even at the training level in a dressage test, a counter bent horse should not get a 'sufficient' note.

As we need to get the bend by having the inside hind leg going more underneath the horse, we also realise that that leg needs to carry more weight then and needs to develop a stronger push, and that is exactly what we worked on in the last chapter when we talked about Impulsion and Engagement. So, without that, we cannot develop proper bending.

And Impulsion and Engagement we can only get through proper Contact. But proper Contact certainly is also equally important for proper bending. Only if we can work the mouth properly, and only when the horse seeks the contact, can we turn the horse into the direction we want him to go and get him to bend properly.

Let me also repeat from before, as this is so important: Proper turns are not driven by pulling on the inside rein and pulling his nose around. That would only turn his neck and stop the forward momentum as it blocks the inside hind leg to go underneath the body, thus does not only kill our bend but will also make us real slow in the hazard turns.

Proper turns are driven first by preparing the horse for the bending with an inside half halt, then giving on the outside rein - without throwing it away - then the horse, properly trained to seeking the contact, will stretch on the outside, will continue going forward with that, will yield on the inside, and will start the turn with putting his well-engaged inside hind leg underneath his body toward the centre of gravity to carry him, bending his body from poll to tail, which can be encouraged with an inside whip if needed.

And none of this we can do if we don't have a relaxed horse to start with, nor can we do any of it if the horse is not regular and in the rhythm because, otherwise, the legs don't work equally and already the horse can't be straight. So I hope we can now see how all of this works together.

In our next issues, we will cover the last two items:

VERSAMMLUNG = COLLECTION including Roundness

DURCHLAESSIGKEIT = SELF CARRIAGE including Confidence



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## What are Dads for? Mark's Project



**A**S CARRIAGE DRIVERS, good times always seem to involve horses, ponies and carriages. Families learn that Easter is not a time to get together, unless they want to volunteer or help out at the Nationals!

When our youngest daughter Dale and her partner Michael decided to marry, they gave plenty of notice and wanted a celebration at our home. Spring was out due to bad hay fever, so they carefully chose a date a few weeks after Easter. Nice planning, I thought – well, Dale is a statutory planner after all! The ponies would be fit and shod, so a simple celebration at home would have to include them.

Permission was obtained for me (from the bride) to drive the wedding party from our neighbours' home. Then Mark decided that, as his youngest daughter, she needed an appropriate carriage. This is its story.

Research was the first stage, hunting for inspiration, ideas and proportion. The carriage had to suit our Welsh Section A mares, not only in scale but also in weight. The ratio and basic size of the carriage were determined early in the project but the nitty gritty details were worked out along the way. The project was a hands-on affair, with an attitude of dealing with problems as they arose and not losing too much sleep worrying how to do it.

Frame? Look in the materials on the steel rack out the back and then buy more. Seats? Think about them later. Brakes? An early detail planned. Springs? Look at the pile by the big tree and choose! Wheels? Steal 'em from another carriage. Body work? No idea.

And Karen wants a hood just in case it rains. Too hard, and surely it will be sunny? No way!

Starting with a pipe bender and pipe from the stored treasures out the back, Michael was roped in to make some nice lines. While happy to participate, he had no idea of the extent of the project at that stage.

The frame looked good, but was strengthened part way through just to make sure. The floor was made from new timber floor planks, but it creaked so, to keep the mother of the bride happy, extra framework was put in. Then did we all shriek when Mark leapt on and jumped up and down to prove it was good enough!

Then a seat frame, with the size and shape determined from getting two people to plonk down on the seat base. There had to be room for the bride and her bouffant dress, and another seat for bridesmaids. Thoughts on the body work went on and on. How would we get thin sheets of timber ply to bend to shape? Then inspiration – sign white – and careful, careful making of a template before cutting the bodywork out and riveting it to the seat frame.

Bit by bit it started to look like a carriage. Nice proportions for ponies, but would it be ready in time?

A visit to the Eaglehawk Recycling Centre (AKA Tip Shop) led to trying recycled bus seats. These only needed a bit of shaping and reupholstering to eventually make smart, comfortable seats for the bridal party. The driver's seat was recycled from another carriage, with a bit of fine tuning to make it fit.

Upholstering? Lincraft had a material sale on and had white vinyl not

black, so bridal white it was! The white was easy to quilt as pencil lines showed up well, and the existing bus seat covers were used as a pattern. Steps? Oh no, forgot about them. So out with the tools again and broad steps for easy access were cut, bent, welded and painted.

Hood? Once again, no way!

Then the vehicle was sanded, undercoated and sprayed black, the dashboard was put on and it looked a bit bland. So the wheels were painted white and some of the left over sign white was used as a feature on the dashboard.

Oh no, one of the wheels had loose rubber – where to get it fixed? So Mark organised it, but one spell in hospital led to a long recovery by the person booked to do it, so back to square one. Graham Martin saved the day and we were finally ready for a test drive.

The ponies pulled it easily and it was really comfortable but Mark said it needed mudguards. So off to buy more timber, which was roughly cut to length then soaked in a long stock trough for a number of days. The thin planks were then carefully bent around some old wheels for shape and held on with clamps to dry for a week. Sanding, shaping the ends, making brackets, welding, painting, varnishing and in another week the carriage had elegant mudguards.

Nearly there! Another test drive with neighbours and we found the mudguards needed raising. Easily fixed. Then lamp holders were made, and it looked very polished. But no hood.

Then purely by chance we looked through a boating catalogue and saw bimini boat covers for sale. Bingo! A perfect basis for a hood. One online purchase later, delivered within the week, adapted to fit and reshaped for style and we had a hood. More sewing and the hood had a proper back making a perfect foil for the bride.

But we needed to have no sharp edges, to make sure the bride's dress didn't snag. This was a real hunt, but after online research and about eight phone calls we were finally put onto a supplier in Melbourne who may have something appropriate. Luckily we didn't just order on the phone, as by the time we got down there we had realised that we needed twice as much as originally thought to cover all the bodywork edges. We also found some nonslip tape to put on the floor and step, covering another OHS issue.

So Mark made it well on time, and Karen got her hood.

This was way better than Sudoku or crosswords to keep the retired brain active!

P.S The day was perfect weather-wise and thanks to friends a trail of carriages brought the wedding party from the Blumes' home to ours to start the celebration in style.

Many thanks to Phil and Glenda Marshall and Peter Lee for lending ponies and making them all look so spectacular. Thanks also to Phil, Lorraine Cairns and Peter for driving the ponies, and to Laraine and Ian Blume, Cody Marshall and Gavin Robson for helping make it all happen.

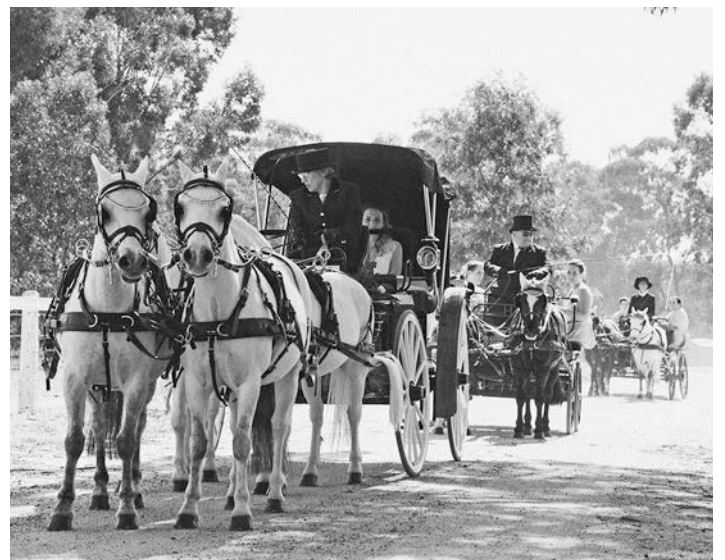
*Karen Rogers*



*Above left: Mark and Michael starting the carriage. Above right: Making the step frame. Below left: Testing by a two-year-old - the steps work!*



*Above right: We thought it was nearly there! But a huge amount of work left to go. Below left: Ready for the bride! Below right: And ready to go!*





# Gail Bain - Countdown to Kronenberg & the World Championships

**\*\*This last newsletter has been written in grabs because I'm not likely to have the time or energy to do it any other way**



Gail Bain driving SH Michael at the British National Championships. Photo: Jane Wilson.



Gail Bain and Team Australia at the opening ceremony. Photo: Krisztina Horvath.



Gail Bain during the Dressage at Kronenberg. Photo: Krisztina Horvath.

## COUNTDOWN to KRONENBURG

**M**ONDAY 13th AUGUST. I am writing this at 2am because I can't sleep. This is a fairly unusual state for me. Usually I can sleep anywhere at any time and if my joints would lock, could probably sleep standing up. But with the World Championships only a couple of weeks away there is so much to organise and think about and beat myself up about etc that I expect sleepless nights are going to be a fairly regular occurrence until September.

One thing I have been able to sort out ahead of time is Nations Night. Wilf dropped this on me a couple of weeks ago, by announcing that each nation sets up a table with traditional food and drink. In the case of Australia I supposed he meant plenty of beer. I nearly had kittens at the time because I am the only cook on our team and figured I had more important things to do than feed and water total strangers. However, having had time to think things through I've come up with the following:-

Quite a few dozen cans of Fosters. One case of Yellowtail assorted wines (because the label has a kangaroo on it) although in the interest of quality I DID do a taste test. A selection of kangaroo, emu and crocodile jerky. Sadly, this arrived vacuum packed and I'm not game to break the seal so will just have to hope it tastes ok. A stack of large (Pommie) Pavlova cases. Vegemite.

All this, along with a selection of Australian flags and our team uniform, is assembled in one corner of the bedroom. At least if the anxiety gets too much I won't have to crawl far to drown it!

WEDNESDAY 15th August. Our last marathon obstacle lesson and I was dreading it! Having withdrawn Michael from Onley this was to be our last chance for obstacle practice and with the ever present risk of injury, I thought we were cutting it pretty fine. Super-Groom-Sarah lives an hour and a half away and wasn't able to join me because she had a full diary so Lou, the Ashfields head girl was on the back step. Afterwards, Lou confessed to being apprehensive because she thinks I go too fast. I was apprehensive because she wasn't as experienced (or bossy) as S-G-S and felt we wouldn't be able to go fast enough. We did three obstacles with Wilf firmly planted in the middle of each. We got a "Good"

in the first, a "Very good" in the second and a "That's the best I've ever seen yer drive – it were the best yer've ever driven" in the third. Lou heard it and will back me up. He even smiled and didn't drag his hand through his hair once – (a sure sign that he's getting frustrated). I am on Cloud Nine and sharing it with Lou. Everyone at Ashfields knows how well we went because Lou and I keep babbling on about it! Even Michael seems pleased with himself. Kronenberg – bring it on!

In the interest of domestic harmony, Barry had originally decided/agreed to stay on Sea Mist during our three week count-down to the Championships with the intention of joining us when we arrived at Kronenberg. Thank goodness there was a game change! I bet Wilf he would stick to Plan A, but it seems Wilf reads Barry better than I do and opted for the then non-existent Plan B. Barry arrived ten days before D-day and immediately took over the duties of back-stepper. He carried out all those time consuming little odd jobs that kept cropping up such as trips to the feed merchant or supermarket which was just as well because by that time there was hardly any food in the house. He didn't expect me to cook, clean or sweep anything. He picked me up when it all-got-too-hard-and-the-training-was-n't-perfect-and-I-wanted-to-go-home. He even did the ironing! And as an especially nice touch, he was on hand to do the pretty bits for the Club Championship at Ashfields with both Michael (dressage and cones only) and Sam, who had to compete Unofficial because under BC rules I can't drive a Novice and Advanced horse in the same competition. For the record, Michael drove a good test but as he was the only horse competing at that level, it didn't count for a lot. However, we drove a double clear round in the cones – 11 seconds under time. Sam was fastest in five out of the six obstacles and would have won overall, had he been Official.

The British team had arrived at Ashfields in dribs and drabs with the intention of getting in some last minute training before we left in convoy for The Netherlands. The weather had turned bitterly cold and rainy and there was a storm weather alert on the telly. Wilf had decided we would be best to take his truck and tow our caravan. He drove, with Barry and S-G-S taking turns in the front whilst, as the supposedly most

important (human) passenger I was allowed the luxury of dozing in the back. By about 10.30 we had lost part of the convoy and shortly afterwards, Mick, one of the para drivers phoned to say he was waiting in the queue at Dover and they weren't going anywhere because it was too rough for the horses to sail. It seemed the bad fairy was still hanging around! Fortunately, there was a horse holding facility only a few miles away. By that time it was nearly midnight. We unloaded the horses into fresh stables and curled up for a short sleep in the hope that the 4.30am sailing would do just that. It did.

Kronenberg was even bigger than I remembered it and the organisation was awesome. We found our allocated parking marked with an Australian flag, wedged between the Italians and the Spanish. There were three rows of demountable stables which were clean and comfortable and sporting generous swathes of national flags above the aisles. Michael settled in happily – Australian and Boxing Kangaroo flags fastened to the door. This had the added benefit of giving him something to do because each time we went to visit him he had managed to detach them and they were lying on the floor.

Competitors were equidistant from the stables, showers and toilets – a masterpiece of organisation. The British team was just a couple of spaces away with the kitchen already set up when we arrived. Wilf's brother Mick was camp cook and he did a remarkably good job, feeding up to 20 people three times a day. Briefings were held round the dinner table and everyone seemed to get on well together.

AUGUST 28th – The trot-up and inspection by the ground jury: I have always found this the most nerve wracking part of any event – ridden or driven. It is now a fact of life that S-G-S does the running and we were first cab off the rank, numbers having been issued in order of Nationality. A few minutes before they were due to present to the jury, Michael stumbled and missed a stride. I nearly threw up! But it was a momentary aberration, we got the thumbs-up and were official starters. Barry and I were emotional wrecks.

I will give you a blow by blow description of the actual competition when the world stops spinning.

## World Championships – Instalment 2

THIS NEWSLETTER is getting a bit too long so once again I have just passed on the next steps leading up to the event. The actual competition will have to wait until Episode 3. Sorry. The British Championships are only a week away and I have plenty to do besides writing this stuff.

Team Michael members: *Michael*, me and Barry. (No need for further introductions here.) Super Groom Sarah who had been with us for the season and someone I had come to rely upon heavily – particularly as, apart from being a very experienced groom and back-stepper, she had attended several World Championships in the past and had a far better idea of what went on than I did. Ditto the rest of the crew. Wilf Bowman-Ripley – trainer, sports psychologist, horse whisperer, truck driver, fixer of anything broken and bloke on the bike who magically appeared wherever and whenever needed. On this occasion he was wearing two hats as he was also trainer for the British team. Wilf's partner Zoe Morgan – honorary Chef d'équipe and veteran of many campaigns in that role. I hadn't fully appreciated the significance of her job. (I do now!) Zoe attended the daily meetings, kept us up to date with administrative details, organised, time-kept, fetched and carried, never lost her cool and quietly saw to whatever needed doing behind the scenes. Ella – Wilf and Zoe's little daughter. Ella didn't have a very good week as she was stung by a wasp on day two, then caught her heel in the spokes of Mum's bike and had to spend the rest of the week in a (heavily decorated) plaster cast. And by default – Mike, Wilf's brother who took us under his catering wing and fed Team Michael as well as the Brits. Not having to feed everyone was a godsend, in fact, if it hadn't been for Mike I doubt anyone apart from Michael would have been fed at all. There just wasn't time!

Wasp Deterrent: On our previous visit to Kronenberg we had been plagued by horse flies. This time it was wasps. There were various traps devised and set out all over the place – most involving sweet stuff like honey or orange juice in a bottle but it seemed that no matter how many drowned, reinforcements were not far behind. However, courtesy of one of the locals, an orange studded with cloves proved an effective deterrent. All you had to do was find a purveyor of cloves and know how to say cloves in Dutch.

TUESDAY 28th AUGUST. Opening Ceremony. The ceremony was to be held at Toverland Theme Park – about a 10 minute walk from the equestrian park we were told. No bikes and please don't take your car. Drivers to be in dressage turnout and grooms in team uniform. Thank God I opted for comfortable boots rather than smart shoes because the walk took nearly half an hour and was about 3km long. Most of the Dutch chose to ignore the no bikes edict and arrived well ahead of the rest of us. By the time we reached the venue there were plenty of sore feet and disgruntled competitors. The concept was great – drivers and their team of helpers were each allocated a fantasy style boat which drifted through the park. At one point they passed the crowd of onlookers and supporters and a commentator introduced each country and crew. The

trouble was that because the walk had taken so long it was almost dark and the drama was lost. We could have been a boat-load of buckets and nobody would have been any the wiser! Great idea but perhaps a bit short on the planning.

WEDNESDAY 29th AUGUST. Nations Night. That was really fun. There was more food and drink than anybody could possibly consume and the range was vast. Each nation was allocated a table and displayed samples of traditional fare. Food-wise cheese was possibly the most common offering, closely followed by chocolate however there was a wonderful variation including reindeer meat, pickled fish and of course kangaroo and crocodile. The Americans table offered M&Ms, PB&J sandwiches, brownie etc., the Swiss had cheese, sausage and chocolate, the Brits roast beef, black pudding, cottage pie, the Germans, sauerkraut, sausage and some sort of pastry doused with icing sugar. There was enough alcohol to swim in! Being the Australian hosts, it was difficult to spend much time at other tables but it was entertaining seeing people's reaction to what we had on offer with pictures of kangaroo, emu and crocodile propped against the relevant samples. Some asked why we didn't have snake! I found myself frequently admitting that Australia is the only nation that eats its own emblem. We were surprised at how popular the pavlova was – initially served in individual cases, topped with whipped cream, kiwifruit and pineapple (green and gold) however, the demand was far greater than we anticipated and we resorted to breaking the larger pavlova shells into smallish pieces and slapping the cream and fruit on as fast as we could – which more or less reduced it to an Australian version of Eton Mess. A gentleman we knew to be of considerable means and sophistication kept coming back for our humble Vegemite sandwiches! Everyone ate themselves to a standstill.

Nations Games: Held over several evenings, teams of four from (almost) each nation competed in a race – two teams at a time. The format was:- Wearing a dreadlocks sort of wig, run, snatch one of four flags stuck in a road cone, run, jump over a bench, stick the flag in another road cone, run again, circle yet another road cone and return, via the bench to hand over the wig to the next runner. Repeat until all four runners had completed the course. Each round was timed and teams were either eliminated or proceeded to the quarter final etc. I have no idea who eventually won or how someone didn't break their neck jumping the bench blinded by a floppy wig although there were a couple of spectacular crashes. On the grounds that our team was either too old or too young Australia declined to enter a team – Thank God!

### KRONENBERG D-DAY

THURSDAY 30th AUGUST. D for Dressage Day. Because there were 83 starters the dressage phase had to be run over two days. We had been drawn on the first day – 31st to go. As we puffed around twitching and tweaking things to kill time I realised I had forgotten candles for the carriage lamps but after a little head scratching came up with a solution. A wad of toilet paper tightly rolled into a cylinder, bound with white insulation tape and topped with a clove from the wasp deterrent did a surprisingly con-

vincing job and kept me out of S-G-S's hair for a good half hour.

Dressage is *Michael's* strongest phase and he was really up for it that day. The Kronenberg arena was damp, grassed-over sand, the surface Michael loves as he finds it perfect for being charming on. As entry from the warm-up to the main arena involved crossing a bridge competitors had been allocated a three minute 'familiarisation' window the previous day in which they could drive across the bridge and down one side of the main arena.

As we entered I felt *Michael* switch into performance mode. He stood like a rock in the salute (evidently something most of the previous horses had failed to do) and then set about performing one of the best tests he had ever done. There was only one noticeable glitch when, as we straightened up for the reins in one hand extension, he broke for just one stride. I distinctly remember thinking “%##\$?!!!!” then, “Gail, this is the most important test of your life – don't let one wrong stride spoil it. Make the most of it!” And we did. At the final salute I was laughing and crying at the same time. (I am doing it again now.) As we left the arena the commentator announced a score of 54.9.

Wilf arrived on his bike sporting a rare smile then, true to form grunted, “Yer would've scored a lot better if 't centre line'd been four feet wider”. Evidently the 'No Divas' rule was still firmly in place.

Everyone agreed the judging had been savage and by the end of the second day 12 competitors had failed to achieve a mark below the cut-off score of 70. FEI rules state that, at the discretion of the jury, scores over 70 penalties may be excluded from the other two phases. The jury eventually allowed them to continue but as a decision was not made until late on Friday it must have been a miserable time for those concerned. It was a rule I had not been aware of until then but had been reasonably confident we could score in the 60s; 54.9 was a real bonus and left us in 11th place on day one. The big guns had been drawn on the second day and we eventually dropped to 18th place, less than nine penalties behind the leader. The top score had only been 46.73 so I was very proud of our achievement. Barry and I celebrated with a plastic tumbler of champagne and two serves of chips and mayonnaise. Hardly a gastronomic high point but memorable just the same.

FRIDAY 31st AUGUST. Course walking. I had been pleased our dressage was on Thursday because it left a whole day for walking the marathon course. The strategy had been for Wilf and S-G-S to walk each obstacle first and decide upon the routes. I stood outside the obstacle with the map and established the orientation of A to F, regardless of which direction they were to be driven. This was something I had never done before because everyone knows you can't rely on the maps and most competitors don't even carry them. But I needed to do something useful while I waited and as it turned out this gave me a far better sense of the shape of the obstacle and how it worked so that when I finally got to walk the routes it took only three circuits to remember them. (It is sad that it took getting to a World Championship to find a course walking system





*Gail all smiles after Kronenburg. Photo: Krizstina Horvath*

that worked!) Not surprisingly, the obstacles were beautifully built and decorated as well as being very long and complicated. Overall there were 16 dislodgeable elements. Obstacles 1,5,7 and 8 were built on grass/sand, 3 and 4 on an Olympic surface (sand mixed with felt) and 2 and 6 (both water hazards) were fine gravel with a really solid bottom. The ground had been well watered and provided wonderful footing for about the first 20 horses, but later in the day it cut up badly and was really heavy going.

1st SEPTEMBER. Marathon Day. I was sitting at the table outside the caravan trying to kill time again. The table was scattered with an eclectic mix of stud box, stud spanner, two mobile phones, yoghurt, honey, cereal, wasp deterrent, half eaten apricot tart, fruit cake, half eaten jam tart, a bowl of fresh fruit that nobody had touched, clip board, cutlery, pens and pencils, two pairs of gloves, folder containing all *Michael's* important paperwork, folder containing competitor information, polo mints (sugarless), spectacles, sunglasses, box of Elastoplast, cold coffee, fruit juice, mineral water, chocolate wrappers, zip lock bags, smoked salmon, avocado. Most tables in the lorry park looked like ours with variations on a theme.

The first horse was on course at 8.30. We were due to start at 2.35. That is what the big note on the caravan wall said and is thanks to us being in the top 20 scores. I did every teeny tiny nit picking little thing I could think of to take my mind elsewhere. You can only play so much Solitaire!

I walked the course on my own twice more early in the morning and then again with S-G-S. Later, Barry and I watched a couple of competitors drive each obstacle, just to get an idea of speed and ground conditions. I tried not to take too much notice of their routes because they were all different. From my perspective the competitors were all better, more experienced drivers than me if the potted history given by the commentator was to be believed. All were winners of various national championships etc. Most had been driving since they could walk and had competed at previous World Championships. I'll bet some were even conceived in carriages! The poor commentator was going to struggle with my history because it was only about three sentences long and I've never been champion of anything much.

*Michael* was well muscled and healthy and I had no doubts about his level of fitness. Section A (5450m) was mostly on sandy tracks through woodland. The Transfer (850m) was on tarred

road and ended back at the competition grounds. I had opted not to use studs on Section A because of the Transfer and had simply left well-oiled plugs in. I have found a brand of studs (Ardall – manufactured in Ireland) which can be changed very quickly. We arrived at the Halt well within time and Barry was immediately on hand to pass S-G-S whatever she needed. The change was made in well under six minutes, leaving plenty of time to sponge *Michael* down.

Section B (8920m) was run on the European lap system with obstacles numbered consecutively. This meant that at times there were several competitors just ahead turning into or exiting obstacles (or just getting in the way) and without S-G-S's direction it would have been very easy to take a wrong turn. As soon as we entered the first obstacle I realised how heavy the ground had become and found it very difficult to manage the conditions. *Michael* didn't like them either. The drive was nothing like what we had achieved at Ashfields a few weeks previously.

Obstacle 5 was a series of boxes with rushes planted in them, so high you couldn't see over the top. I don't remember hitting anything but was aware of S-G-S working awfully hard on the back. At about gate D the carriage swung violently sideways and hit something really hard. *Michael* kept going but something was definitely wrong. S-G-S was yelling at me to keep driving until we were through the flags, which we managed but by that time I could see that there was something wrong with the traces. The rope swingle tree had broken. S-G-S came into her own – she bolted towards the broken bits clutching a large carabiner and tape kept in the emergency bag for just such an occasion and in remarkably short time had the damage shored up to the extent that the carriage stayed driveable for the remaining three obstacles. Again, her experience had proven invaluable. Even allowing for damage control we finished within time and with *Michael* none the worse for wear other than a tiny nick in his tongue which was subsequently checked and passed. Poor S-G-S was exhausted. Even Super Grooms have to run out of steam eventually!

As we were about to head back to the stables a very nice lady came over and introduced herself as the FEI Veterinarian in charge of swabbing. Yes, we had been balloted for dope testing again! I have probably done 10 FEI events in my life and been dope tested in three of them! I know other people who have done 10 times that many – possibly not squeaky clean either – but haven't been tested once! I couldn't help commenting (in friendly fashion) on the frequency our selection. She just grinned and said, "Maybe it is because you have a nice short name." Yes, I thought, and maybe everyone knows that *Michael* is the easiest horse in the world to test. Just put him in his stable and say, "Pee in this container please" and he does – game over. Anyway, the tests have been negative in the past and I am assuming that, as I haven't administered or fed anything I shouldn't this one will be too. So far I haven't heard anything to the contrary.

I was disappointed with our performance. On the strength of our recent training results I knew we had so much more to offer. Having now seen the video I realise that it looked a lot better than it felt but I know our best is yet to come.

SUNDAY 2nd SEPTEMBER. Cones. Our cones driving has improved out of sight from the ignominious 9 down at Belvoir Castle in 2016 and I was hoping we could pull up a couple of places on the strength of it. (We had dropped to 40th.) With only an hour to walk the course before the competition starts it is a daunting proposition for anyone with a less than perfect memory. Walking time was extended by half an hour to allow the Para athletes time to drive the course again on their quads etc but I am not sure this really worked as they were to use the same course – differently numbered. This meant that in some cases we were travelling in opposite directions through the same gates – annoying and rather disorienting for both the paras and the able bodied. Nevertheless, I managed to walk it twice with Wilf and another six times without him before it closed.

I drive *Michael* in his presentation carriage and lovely made-to-measure leather and brass harness for this phase. Just as we were about to leave for the practice arena a non-English speaking stranger walked over and pointed to the hames. The brass loops securing the traces to the collar must have suffered some sort of metal fatigue and although the harness had been used no more than a dozen times, the loops had almost completely worn through.\*\* There was nothing for it but to change back to the marathon collar and be grateful someone had pointed it out. Nowhere near as smart but considerably safer. It was very disconcerting and our warm-up time suffered – as did my equilibrium! During the warm-up we never hit a thing. During the competition we hit four. I say hit but actually we only whispered at them. We were three seconds outside the time.

As we left the arena S-G-S gave me a hug. She was full of encouragement, pointing out how far we had come and how much we had achieved. For someone who had been lucky enough to take a horse to England to drive at Intermediate level and ended up at a World Championship we hadn't done too badly, had we? We had finished in 43rd place in a field of 83. She was right, of course, but I couldn't help feeling we could have done better. We had unfinished business.

Apparently Captain Topple thought so too because, on the strength of our first attempt and over the usual celebratory glass of champagne and bowl of chips, he proposed we give it another try. So, *Michael's* return flight to Australia has been deferred. He will stay on at Ashfields for the next two years. Head Girl Lou is ecstatic! I will be back next April and provided we both stay sound and I don't lose my marbles we will aim towards qualification for the World Championships in France, 2020. It is a house of cards but we have to try.

A heartfelt thank you to everyone for their interest, encouragement, support and advice, of which most was, "Have fun and enjoy the experience." In retrospect – I did. See you back in Oz in October.

*Gail, Barry and new horse Sam.*

*Michael will be back a bit later.*

\*\*The harness maker replaced the worn parts immediately we returned home. He has a good reputation and will be taking up the subject with his Amish supplier – in person!

# Concentrate - Train Your Groom - Befriend Your Horse

**D**O YOU TALK TO YOUR ANIMALS? I do – all the time. I have learnt to expect a response from my horses (and dogs) – not always in a human way (or do I imagine a response at all? It is real.) I see and understand the ear twitch, the eye glint, the nuzzle, the nicker and other reactions many might not notice.

Teach your horse to respond favourably to your voice, especially single words. It can prevent catastrophic accidents.

I was driving Bub - our mahogany 15.1hh Andalusian x Thoroughbred carriage driving mare (registered as *Thistledoon Nakeeta* aka 'Bub') - in our four wheeled vehicle. She was an obedient, sensible horse with no fear of dogs, traffic, road surfaces and the variable thumps and squeaks of a vehicle rolling behind her along the narrow, local, dirt roadway – en route to the summit of Mount Martha.

On our left was shrub, atop the clear bank, obscuring cottages beyond. On the right was scrub hiding cottages tucked behind wire fencing. My young, inexperienced groom stood on the rear step of the vehicle enjoying, I supposed, the scenery... with perhaps little idea of her important role balancing the vehicle.

The cottage tucked behind the dog proof wire fencing on our immediate right, generally had its front gate closed. I was very familiar with the brown kelpie-cross that usually watched our approach, whilst continuously racing silently up and down the inside of the fence line. Further along the road on the right, I didn't notice an open gate. It indicated the entrance to a cleared circular driveway of roughly 30 metres diameter, with a number of cars neatly parked on the cleared area encircled by the drive.

Suddenly *Bub* leapt sharply left onto the lower reaches of the steep bank. In those fleeting seconds I saw a dog close beside our right back wheel. I'm sure that *Bub* simply identified an unexpected brown object... I abruptly 'woke-up'! I realised it was the kelpie.

Without a conscious thought I knew it was not safe for *Bub* to clamber up the rise further left for security, and automatically felt the right rein to turn her back to the dirt roadway.

STUPID move! Why did I not halt to keep the four wheels of the vehicle as straight as possible up the left bank, before considering the turn right, down the bank?

Why did I not have an alert groom who could have sprung off the back step, grabbed the vehicle to stabilise it or reached for the left rein to help keep *Bub* straight and stationary? Unfortunately the groom did nothing – perhaps either froze, leapt away or did not realize the danger.

With *Bub* obediently responding and veering slightly right along the side of the bank, the safe weight distribution over four wheels was lost! The left front wheel rose, losing contact with the bank... The right front wheel turned completely under the front of the vehicle tipping the vehicle and throwing me sideways out of the vehicle. Inexplicably I dropped the reins and the whip.

I don't remember any sensation of falling backwards out of the vehicle, but landed flat on my upper back and felt as though I'd been hit on my back with a shovel – all seemingly within three seconds. When something dynamic happens I get a sudden awareness 'it' is happening (e.g. about to fall out of the vehicle!), but no awareness of the continuing process of falling, until I'm stationary on the ground. I suppose everything moves so fast the brain simply cannot record the visual pictures.

The vehicle must have righted itself when *Bub* made it off the bank onto the road. I felt no ongoing or debilitating pain... All I registered was my stupidity. There was no sign of the groom. Where was the horse? Where was the horse? I had no reins... Danger for my mare was immense. Would *Bub* keep turning right and head down the road which was the way home? Maybe she'd be killed along the 2km of twisty road, or even miss the key ninety degree right turn for 'home' and continue straight on to the Esplanade – the busy, torturous thoroughfare which hugged the cliff beside Port Phillip Bay.

But – *Bub* did not veer completely right – she 'landed' on the road as she'd responded to my right rein signal. However, straight in front of her – miraculously – was an open gateway into the circular driveway, previously unnoticed by me. So, instead of heading further right, 'down' to potential disaster at the cliff road, the mare must have trotted straight through that open gateway, dragging the reins as she did, onto the circular drive around the parked cars.

I registered again on what was happening... I was appalled to glimpse the mare, with the vehicle upright and fully attached, devoid of human control. With only a fleeting thought for my shovel experience I moved towards the open gate whilst the mare – still trotting calmly, moved clockwise around the cars. Presumably she was seeking a way back home but she must have realised that there was no other gate, as she continued to circle right – clipping two parked cars and headed towards the gateway she'd entered by.... which I was desperate to reach. I did not want her to exit and turn towards 'home' with reins still dragging in the dirt... It was then, not believing what was happening, that I shouted, "*Bub* whoa, *Bub* whoa", with no real assurance she would respond. I had no hope of reaching the open gate before she got there, turned left and headed for home, which would be a disaster...

The picture is engrained in my head... "Oh, Lord, I'll never get to the gate!" *Bub* continued to trot calmly and steadily approaching the gateway. As I raced nearer to the gate I was amazed to realize *Bub* had stopped and was stationary, looking at me! No! Yes! How? Why?

I staggered up to her and patted her wonderful neck and retrieved the reins from amongst the vegetation. I then recalled the echo of my shouting, "Whoa *Bub*, whoa *Bub*."

And she had!

I led her through the gateway onto the road to find that my groom had reappeared.



*Picture of Ann driving Bub - Thistledoon Nakeeta (2009), with Katrina back-stepping (some years after the incident) Speed Cones Event, Pet & Pony Parade, Olympic Park, Rosebud, Victoria.*

She asked, "What do we do now?"

I replied, "We go on...", hardly believing the mare was so unconcerned. So we did, sure and certain – I didn't even notice the damage to the vehicle...

When had I taught *Bub* her name, and the command to 'whoa'? It might have been automatic training at intersections or perhaps on the lunge.

At some unknown point it seems that the owner of the dog retrieved the Kelpie, as she called out, "He's now in the house."

Thus, when I was visited later by the owners of several somewhat damaged Mercedes which had been 'clipped' by the four wheeler, I had no insurance to pay. Dogs should not be loose on roadways that is for sure!

I didn't claim the damage to the wrecked wheel and shaft either.

Amazingly my back survived after a month on Panadeine Forte...

*Ann L. Robertson*

*PO Box 7, Mt Martha, 3934 Victoria*

Author Profile: Written by Katrina Wattchow reviewed Nov 2018.

Ann L Robertson has ridden and driven horses for over 70 years. Since winning the first official Marathon in the 70s with *Robert Star*, she has been a notable competitor both in showing and in her first-love, Carriage Driving. With the partnership of some wonderful horses, including *Robert Star*, *Jubilation*, *Noble Jessica*, *Feria*, and *Thistledoon Nakeeta* she won an Australian and number of State Championships.

A highlight in 1984 was winning the Cone Driving section for Open Single Horse, at the UK National Carriage Driving Championships (held at Lowther Castle) driving the lovely Hackney mare, *Grant's Pendant*. Ann also drove a pair in Germany for some weeks in 1984. Ann always emphasised safety, learning from experienced drivers and reading as much as she could find on the art of carriage driving. Her first-hand example described here highlights this and Ann hopes it may encourage other drivers to learn from their mishaps, as she tried to do, to ensure that both horses and humans can continue to thrive and love what they do.



# CLUB NEWS from SOUTH AUSTRALIA

## INAUGURAL TRI-STAR EVENT

**I**N MAY 2018 GPCDA held the first of many Tri Star Events. It was a wonderful weekend full of fun, competition and learning. We had a great turnout with members from both clubs entering many combinations of driver and horses.

The competition consisted of Dressage, Cones and Obstacles. The event allowed for individual opportunities to compete, practice and challenge competitors. Each combination was allowed to compete twice in each phase, which led to some great improvements both in times and accuracy.

The weekend also was a fantastic opportunity for new drivers, ponies and combinations to have a go... Jill surprised everyone when she arrived with a HORSE! It was her first outing in a CDE setting and Jill drove her beautifully allowing the new horse to feel happy and comfortable with the new environment. Her off sider Judi brought *Tom* for the drive and was a great support for Jill.

Deb also turned up with her new horse *Pearl*. Just back from the breakers, she worked at her own pace and directions in the Dressage arena, Cones course and through obstacles.

Kimberly also competed with her new pair of horses; with the style of competition allowing flexibility to cater for what they needed to be successful.

It was lovely to see Wendie at the Tri Star with a new pony also. She competed in all phases which was a great opportunity for the both of them to get to know each other in a safe but competitive environment. Both Henry and Shirley drove their new pony *Lenny* which of course "Was not competitive at all"! It was his second outing at a CDE style event and coped very well. Graham brought *Freddy* out to the grounds, as usual he was very competitive in all phases and with two runs improved in times and accuracy.

Ellie and *Marley* also showed off their stuff with a great improved time in the second run in the Cones. Liz traveled from Port Lincoln with *Tommy*. *Tommy* worked like a champion in all competitions. Liz took advantage of the double run to work on speed and paces.

It was also great to see a new junior driver, Charlotte, competing for the first time with a just as new pony *Harvey*. It was a first outing for both of them and they worked well as a team... after the first scary obstacle; showing some great promise for the years ahead.

Special thanks to our brilliant judges and support team; Christine Gibbons (Dressage judge), Hilton Trigg (Cones), Lawrie Tyas (obstacles) and the myriad of family and friends for stewarding. It was wonderful to once again have the support of Kangra who took time to take amazing photos of Dressage and Obstacles. A new budding photographer, Janelle, also snapped some great action shots in the cones.

Special thanks also to sponsors; Kangra and Landmark Oakley who supplied gifts and prizes for various categories including many humorous moments.



Above left: Shirley Crossley driving new pony Lenny at the GPCDA Tri-Star. Above right: Graham Mercer driving the cones in the Tri-Star. Below: Wendie Payton driving a new pony in the Level 4 Dressage and Cones. Photos: Hilton Trigg.



## SOUTH AUSTRALIAN STATE CHAMPIONSHIPS

**A**FTER THINKING GPCDA had until 2019 before next hosting a State Championship, circumstances changed and the organising committee had to swing into action on a tight time scale.

At close of entries we had a pleasing field of 21 starters including an interstate combination from Victoria. The club was in full swing finishing off the course and sprucing up obstacles for the competitors who were starting to arrive on the Friday of the long weekend.

Saturday evening saw the competitors enjoy the now customary welcome dinner at the Club President's home (Crossley's place). GPCDA members had pooled together a delicious spread of casseroles, bakes, salads, sausages and other goodies, catering for all tastebuds. There was a crowd in excess of 50 who enjoyed a casual and friendly get together prior to the competition proper.

Sunday was Dressage and Cones day with perfect weather conditions – cool but sunny. Unfortunately we had two late scratchings just before the start of the Dressage and a very disappointed Team Perry had to take their lovely horse home due to a floating injury, the Mercers also did not start.

The Dressage Judges were privileged to see some lovely tests and the turnouts were of an excellent standard. There were several clear rounds in the Cones course with only one elimination. Ellie Crossley again sored the fastest clear round and Lawrie Tyas had the dubious honour of most balls down for the day – trying too hard to beat his wife!

The only hiccup for the day was the club generator dying early in the day which set a cat amongst

the pigeons for a while! To the rescue came the Malycha family with a temporary replacement and we were back in business.

The event dinner on the Sunday night was again a huge success with all competitors coming together for a three course meal prepared by St Joseph's School Parents and Friends Assoc.

Marathon Monday was quite cool and slightly windy – ideal for keeping horses cool, but chilly for our tireless stewards! The course was fantastic! Our club is so lucky to access beautiful open grazing land for our marathon and all combinations vetted well. There were some very fast times scored in the obstacles and as always some heart-break when the 'Big E' happens.

This event saw some new combinations starting out and a GPCDA Junior Driver at her first Level 4, who completed the event without elimination – Well done Charlotte Farrell.

Lastly and most importantly a HUGE thank you to club members, families and friends who donated their long weekend to make our competition possible. Because we had not scheduled this event for 2018, many of our 'regulars' had gone away and were unavailable, leaving us short. Family and friends again came to our rescue as well as club members from Southern and we had in excess of 30 volunteers over the weekend, with many taking on multiple jobs – Competitors, you must always remember this and acknowledge our stewards whenever you can.

**THANK YOU VOLUNTEERS!**

GPCDA wish you all a very Merry Christmas and a safe and Happy New Year!

Hilton Trigg's photos are on pages 26 and 27.

## SOUTHERN CARRIAGE DRIVING SOCIETY NEWS

**T**HE FEDERAL Conference held in Hahndorf was a great success by all accounts and Southern Carriage Driving Club followed it up with the Triple Crown Championship on June 9, 10 and 11th. The three days of Dressage, Show Driving and Obstacle competitions were very capably judged by Jennifer Carew (NZ) and Lloyd Weal (NZ). Both Jennifer and Lloyd (father and daughter) were very helpful beyond expectations and had some very positive feedback regarding the weekend.

The above competition was a good precursor for the National Show Driving Championships to be held at Monarto in 2019. Mari Jerrett with the beautiful Welsh Cob *Pennant Hew* was awarded the Crown for both Day 1 and Day 2 with Linden Barrey and *Cataraqui Magic Amulet* being awarded the overall Triple Crown award after a very successful Day 3 in the Obstacle. Southern club has been very fortunate that talented local photographer Penny Heighes has been able to attend quite a few events and take some beautiful photographs for drivers to purchase but also allow their use for a variety of submissions to promote

Carriage Driving in South Australia.

The conference and Triple Crown were followed up by a fully booked Phil Marshall Clinic. The feedback from attendees was positive, as you would expect!

An Endurance Club (ridden) offered for drivers to attend an outing with suitable tracks for carriages and it gave some drivers an opportunity to experience enduro driving, something sadly lacking in South Australia. One of the Southern clubs very experienced members has offered to hold an Introduction day very soon with three distance options for drivers.

Following the above there were drivers out and about Show Driving at the few Agricultural shows that still put on a Harness ring. One in particular is my local Agricultural society and luckily for me the driver numbers are increasing (and its only seven minutes from home... bonus!). Competitors from all three state clubs attended and the weather, whilst cold, was rain free as compared to the deluge for the previous two years.

Both Goyder Plains and Southern Clubs have

their Graded Driven Dressage programs started or about to commence. The first one at Southern was well attended with quite a few drivers bringing out a second pony for their first outing. I've heard the rumour that the babies did better than some of their more experienced paddock mates!

Goyder Plains Carriage Driving Club held the SA CDE State Championships on 30/09 and 1/10 which was well attended, ran smoothly and great fun by the feedback given.

2018 is ending with Graded Dressage at Goyder and an Obstacle at Southern and the Christmas breakups. It's been a pretty busy driving year for SA especially considering the distances for people to drive to competitions and outings, with the costs of fuel rising astronomically.

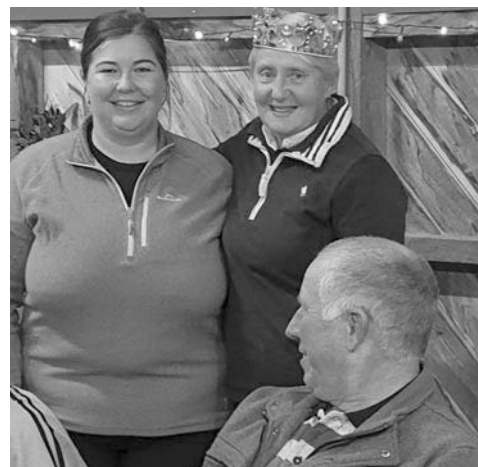
I hope everybody has a very safe and happy Christmas and spend many hours with family, friends, equines and driving with the longer days of summer.

*Susan Stuart*

*Below: C Wallis with Rivington Galoshes on the Show Driving day of competition.*

*Right: Triple Crown judges Lloyd and Jennifer with Linden Barry (overall Triple Crown winner driving Cataraqui Magic Amulet).*

*Right lower: Triple Crown judges with M. Jerrett (Day 1 and 2 Triple Crown winner).*



## CLUB NEWS from TASMANIA

**I**T'S BEEN NICE to have some warmer weather to get the boys and girls out of their respective paddocks and out getting back into condition again. Show season has started with the Ulverstone Show being held, the State Show about to happen, Christmas parades and then the d'Atelage in January. Fun times indeed.

Rachel Haslau visited in October, and from all reports, a great time was had by all. As most of us were only just getting our ponies and horses back into work it was a nice warm-up for the start of the season and to have a bit of polish applied was a bonus.

### Northern Tasmanian Driving Society

**C**lub RALLIES have been held at Wynyard grounds polishing up skills for both driver and steed, there is always something to learn and practice so these days are always fun.

A sausage sizzle fund raiser is planned for Dec 13th and then a Christmas breakup will be held on Dec 16th, with possibly a Christmas Parade thrown in for good measure.

### Tasmanian Horse Drawn Vehicle Foundation

**P**LANs FOR THE STATE SHOW are well and truly underway, triple checking everything is right and ready to go, should definitely

be a fun day on 24th November at Entally.

The museum is coming - stairs are now in, so just a bit of work here and there and it will be all ready for a grand opening. It's taken a while but the final product will be worth the effort.

Plans for the d'Atelage are underway, coinciding with Entally House's 200th birthday. Should be quite an exciting time.

So things are finally happening in the frosty isle. Shows aplenty, fine weather, who could possibly ask for more?

Until next issue

*David Potter*





Photo: Alison McDonald

# Successful Despite The Drought!

THE 2018 NSW Combined Driving Championships, hosted by the Bungendore Carriage Driving Club and the Willcoxson family was a great success despite the drought! It was disappointing that entry numbers were down on previous years but what the event lacked in quantity, it made up with quality. The reason for the lower entry numbers was put down to higher costs in feed and fuel generated by the ongoing devastating drought. However, an event at the Willcoxson property Witwood usually brings people from interstate and this time they came from five states – NSW 17; Vic 8; Qld 2; SA 1. In addition, two officials came across Bass Strait from Tasmania.

Event Director was International Judge Dot Willcoxson, Technical Delegate was Doug Willcoxson (NSW), Assistant Technical Delegate David Potter (Tas), Dressage Judges; Sue Plath (NSW & POJ), Judy Harris & Judy Dwyer (NSW). Cones Judge Michael MacDonald (Tas). Course Designer Peter Harkness (Vic).

As this was a two day Championship, rather than a long weekend, the dressage and cones competitions were held on the Saturday and the marathon on the Sunday. Organisers are to be congratulated for holding a Level 4 CDE in conjunction, for those who didn't qualify in time for the championship. This drew a further five grateful entries who drove simpler dressage tests and only gates A – D in six of the eight marathon obstacles. The championship commenced with the First Horse Inspection at 3.30pm on the Friday, under the watchful eye of experienced Veterinary Official, Ian Denney (NSW). To the credit of all competitors, there were no Veterinary penalties all weekend. Ian was assisted by experienced TPR Steward, Sharon Beattie.

Apart from the high standard of MOs and competitors' presentation, the much improved standard of dressage was the highlight of the weekend, with 37% of competitors scoring less than 50 penalties! Dressage scores in the 30s and 40s are becoming commonplace as more people realise that the key to success is to work hard on their dressage!

Best scores in the Novice classes were: Belinda Casper (NH) 38.17; Glenda Marshall (NSP) 46.00; Carolyn Grinter (NH) 46.83; Alex McGuire (NH) 49.00; Alice Austin (NLP) 49.83; Julie Mackay (NLP) 51.17. Best scores in the Intermediate and Open classes were: Tor Van Den Berge (HP) 35.63; Lorraine Cairns (OH) 35.91; Tracey Borg (IH) 41.73; Chuckie Radnedge (IH) 43.60; Lyn Callaghan (OH) 48.44; Tracey Ellis (ILP) 50.80.

Competitors drove their cones course straight after their dressage test and Peter Harkness produced a tough course - giving up only two double clear rounds! These were Belinda Casper (NH) and Lorraine Cairns (OH). Next best with only one ball down were: Tess Smith (NSP), Amy Lucerne and Heidi Murphy (NLP), Carolyn Grinter and David Cockcroft (NH), Linden Barry (ILP) and Tor Van Den Berge (HP).

The marathon course at Witwood is one of the best in Australia and consisted of three sections with eight marathon obstacles in Section E. It was generously decorated with coloured flags and sponsors' banners. The MOs were originally designed by internationally renowned Richard Nicol. In addition to a water obstacle, there was an over and under bridge which had water beneath it. The weather for the marathon was ideal for the horses – sunny and cool.

Tor Van Den Berge drove his horse pair brilliantly to secure the overall best marathon score of 103.71! Other top marathon scores were: Lorraine Cairns (OH) 105.49; Tamara Abed (ILP) 108.49; Tracey Borg (IH) 112.62; Chuckie Radnedge (IH) 117.71; Carolyn Grinter (NH) 122.73; Glenda Marshall (NSP) 125.93; Peter Dunn (NLP) 127.25; Alex McGuire (NH) 127.62; Amy Lucerne (NLP) 127.94.

Congratulations to our Class Champions: Novice Pony 91cm & Under 121cm – Glenda Marshall. Novice Pony 121cm & ne 149cm – Amy Lucerne. Novice Horse over 149cm – Carolyn Grinter. Intermediate Pony 121cm & ne 149cm – Tamara Abed. Intermediate Horse over 149cm – Tracey Borg. Open Horse over 149cm – Lorraine Cairns. Pony Pair 91cm ne 149cm – Margaret Sperrin. Horse Pair over 149cm – Tor Van Den Berge. Horse Team over 149cm – Carolyn Blakeley.

## LEVEL 4 CDE

An additional five competitors took advantage of the Organising Committee's generosity and entered the four classes in the Level 4 CDE held in conjunction with the Championship. Sarah Keevers won the Novice Pony 91cm and u121cm. Both competitors were eliminated in the Novice Pony 121cm & ne 149cm. Katharina Matschurat won the Novice Horse over 149cm Class. Lynne Dominish won the Introductory Multiples Class.

As is usual for events at Witwood, the prize-giving was very impressive with perpetual trophies for most champions and rosettes for 1st to 3rd in each competition and 1st to 4th place overall. Event Director Dot Willcoxson thanked the main sponsor, Scribblegum Design and Print in Young as well as the other sponsors – Southern Highlands Carriage Club; Love My Horse Rugs; Camden Harness Club; Ellmore Driving Club; Love Shack Holiday Cottage; My Carriage Driving Closet; Carolyn Power Solicitor, Carbery Carriages & Performance Floats. She also thanked all the volunteers who facilitate the conduct of the event and of course the competitors, particularly those from interstate.

The Bungendore Carriage Driving Club has a long-running history of conducting successful NSW and Australian championships, year in and year out and may be looking for a year off in 2019. Consequently, a couple of nearby clubs are talking of combining to host this championship next year.

*Article and photos by Tony James*

## KEY TO ABBREVIATIONS

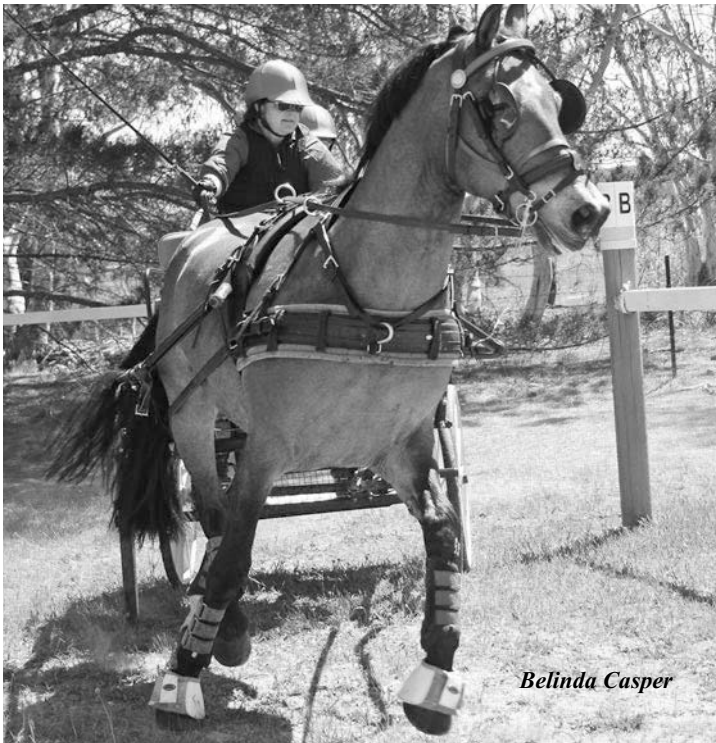
NSP – Novice Small Pony	NLP – Novice Large Pony
NH – Novice Horse	ILP – Intermediate Large Pony
IH – Intermediate Horse	OH – Open Horse
PP – Pony Pair	HP – Horse Pair      H4 – Horse Team

## What's The Penalty?

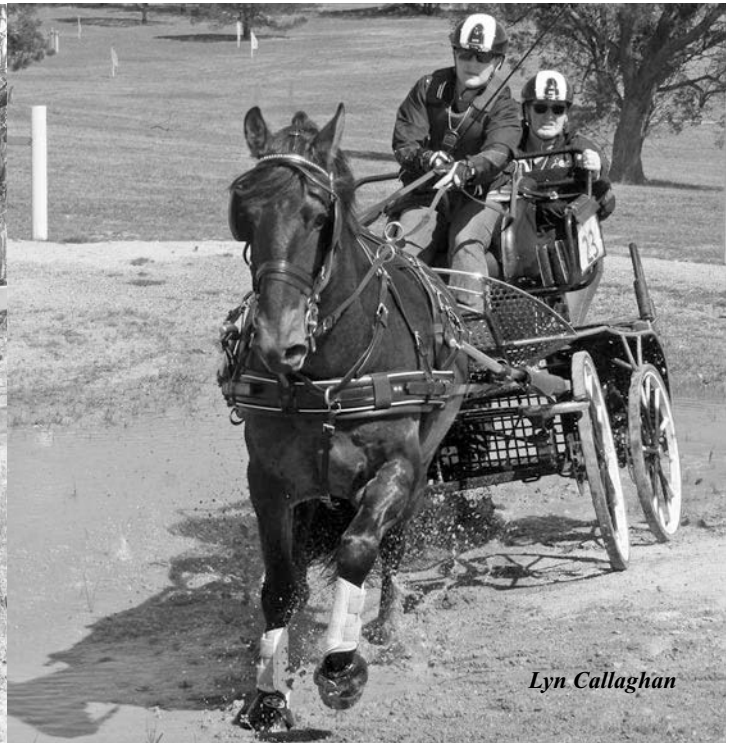
- What's the penalty if a competitor in the Cones, drives A and B in a Zig-Zag, then has a run-out approaching C (without dislodging a ball or cone), circles around and drives C then D?**
  - 5 penalties for disobedience
  - Elimination
  - No penalty
- What's the penalty for a competitor who finishes an MO with a disconnected trace?**
  - No penalty
  - 20 penalties
  - Elimination
- What's the penalty for a groom stepping off the vehicle to free a rein caught over a post in an MO?**
  - 20 penalties
  - 10 penalties
  - 5 penalties
- Rather than incur a third refusal at a water obstacle in the Cones, what's the penalty for a groom dismounting and leading a horse through the water?**
  - 5 penalties
  - Elimination
  - 25 penalties

TJ0618

WHAT'S THE PENALTY? ANSWERS:	1. a) Art 975.7.4 3. c) Art 965.3.1
	2. a) Art 965.6.1 4. c) Art 975.6.3



*Belinda Casper*



*Lyn Callaghan*



*Amy Lucerne*



*Carolyn Blakeley*



*Glenda Marshall*



*Linden Barrey*



*Tor Van Den Berge*



*Peter Dunn*



# Southern New South Wales Indoor/Outdoor Final

**T**HE FIRST EVER Southern NSW Indoor/ Outdoor Final has been run and won! Hosted by Canberra Carriage Driving Club and held at Judy and Garry Harris' picturesque property 'Coromandel' near Cootamundra on Sunday 19th August.

The Qualifiers had proven to be quite popular and the Finals were no exception, with a number of entries coming in. Club members from Bungendore, Reedy Creek, Murrumbidgee, Southern Highlands and Canberra attended and braved the bitter conditions to battle it out for a ribbon and Indoor/ Outdoor Finals glory!

The apocalyptic weather of wind, hail, rain and a monstrous clap of thunder, combined with some tricky course design, were set to challenge even the bravest of drivers, but none were deterred in their desire to

make history! Winners of the first Southern NSW Indoor/Outdoor Finals were: Single Pony 91-u121cm; Jane Keevers driving *Woolleen Miss Henrietta*. Single Pony 121-u149cm; Tamara Abed driving *Keyi Corroborree*. Multiple any height; Robyn Schmetzer driving *Yarrandale Storm* and *Caerleon Rikki*. First season competitor; Sarah Keevers driving *Drumeden Paddy*.

Thank you to all the Officials for their time and especially Tracey Ellis for helping to get the series off the ground in NSW. A fantastic addition to the carriage driving calendar!

Due to the nature of the weather on this inglorious weekend it was decided that poetry was necessary to encapsulate the atmosphere on this historic day.

## The NSW Southern Indoor/Outdoor Finals

There was movement round near Coota, where that pretty wattle grows.

They were off to 'Coromandel,' for a bit of a carriage show.

The float was packed, the ponies washed and carriages tied on.

A new sport had come to NSW and they wanted to have some fun.

The first ever Southern Indoor/ Outdoor Finals, was the battle ground.

Canberra Club were hosting, who would be worthy of the crown?

They had come from many miles around, from the mountains, bush and coast.

To win this most prestigious prize and have a little boast!

They were hardened warriors, and nothing much could frighten 'em.

But the weather gods had sent a mighty storm to scare the sh.. right out of them!

Rain and sleet that cut like a knife, blasted in their faces.

Even John Keevers put on long pants and thought about getting wasted!

Dressed up like Goodyear blimps, they weren't to be outdone by weather.

But some were having second thoughts, when thunder blasted, near their shelter.

Young Paddy trembled and Sarah Jane quivered, until the squall had passed.

But Peter and Jeff Dunn with Danny Boy, thought it was a laugh!

Kath Cole had come along; she was normally meek and mild.

But when she got into the cart, she drove in a manic style!

Jane Keevers too was bolting around, with the fiery Missy.

She looked up to the sky in jest, for she was not a sissy!

Debbie Dunn and Harry were calm and smoothly flowing.

Nikki Flynn reined Pocket in and kept the grey flash going.

Tess Smith swore she was sabotaged when a hitchhiker tried to bite her.

She wasn't expecting to crawl up from her apron, a giant huntsman spider!

Tamara Abed whooped and hollered as she shot around.

With the sound of, 'Go Robbie go', echoing through the ground.

John Moyes was cool and calm, and didn't miss a beat.

While Phil Rosetta was a blur, his little black shetty, with flying feet!

And finally the Schmetzer's weren't to be outdone.

I don't know about Robyn, but Ian looked to be having fun!

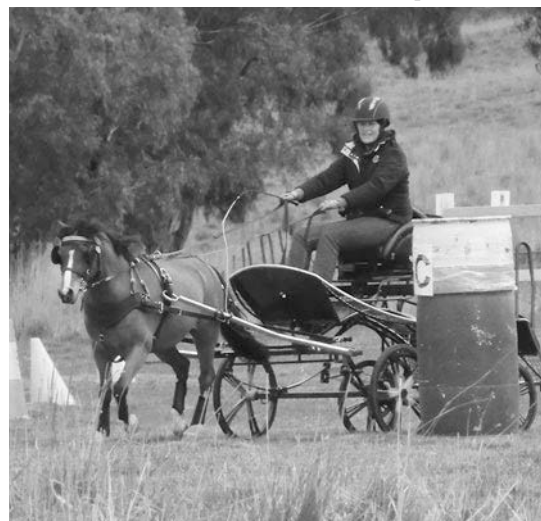
The Harrises and Gormans could not believe the courage of pony and driver.

Tracey Ellis declared all were winners on that weekend, if you were a survivor!

*By Tess Smith*



*Above: Jane Keevers - Winner Pony 91-u121cm. Below: Sarah Keevers - Winner First Season Competitor.*



*Below left: Robyn and Ian Schmetzer - Winner Mutiples Any Height. Right: Tamara Abed - Winner Single Pony 121-u149cm. Photos: Tess Smith.*





Above: Merryn Byers driving Welsh A pair, Dalgangle Smurf and Casuarina Ridge Rockstar in the Obsthon. Below left: Alice Austin driving her Welsh gelding, Avon Gypsy Spirit. Below right: Tina Marshall driving Miss Miffy (Hackney/Welsh Cob) & Miss Magie (Australian Riding Pony). Photos: Janice Gorick.



EQUITANA 2018 was held over four days in November 2018 at the Royal Melbourne Showgrounds. This year a double sized booth was funded by Federal Council to promote all things ACDS to the Equestrian community.

The stand was sited in an excellent position with much passing traffic and offered good viewing from two directions. The new promotional material plus photos of members involved in all sorts of carriage driving activities was on display. Volunteers were also recognised with many photos showing the many and varied tasks undertaken by these helpers. A marathon carriage was available for those interested to climb aboard. Many people are amazed that disc brakes, air bag suspension, delayed steering, etc. are now common on many vehicles.

A TV screen with slide shows and video footage of all manner of carriage driving was running continually and handout material with club contacts, club information, ACDS brochures, free journals and general driving information was available to the many keen visitors.

Probably the most exciting innovation this year was the use of some Virtual Reality Goggles. These were loaded with some footage of a Pony Team going through Marathon Obstacles at the National CDE Championships held at Witwood earlier this year. There was also some footage

of a pony being encouraged into a water obstacle. Viewers were able to hold the reins of the wooden rein ponies and view the Virtual Reality footage at the same time. These created lots of interest and were a real draw card to the stand.

On the Saturday afternoon and early evening there was a Carriage Driving Display on the main Outdoor Arena. Expressions of interest were invited from ACDS members around Australia and one was received from New South Wales – thank you to Byron McIntyre for making the trip down from NSW to Melbourne with his pair. Eleven Singles and seven pairs competed in an Obsthon to entertain the crowd. Later a huge crowd watched the Jump and Drive with the seven pairs and seven show jumpers. Promotional material was passed out to the crowds watching these events. Andrew Pollock who drove a Single and a Pair won all three events.

Big thank you to Federal Council for their vision and support to promote our sport to the wider community. Also thanks must go to all the volunteers who manned the stand, helped set up/pull down the courses, transported the equipment and organised the competitors and all manner of jobs to make it all happen.

Lorraine Cairns



# Farewell Old Warhorse

The struggle for freedom has ended they say,  
The days of fatigue and Remorse,  
But our hearts one and all are in memory today,  
We are losing our old friend, the Horse.

The old quadruped that has carried us thro'  
The sand ridden caravan track  
And shared in the charge of the gallant and true  
With the boys who will never come back.

Oh those long weary days thro' a miniature hell  
Short of water and nothing to eat,  
Each hour we climbed down for a few minutes' spell  
And dozed safe and sound at your feet.

When the enemy shrapnel broke overhead,  
As we passed up that Valley of Death,  
You never once slackened in that hail of lead  
Though the boldest of all held their breath.

But we never forgot you, old Comrade and friend,  
When the QM Dump hove in sight.  
What the Buckshee to Gippo's we scored in the end  
And your rations were doubled that night.

Then came the long journey, the greatest of all,  
The cavalry stunt of the world.  
The sons of Australia had answered the call  
And the Ensign of Freedom unfurled.

And now we are leaving you footsore and worn  
To the land where the Mitchell grass grew,  
Where you frolicked like lambs in the sweet scented morn,  
To the song of the dismal curlew.

So farewell to the Yarraman old warhorse, farewell,  
Be you mulga bred chestnut or bay.  
If there's a hereafter for horses as well  
Then may we be with you some day.

*(Author unknown)*

This poem refers to WW1 and is inspired by the feelings of Australian Light Horsemen who, because of quarantine regulations, had to leave their horses in the Middle East on their return to Australia.

*Courtesy Australian Light Horse Association  
[www.lighthorse.org.au](http://www.lighthorse.org.au)*



*Australian light horsemen riding waler horses. The soldiers are of the original contingent of the Australian Imperial Force and the photo was taken prior to their departure from Australia in November 1914. The soldier on the right is Trooper William Harry Rankin Woods, 1st Light Horse Regiment, who died of wounds on 15 May 1915, one of the first light horsemen to die during the Battle of Gallipoli. This image is of Australian origin and is now in the public domain. Original is in the Australian War Memorial.*

*Photos top and bottom of the page: Part of a collection of black and white photographs taken during Royston Clarence Gregory's service in the Middle East with the 11th Australian Light Horse during World War I and held in the State Library of South Australia.*



# Avon & Hills CDC 2018 Commemorative Armistice Parade



*Welcome Home Parade Group. Photo: Barry Corke.*



*Blair Wilding with Marilyn Piper, Sue Tighe and Nick Tighe at Facey Homestead. Photo: Bridget Tighe.*



*Ken John receiving Commemorative sash. Photo: Barry Corke.*



*Nick Tighe ahead of Donna Reader driving Sox in the Welcome Home Parade. Photo: Barry Corke.*



*Welcome Home Centenary of Armistice Parade, Wickepin 2018.  
Photo: Barry Corke.*



## Murrami CDE. Photos by Alison McDonald



Top left: Robyn and Ian Schmetzer with Yarrandale Storrie and Caerleon Rikki. Top right: TD David Royle and co-Course Designer Phil Rosetta brave the dust! Above left: Yvonne Brown driving Sherbet Lemon and Tango. Above right: Michelle Jones with Lucy. Photos: Alison McDonald.



Above l: Lorraine Cairns and Victor were 1st in the Open Horse Class. Above r: Ben Rosetta and Rosymoon Nottingham took out the Novice Large Pony Class. Below l: Tamara Abed with Keyi Corroboree, winners of the Intermediate Pony Class. Below r: David Cockcroft driving Eddy with groom Natania Maddock.





## New South Wales CDE Championships Volunteers

Our volunteers are usually working away behind the scenes; Alison McDonald captured a few of the many people who helped out at the 2018 NSW CDE Championships, held at Witwood in October. Thank you to all those who contributed to making the event a success.



*Murray Callaghan, Greg McDonald and Doug Willcoxson share a joke.*



*Faye Cairncross making sure Cones are correct.*



*Ken Thomas, Dressage Arena Steward.*



*Vet Ian Denny and TPR Steward Sharon Beattie relaxing before the rush on Marathon day.*



*Amanda See looked after the Start of Section A.*



*Kerry and Phil Rosetta with Dutch visitor Melissa, stewarding on an MO.*



*Lorraine Wharton spot-on with obstacle timing.*



*Jen and Josh Collier were tireless workers before and throughout the event.*









*Opposite page: Top: Lyn Dominish's pair of Llanfairbryn Galadriel and Llanfairbryn Gandolf beautifully instep. Middle: left: Tracey Ellis and Kaewyn Dinnagwyn, Reserve Champion Intermediate Single. Middle right: Nanardine Danny Boy driven by Peter Dunn. Bottom left: Lyn Callaghan and Shepherd's Hill Dennis in the Advanced Single Class. Bottom right: Penny Jacobs and Rocky, 3rd in Intermediate Single. This page: Top left: Auburn Carr driving RB Jetstar; 4th in a strong Novice Single Class. Top right: Kookie Engelsman driving Hudson Sideshow were Reserve Champion Novice. Left: Carolyn Blakely with Peg; Reserve Champion in the Elementary Single Class. Below: Tess Smith and Koriana Absolute Star were 3rd in the Novice Single Class. Photos by Helen Carpenter.*





## South Australian Combined Driving Championships



*This page: Main: Henry Crossley best driver for the day with a great overall score. Below left: Kimberly Norris out and about in the Level 4 CDE. Below right: Jill Billett driving her horse Gen in the Level 4. Bottom left: Liz Trigg competing in the Level 4 with Tommy. Bottom right: Deb O'Dowd driving her new horse in the Championship. This is Pearl's first CDE. Opposite page: Top: Ree Tyas won small pony class in the Championship. Centre: Lawrie Tyas driving a lovely test in the Championship. Bottom: Ellie Crossley won her class in the Championship in a very tight field. Photos: Hilton Trigg.*



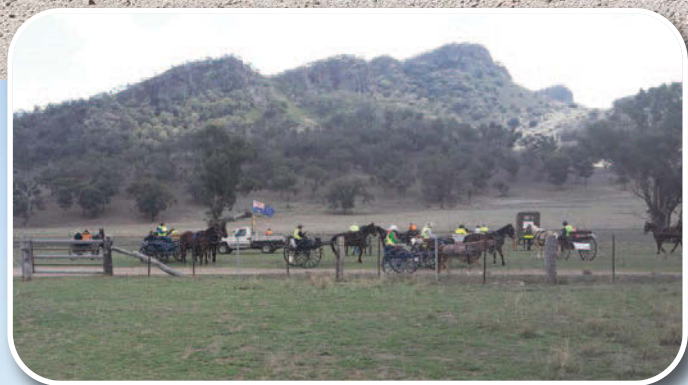


## South Australian Combined Driving Championships





*Top Main pic: Damon Allport in the lead up a hill on the Charity Drive. Photo: P Fitzpatrick. Inset top: Line of drivers coming out of Quirindi. Photo: P Honeyman. Inset left: Horses and drivers having a breather. Photo: J Tonkiss. Inset right: Christine O'Rourke and Vicki Donnelly on the road out of Werris Creek. Photo: P Fitzpatrick. Main photo bottom of page: Some of the drivers leaving the Quirindi Showground. Photo: P Fitzpatrick.*





# Liverpool Range Harness Club Royal Far West NSW Charity Drive 2018



*A rest stop on the Charity Drive. Photo: P Fitzpatrick*

WELL IT'S OVER, done and dusted for another year - eighteen vehicles including two pulled by pairs, 174km and nine days of fun and great driving. This year life in general has taken a toll on our entry numbers. Holidays, sickness and grandchildren couldn't manage to co-ordinate with the drive dates for some, whilst the drought held others tied to the feeding and watering regimes of their farms. The sad loss of two of our regular drivers, Robert Allport and Ian Small, was also acknowledged. However with Damon Allport driving his father's mare this year, we felt that they were with us in spirit.

Drives like this one don't happen by accident. There is always a committee of volunteers behind the scenes, working hard to ensure that everything goes to plan and is safe and enjoyable for everyone concerned. This drive was no exception and Peter Honeyman, Judy Tonkiss and their band of workers are to be congratulated for organizing yet another successful Charity Drive. Well Done! All their efforts were truly appreciated by all who attended.

This was the ninth year that the Liverpool Range Harness Club has run this drive. When the donations that have been pledged this year have been collected, the drive will have raised just over \$100,000 in those nine years for the Royal Far West Childrens Charity. This is an enormous tally for a small club. This year's drive had media coverage from ABC radio both the local station and the Country Hour program, the ABC's facebook page carried photographs, and Prime 7 and NBN 9 gave television coverage. The interviews with organisers and drivers were great tools for promoting the ACDS and carriage driving in general, as well as making for some good natured ribbing around the campfire after each interview aired.

The 2018 drive was held in the Werris Creek and Quirindi districts, and whilst these areas are drought ridden at the moment, it didn't dampen the overall spirit of the drive. We found all the locals to be generous and happy people and we were happy to inject a little cash into their small town economies.

The first few days were based at Werris Creek. The Werris Creek Chemist/Icecream Parlour, (yes an odd combination of businesses), once discovered, was frequented regularly by many of us. It is the home of the Mega Waffle and I'm sure a few of the horses felt their sulkies a little

heavier the next day from the sweet indulgence. However the horses driven by some of the gentlemen wouldn't have had any worries, as it seems the Werris Creek Bowling Club and Quirindi Hotel run yoga classes and these were said to be happily attended by the some of the men for a few short sessions... likely story!

The daily drives varied. Donny Thomas led the way around his home territory of Werris Creek and we found ourselves accessing private property that few ever get to see. The drives out the back of Werris Creek were hilly but not too challenging, and the reward was witnessing the absolutely stunning views. There were plenty of rest and water stops for the horses, along with lunchtime sausage sizzles and iced tea buns served up by smiling club members, making every day very enjoyable.

A visit to David and Gillian Tudgee's property northwest of Werris Creek on day three was a highlight. Sitting in the shed having our sausage and rissole sizzle, underneath the enormous Header/Harvester and tractor that dwarfed us, we were treated to some terrific home cooked cakes made and given freely by Gillian. It was country hospitality at its best.

We moved camp on the Wednesday. Trucks and trailers and gear were taken to the Quirindi Showground and a donated bus brought back the drivers. We harnessed up and travelled down the Werris Creek stock route to Quirindi. This route took us past Quipolly Dam and along some lovely wide flat smooth dirt roads. The horses could really stretch out and cover some ground, but the faster horses were happy to stand every now and then while their drivers chatted and waited for the slower group to catch up. Thus we all managed to come in for the water stop at Quipolly Dam together.

The dam was the site for a stunning watercolour painting, which, along with a Northern Territory scene painting, was donated for auction by well known local artist and former club member Robbie Duck. The paintings raised a considerable sum towards the drive total.

The Quirindi drives were quite different in scenery and tracks even though there is only 30km between the towns. We crossed six creeks on day five, all with running water and green banks, but drought ridden paddocks just 20 metres away!

We crossed the railway and navigated the Kamilaroy Highway for 100 metres on day six. It is a

busy highway but there was a UHF in every second sulky and every safety procedure was enacted, so it all went smoothly. The cars and trucks were very considerate and all the people were waving, with the majority holding their cameras and phones to record what was surely a sight they had never seen before - 17 sulkies in close single file accompanied by escort vehicles with flags flying and followed by a mobile toilet on a trailer. I'm sure we were the talking point in many people's day.

A farewell dinner was held on Saturday night. The fare was, as we have come to expect, chicken schnitzels on bread with salad and whatever you had brought to drink and toast to a successful drive. These schnitzels have been donated for a couple of years now and are a great quick way for our hosts to feed us and have time to join with us to share in the reminiscing and even dare I say it, the forward planning for next year.

There are so many stories from this week of driving and I can't tell them all, but a few stand out more than others: always carry a spare tyre, a camping fridge full of other people's food is easily misplaced, pubs have yoga classes to keep their patrons fit, always engage the brakes on the prime mover before disengaging the trailer, horses with hard faced shoes are exciting to drive on wet concrete crossings, the new zilco empathy girth works very well but even better when it's not on backwards, and sometimes your best friend will drive home without you! I am sure these and many more stories will be the fodder for the next few drive nights around the campfire.

As I loaded up and drove home, tired and dusty, with my horse probably asleep in the float, I was overcome with a bittersweet feeling. It will be hard to return to work and daily chores. I shall miss my driving friends, some of whom I won't see again until next year. I will miss their banter around the campfire and impromptu concerts in the showers. I will miss the peace of long stretches in the sulky with the sounds of the bush and hoofbeats, and the carefree knowledge that someone has researched and planned tomorrow's route and all I have to do is drive and enjoy it. 'Never mind' I think, there is always next year and that will be the 10th Anniversary Charity Drive. I'm sure there are some great things planned for that drive!

*Christine O'Rourke*

# CLUB NEWS from NEW SOUTH WALES

## Camden Harness Club

CAMDEN CLUB MEMBERS led by President Greg McDonald have been busy over the last few months sourcing sponsors and preparing the schedule for the National Show Driving Championships to be held at Hawkesbury Showground on November 11th 2018. A very impressive list of sponsors has resulted, and there will be many excellent prizes on offer. Co host, the Hills Club, is looking after the Static Vehicle and Harness Show, being run in conjunction with the main show.

Midweek driving at Bicentennial Park at Camden and Rossmore Grange has continued on a regular basis, whilst on September 9th a number of Camden members drove at or helped run the Hills Club Small Arena Three Phase Day at Rossmore. They included Martyn Minns, Greg McDonald, Carol Fitzpatrick, Sally Crowell, Maxine Saliba with grandchildren Callum and Isla Meads, Danni Katon, Kim Glinkowski and Charlotte Hyles.

The following week, Carol and Peter Fitzpatrick made the trip up to Werris Creek and Quirindi to be part of the Liverpool Range Club Charity Drive once again. Carol drove her pair of standardbreds *Louie* and *Ned*.

## Hills District Harness Club

ON SEPTEMBER 9th 2018 the club ran a practice event entitled the Small Arena Three Phase Day at Rossmore Reserve. It approximately followed the Indoor/Outdoor Series format. During the week before, three separate 50 x 20 arenas were marked out – one for the Precision and Paces (dressage) phase, another for the Cones Course and the third one for the two Obstacles. Blue and pink spray paint comes in very handy!

At 9.30am everyone assembled for registration and the risk management talk, before going off to walk the Precision and Paces test, the Cones course and the Obstacles, and then harnessing up their horses. By this time a keen wind had sprung up. It persisted all morning causing havoc with some of the letters and numbers in the arenas. The solution was to tape them down, but the only tape available was the surgical tape out of the First Aid kit. It worked very well!

The drivers were Andrea Casper with *Cassie*, Kirstin Feddersen with *Zed*, Angela Eberle with *Danny*, Maxine Saliba and grandchildren Callum and Isla Meads who all drove *Lucy*, Emily Thompson with *Buzz*, Belinda Casper with *Indi*, Danni Katon with *King*, Kim Glinkowski with *Fred*, Greg McDonald with *Fingal*, Martyn Minns with a new Friesian filly *Ulrika*, Karen Silvester with *Ziggy*, Sally Crowell with her new pony *Monty* and Carol Fitzpatrick with her pair *Louie* and *Ned*.

The Precision and Paces judges were Lynne Buckingham (Precision) and Cathy Lowndes (Paces), with pencillers Debbie Lyshak and Debra Mavin. Alan and Helen Robertson and Faye Cairncross ran the Cones course, whilst Kay Rose, Tiffany Cornall and Kiah Lyshak were in charge of the Obstacles. Charlotte Hyles

was the caller for the Precision and Paces when required, and Dennis Casper and Faye Cairncross took photos. Others there supporting the drivers included Karen and Mark Thompson, and Alison McDonald. Max Ridge and Vicki Connelly joined the group for lunch.

The proper format for an Indoor/Outdoor event is to do the Precision and Paces, followed by the Cones and then the Obstacles, but this would have meant a lot of waiting around by the 14 drivers. It was decided to have a start time draw for the Precision and Paces, and encourage drivers to do their Cones and Obstacles when convenient, either before or after their Precision and Paces. This worked out well, and everyone was finished by about midday. The horses ranged in size from minis such as *Cassie*, right up to big horses such as *Zed* and *Ulrika*. It was relatively easy for the pony drivers to navigate within the arenas but much harder for the drivers of the bigger horses. However, they all found it could be done.

By 12.30 Alan and Linda Ongley and Joy Harris had the Sausage Sizzle and slices lunch ready for serving, in a sheltered spot beside the clubhouse. Horses were unharnessed and attended to, before everyone arrived to sit in a big circle and enjoy lunch together. The Cones and Obstacles result sheets were there to look at and the Precision and Paces judging sheets were available to take home, so drivers could see how they got on in the various sections.

## Border Carriage Club

CLUB ACTIVITY has been relatively quiet due to winter, with most members turning their horses out. The club AGM was held on August 19 at the usual venue, the Jindera Hotel, for lunch and the meeting. Head positions were swapped with Pam Salter voted in as president and treasurer, Angela Gray putting up her hand for secretary and Linda Porta for vice president.

Ross Carbery and Miriam Bentley are soon to arrive back from their trip overseas, which included attending the World Equestrian Games at Tryon, North Carolina USA. They went to watch the four in hand driving and attend other related horse events, as well as meeting up with some other Aussies on the trip. They should have some good stories to tell and photos to go with them.

The NSW Dressage Championships at Hinemoa, Grenfell proved to be a very successful weekend for Pam Salter driving her pony *Dalgangle Horatio*. A five month spell had obviously done the pony good, as he won the novice single class, Champion Novice and then took the honours for the Hinemoa Trophy for Best Performance by a Pony under 149cm, as well as the Mary Will-sallen Trophy for Best Overall Score. Pam stayed for the treasure hunt/drive on the Sunday which was great fun. A few people got lost and lots of treasure was to be found along the way. BBQ dinners around the fire on the Friday and Saturday nights topped off a very enjoyable weekend.

Members are currently in preparation for the Longwood CDE, with Ross Carbery, Miriam

Bentley, Ian Scarborough, Pam Salter, Angela Gray and Linda Porta intending to compete.

## Tamworth Regional Horse Drawn Club

WHAT A FUN MONTH this has been for our club! Although we didn't get to have our usual Rally Day at Attunga due to a mix up with ground bookings, our Boot Camp weekend certainly made up for it! On the Friday afternoon Liz O'Brien, Margaret Neely, Margaret Broadbent, Echah Wright, John O'Brien and I (apologies if I have forgotten anyone) turned up to organise the venue ready for a very early start next day at 6.30am.

Saturday morning was nonstop, beginning with safe harnessing techniques. Once we were all harnessed up, a safety check was completed by Jim Cassidy and Liz O'Brien each time we entered the arena. The first part of the day was filled with instruction in Dressage techniques by Helen Baskerville, and Long Reining by Sandy Hunter. Both classes were awesome and gave everyone from beginner drivers to the experienced, something to practice and ponder on.

After morning tea and lunch prepared by Marg Broadbent, we all got stuck into Cones instructed by Jim Cassidy and Show Driving instructed by Robyn Alison-Woods. The planning and understanding of how to tackle a Cones course was well explained by Jim and it was soon plain to see why walking the course and working out your angles is so important.

Equally, learning about Show Driving was very interesting, with many a funny story told about faulty costuming and the lengths one can go to, to impress the judges! A handy hint I got from that class was to use olive oil on my leather harness. Apparently it is an old harness makers' trick.

The evening featured a fabulous dinner catered by The Fiery Cook Catering, and talks by our guest speakers Suzanne Barton who specialises in equine hooves and Helen Baskerville who had some great information about Dressage, followed by a wrap-up of our day's events.

Next morning there was a session on Show preparation by Robyn Allison Woods and a TPR session by Debbie Eather. Liz O'Brien's pony *Bundy* was kind enough to help demonstrate the 'Temperature' portion of this session.

Sophie Kriccen from Germany was grooming for Lex Vickers and his pony *Wheelie*, but found some time during this session to draw some lovely pony sketches.

After yet another delightful morning tea we were all up for some Small Arena cones and obstacles and our guide through this portion was Liz O'Brien. It was loads of fun and of course somewhat challenging due to the smaller turns and tight corners. Helen then took us through Precision and Paces, a type of dressage test in a small arena, and emphasised the importance of practice to get your straight lines and curves correct.

Last but not least was a session on how to do the Obstacles phase in the small arena, with Amanda See. We all picked up on the need to really map





Camden drivers at Hills Club Small Arena Three Phase Day: Above: left: Danni Katon with King in the Obstacles. Centre: Greg McDonald's Fingal showing his paces. Kim Glinkowski with Fred in the Cones. Photos: D Casper.



Small Arena Three Phase Day at Hills Club: Above: left: Martyn Minns with his Friesian filly Ulrika. Centre: Sally Crowell with her new pony Monty. Above right: Hills member Andrea Casper driving Cassie. Photos: D Casper.



Small Arena Three Phase Day at Hills Club: Above: Angela Eberle with Danny. Centre: Emily Thompson enjoying the drive with Buzz. Above right: Karen Silvester driving Ziggy in the Precision and Paces. Photos: D Casper.



Above left: Kirstin Feddersen with Zed at the Small Arena Three Phase Day, Photo: D Casper. Above centre: Jocelyn Ullman receiving tuition in long reining from Sandy Hunter at the Tamworth Club's Boot Camp. Above right: Line up of drivers at the Tamworth Club's Boot Camp. Below left: Karl Olsson with Soho Eros being sashed by the judge at the Studbook Show at Manilla. Below centre: Yvette Furner driving Bundy Bear receiving an award at the Studbook Show at Manilla. Below right: Mary Hollis on course at the Tamworth Club's Boot Camp. Photos: E O'Brien.



out the course in your head by doing multiple walk-throughs, and to that the less you have to change rein the more efficient you will be.

In the afternoon, Liz O'Brien organised a session on Multiples driving. Jim Cassidy spoke about harnessing and then how to have a team balanced in their gear, and the reins in just the right spot to limit horses from being uneven in their behaviour and rhythm.

It was the best Boot Camp ever, and we will be doing it again! Meanwhile the plan next year is to have some of these instructors come back to give half hour lessons all day, on various dates through the year.

The Stud Book Show at Manilla on October 14 was a blast with a very good roll up of competitors for the wide selection of classes for both Harness and Ridden. Tamworth members did exceptionally well with Karl Olsson and *Soho* taking out Supreme Champion and Margaret Neely with *Lucky*, Richard Edler with *Caddie* and Yvette Furner with *Bundy Bear* taking out Reserve Champions of a variety of sections. Some of the ponies did really well in the led classes as well. It was a great day of fun competition and friendship.

Yvette Furner

### Hunter Horse Driving Society

IN AUGUST the club hosted a very informative talk by equine veterinarian Dr Robyn Mather at the Stroud Showground. She began by asking participants what they thought was the most common cause of death in horses. After some discussion it was revealed that it is starvation. Robyn went on to outline the principal factors contributing to this:

1. Feet – if a horse can't walk about comfortably it cannot graze effectively.
2. Teeth – a horse can only obtain maximum nutrients if the teeth are kept in a condition that allows food to be broken down properly by chewing
3. Parasites – there is a need for effective parasite control
4. Age – older horses need a correct diet such as good quality lucerne chaff and pellets. Some specially formulated feeds for older horses are of doubtful benefit.
5. Disease – probably the least common cause of death. Colic is not a disease but a symptom of a number of underlying problems. The importance of Hendra vaccination was also discussed.

A Come and Try Day was held in early September, attracting four visitors. Margie Walmsley and Lynn Coles supplied the horses and sulkies, whilst Kevin Fayth and Warren Ricketts demonstrated harnessing and discussed safety.

The Club's Quorrobolong pleasure drive on September 24th was held in beautiful sunny weather. Drivers were Kylie and Michael dos Remedios with *Banjo*, who is a Gypsy cob/Percheron/Clydesdale cross, Pat Thompson with her standardbred *Plonk* and Michelle Winter with her standardbred *Duke*, from the Hunter Club, together with Central Coast Club member Haley Blackman who had her donkeys.

Michelle, Kylie and Michael and Pat set off past

the Rural Fire Service Station and headed over the hill towards the base of the Watagan Mountains. They were the original destination, but this route was cancelled due to poor road conditions. The landscape opened up revealing farm acreages and livestock in paddocks. The mini convoy turned into Mill Lane and onto a quality dirt road, running parallel with the mountain escarpment.

Near the intersection with Whiting Lane, they met up with Haley and her donkeys. The meeting of the donkeys and horses was less eventful than anticipated. Everyone then turned around and continued along Mill Lane for seven kilometres. The return journey was enjoyed by all, and after escorting Haley and the donkeys back to the road leading to her driveway, the others continued for another two kilometres to complete the route back to Heaton Rd. An enjoyable lunch was consumed by the remaining members at Kitchener's Khartoum Hotel after the drive finished.

### Reedy Creek Equestrian Club

A VERY BUSY PERIOD for Reedy Creek members got underway with the Fathers' Day Pleasure Drive weekend at Steve and Tracey Kearns' place in early September. It was a weekend of enjoyable driving and hospitality, and drivers were reluctant to pack up to return to the real world on the Sunday afternoon.

Jan Pierce and Amanda Taylor have been showing Jan's Clydesdale gelding Headlands Kinmont Willie (Monty to his friends) at Singleton, Barellan and Cowra Shows in recent weeks. He won Champion Delivery Horse and Amanda won Champion Driver at each of these shows. At Cowra, Monty was also Supreme Champion Heavy Horse in the led classes. It has been a great team effort!

Carolyn and Amanda Blakeley travelled to the Murrumbidgee Club CDE at Murrumbidgee in September, to help qualify their team of four horses for the NSW CDE Championships to be held at Witwood in late October. They thoroughly enjoyed the weekend. Next was the Mini CDE at Bundanoon, also much enjoyed. Another drive in the Southern Highlands was in the Tulip Time street parade at Bowral, where they preceded the Governor General (in a Jeep), with their very impressive team of four.

The following weekend saw Carolyn and Amanda competing in the Dressage Championships at Hinemoa, Grenfell. Carolyn drove Peg for a second place, whilst Amanda drove *Fallon* for a third place. On the Sunday they relaxed with a navigation drive, following the arrows and collecting treats from buckets along the way. 'Lots of fun' were their words.

John Moyes ran the annual Marrar Endurance Event over the October long weekend. This year only the three day Enduro was run. Horses and drivers all performed well, reflected in the fact that every horse passed every vet check. Tony Ingersole driving May was the winner of the full distance horse class, pushed along by David Cockcroft driving Eddie. Peter Dunn driving Trinity won the half distance horse class. Sue Fraser was second in this class. She must have been overjoyed by how her inexperienced Andalusian mare handled every aspect of the driving. Linda Ongley driving Avanti won the large pony

class. Debbie Dunn took on escort duties and did a great job. Alan Ongley kept popping up in unexpected places, filming the action. We are looking forward to the DVD he will produce. At the end of it all, John stated that he had enjoyed the event, which really reflects on the quality of the group of people we had there.

Kath Cole

### Central Coast Carriage Driving Club

IT WAS WONDERFUL WEATHER for the Club's pleasure drive at Wollombi. The predicted rain held off all day. Not a drop, sorry to say. Those on the drive included Kirstin Feddersen with *Zed*, Catherine Charteris and Melody Kraay with *Molly*, Margaret Walmsley and Steven Grant with *Griffin*, Ryan and Hayley Blackman and daughter Amalie with their donkeys *Pirate* and *Polo*, Lorraine Parker and friends with *Quinn*, and Mary Grant. The round trip for the drive was 20km on quiet roads.

Kirstin and *Zed* set the pace out in front, whilst Catherine and Melody's *Molly* took it steadily in her stride giving them a lovely relaxed day out. Lorraine's *Quinn* thought he was back on the race track for a while, but eventually realised that he could actually calm down and take in the scenery, giving Lorraine a much more relaxing return trip. The 20km proved a little challenging for *Pirate*, the small donkey, and he was ridden and walked the 10km home from the lunch spot. However *Polo* the mammoth donkey did very well for his first big drive out. Margaret Walmsley's passenger, five year old Steven Grant, had a great time telling her all about his machines and tractors and how to slash paddocks, and both enjoyed the trip together thoroughly!

Every motor vehicle driver was courteous and responded well to the signs to Pass Wide and Slow, whilst a number of people came out to the road to watch the parade pass by.

The Club's next event is an exciting day of Cones Competition planned for October 28, 2018 at the club grounds at Cooranbong.

### 2018 Marrar Endurance Drive

ONCE AGAIN THE October long weekend saw Marrar township's population increase, as the floats started to arrive on the Friday for the Reedy Creek Equestrian Club's annual Endurance Drive. This went on all day, with the latecomers having to set themselves up in the dark.

This year it was only a three day event, as there were not enough competitors to make the full week event worthwhile. However, this did not stop us enjoying ourselves, because, as usual, John Moyes and Kath Cole had put a lot of effort into making the drive a success.

The weather this year was good, and the roads well graded, although dusty. The nights were a little cold and windy but we just moved ourselves out of the elements and into the club house. This year it was not inhabited by bees as happened before, but we did have to watch out that our chairs did not get near the hole in the floor!

On Friday evening there was a welcome BBQ and drive departure times were drawn. Then it was an early night as vet checks were at 7am next morning. Saturday saw the first competitor





Central Coast Club Wollombi drive: Above left: Kirstin Feddersen's Zed enjoying the drive. Above right: Melody Kraay and Catherine Charteris with Molly. Below left: Margie Walmsley with Steven Grant driving Griffin. Photos: M Grant. Below centre: Sue Fraser with Tigra in the Marrar Endurance Event. Photo: A Ongley.



Above right: Tony Ingersole and Helen Tudor in the Marrar Endurance Event. Photo: A Ongley. Hunter club: Below left: Michelle Winter's Duke meets Haley Blackman's donkey. Below right: Kylie dos Remedios, Michelle Winter and Pat Thomson on the Quorrobolong drive. Photos: M dos Remedios.



Murrumbidgee Club news: Level 3 event at Murrumbidgee. Below left: Bruce Hammond driving Ollie and Mate. Below right: Carolyn Blakeley with her team of re-purposed standardbreds. Photos: A McDonald.



leaving at 8.30am with the remainder of the competitors going at two minute intervals.

John Moyes was out early each morning to check the course, and then he, together with Debbie Dunn, drove the escort vehicles and shared the responsibility of time keeping, and supplying water at the halfway point. Alan Ongley was out on course with his camera, but was also ready to help if John needed him. The half marathon (approx 30km each day) finished by lunch time, whilst the full marathon competitors completed the other half of their daily drive after lunch, covering a further 40kms.

At the end of each day we had a drivers' meeting where results were read and ribbons for the day were distributed. Everyone then enjoyed relaxing and dining together. We did miss Ray Roach however, as in previous years he organised a campfire and movies. He had other commitments this time, but hopefully he will be back next year.

The three competitors for the Half Enduro (88.3 km) were: Peter Dunn driving *Trinity* (Hill Tops Club, formerly Canberra Club), Sue Frazer with her new horse *Tigra* (Temora Club), and myself with Kath Cole as my groom driving *Avanti* (Hills Club).

The two competitors for the Full Enduro (140.3km) were Tony Ingersole and groom Helen Tudor driving *May* (Hills Club) and David Cockcroft with Natania Maddock driving *Eddie* (Longwood Club, Victoria).

At the end of the three days, the presentations to the winners were made by the new Reedy Creek Club president Carolyn Blakeley who came down on the Monday to see us all. Steve Kearns came with Carolyn and took some photos for the Reedy Creek Club.

As has happened before, there were other things happening in the Marrar area on the weekend. One of these was a bike race which started in Wagga Wagga. We all met the bikes somewhere on our travels on the Sunday. Everyone was friendly and many called out to us as they went past, or when we passed them going up the hills. There was also a fire engine rally at Coolamon, which some of us were going to see, but unfortunately time ran out.

Linda Ongley

#### Temora Carriage Club

**H**ARNESS CLASSES were held at the Temora Show in September, with David Royle doing the judging. Following the AGM, Sue Fraser is the new club president. On the calendar is a fund raising barbeque on October 13, and the Mary Gilmore Festival, at which Sharon Beattie will be driving. A painting school is being planned.

#### Riverina Carriage Driving Society

**T**HE RIVERINA CLUB held its AGM in October and as the existing executive did not stand for re election, a new group is now at the helm. The President is Michael Jones, Secretary Kate Young and Treasurer Janice Reynolds.

Long term member Alan Bowyer has retired and is looking to re-locate to the sunny Gold Coast in the near future. Many thanks to Alan for the many hats he has worn whilst in the president's

seat, and the endless contributions he has made to the club.

Club members have been busy in recent months, as the Riverina show season has got into swing. David Royle judged the Heavy Working Horse class at the Aria Park Show in September, assisted by his wife Judy. David also judged at the recent Temora Show, including the Clydesdales, and was the TD at the Murrumbidgee Club near Leeton. Cheryl Drummond and Alan Bowyer have also had judging stints at the Aria Park and Temora Shows.

Michael Jones and Alan Bowyer had great results in the long rein obstacle course, the singles and pairs, the pumpkin snatch and the sled driving at the Aria Park Show. Michael also competed with his Clydesdales at the Ganmain and Ardlethan Shows.

Janice Reynolds has continued to enjoy her long distance pleasure driving.

A special mention needs to be made about Mal Welsh, who was recently bestowed Life Membership of the Wagga Wagga Dressage Club. His most recent contribution to the club was to assist at the Riverina Dressage Championships in October.

#### Hill Tops Carriage Driving Club

(formerly Canberra Carriage Driving Club)

**D**UE TO THE altered member demographic, lack of grounds in the ACT and no access to grant funding, a decision was made during this year's AGM to change the club name and move incorporation from the ACT to NSW. Members thought that Hill Tops was a fair representation and quite generic.

Our club hosted the first Southern NSW Indoor/Outdoor Finals this year. It was a very successful event, despite the harsh conditions. Indoor/Outdoor Competition was only introduced to NSW this year and proved to be very popular with carriage drivers.

Members have attended a number of events during the last few months. These included the Munro Cup, hosted by Bungendore Club and held at 'Witwood'. Rugged up, members enjoyed a relaxed and fun weekend. Peter Dunn was the winner of the Novice Pony Class driving *Nanardine Danny Boy*, who was flying! Tess Smith came in third driving *Koriana Absolute Star* with Debbie Dunn a close fourth driving *Ranni Park Hearts Ablaze*.

'Hinemoa' near Grenfell was the next stop, for Ellmore Club's Graded Dressage Day and Two Phase Event. Beautiful weather and the splendid scenery of the Warraderry Valley made for an enjoyable weekend. Our members did very well, with Debbie Dunn and Nikki Flynn filling second and third places respectively in the Preliminary Dressage, and Tess Smith gaining equal second and Peter Dunn third in the Novice Dressage.

In the exciting Two Phase Event, Peter came second in the Pony Class driving *Nanardine Danny Boy*, with Debbie third driving *Ranni Park Hearts Ablaze* and Tess fourth, driving *Koriana Absolute Star*. The top prize for the weekend of the prestigious 'Hinemoa Frog' trophy went to Nikki driving *Pocket Rocket*.

Tess Smith and Warren Harris headed to Murrumbidgee Club's Level 3 CDE. The weather was quite extreme and very windy on Saturday but tempered on Sunday for the Marathon. Tess had done very well to come second in her dressage and first in her cones, but sadly was eliminated in the marathon.

Peter and Debbie Dunn went to Marrar for Reedy Creek Club's Enduro over the October long weekend. Despite the small numbers of entries this year, they had a great time and Peter won the Horse Class driving his Standardbred *Trinity*.

Members then attended the NSW Driven Dressage Championships at Hinemoa, in official positions as well as competitors. Judy Harris was one of the judges and was pleased to see the improvement in drivers. She was ably assisted by her husband Garry pencilling. Our club competitors were Debbie and Peter Dunn and Tess Smith. Debbie did very well to earn second place in the Preliminary Single Class driving *Ranni Park Hearts Ablaze*, whilst Tess earned a third placing in a large Novice Single Pony Class driving *Koriana Absolute Star*.



Gail Bain with *Shepherds Hill Michael*, British Single Horse Carriage Driving Champion. Photo: Bennington Carriages.

We also cannot speak highly enough of the efforts of our currently competing overseas member Gail Bain. In a wonderful finish to a sterling year Gail and her horse *Shepherds Hill Michael* won the British Single Horse Carriage Driving Championship and the Deemster Trophy for top score in the dressage phase. Previous Australian winners of this trophy are Boyd Exell (2000) and Elizabeth Lawrence (2014). What an achievement!

Tess Smith

#### Murrumbidgee Carriage Driving Club

**A**N EXTRACT FROM THE 'Area News and the Leeton Irrigator': The Murrumbidgee Carriage Driving Club held its second annual Combined Driving Event at the Murrumbidgee Sport and Recreation Grounds on the 15th and 16th of Sept 2018. Combined Driving is an equestrian sport involving horses or ponies drawing a carriage and undertaking three distinct phases of competition, in a format similar to a ridden Three-Day Event. The sport requires a combination of training, fitness, speed and finesse for both equine and human athletes in order to be successful, but is unique amongst horse sports in the range of ages and abilities of participants.

MCDC is affiliated with the Australian Carriage Driving Society, under the auspices of which,





*Above: Hill Tops Club's Tess Smith with Koriana Absolute Star in an Obstacle at the CDE at Murrumbidgee. Below left: Hill Tops' Nikki Flynn and Pocket Rocket, winners of the 'Hinemoa Frog' at Ellmore Club's Two Phase Event in September. Photos: W Harris.*



*Above right: Debbie Dunn driving Ranni Park Hearts Ablaze at the NSW Dressage Championships. Photo: W Harris. Southern Highlands Club members at the Teams Mini CDE at Bundanoon: Below left: Belinda Casper with Indi. Below right: Col and Suzie Frost driving Nellie. Photos: H Turner.*



events and activities are conducted in all States and Territories by affiliated Clubs. Australian carriage drivers have been performing extremely well on the world stage recently, with Gail Bain winning at the British National Championships, and Boyd Exell winning the Driving Gold Medal and Four In Hand World Championship at the World Equestrian Games in the USA.

For the event at Murrumbidgee 22 competitors entered from across NSW and Victoria. On Saturday, while horses and ponies competed in dressage and cones phases, the weather was against them with wind gusts of 60kph throughout the day and plenty of raised dust. Nonetheless there were some strong performances and the behaviour of equines was exemplary in the trying conditions. Sunday was much milder with light wind and cooler conditions, perfect to run the 12km marathon across a series of roads and tracks, with competitors required to negotiate five sets of obstacles at the Murrumbidgee grounds. Ray and Alma Herrmann kindly let the Club use their property to run the marathon and competitors were extremely happy with the beautiful tracks available.

The Murrumbidgee Carriage Driving Club members were great supporters of the Carriage Driving by catering breakfasts and lunches, and cooking a beautiful meal served with great atmosphere at the Murrumbidgee Fire Shed on the Saturday night.

The Murrumbidgee Carriage Driving Club would like to thank all its sponsors for their support, including Amaroo Resort Sussex Inlet for donating an amazing holiday, Murrumbidgee Lucerne Pty Ltd, Casella Wines, Rawlinson & Brown, Griffith Feed & Grain, DeBortoli's Wines, Yenda Producers and Horseland Wagga Wagga.

The Club will hold another Combined Driving Event at the same time next year. If you would like to learn more about the sport of Combined Driving and the activities of the Club, please contact Robyn Schmetzer on email [robyn\\_schmetzer@yahoo.com](mailto:robyn_schmetzer@yahoo.com) or phone 0458 552 331

#### Bungendore Carriage Driving Society

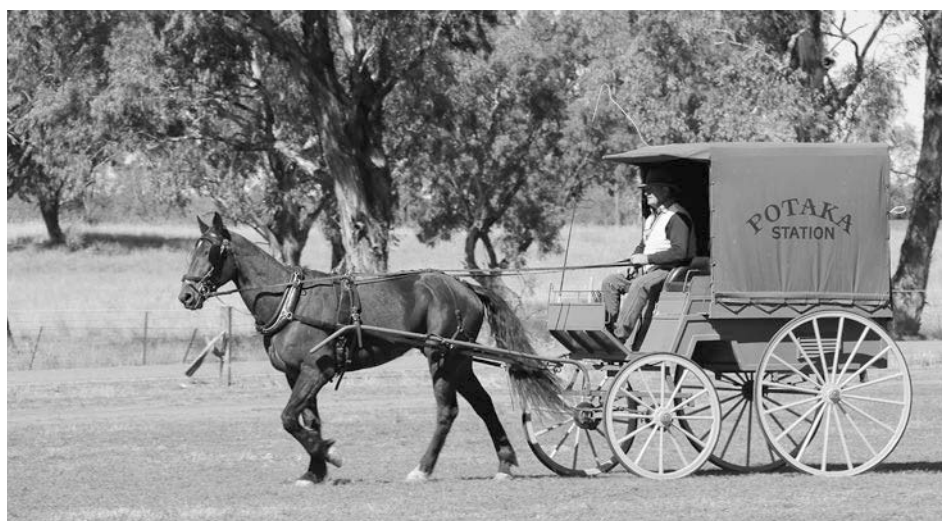
**B**UNGENDORE MEMBERS Linden Barrey with backstepper Lucy Potter, competed in the Cones Competition at the Adelaide Royal Show. Club members also competed at the CDE at Murrumbidgee, run by the Murrumbidgee Club. Tamara Abed won the Intermediate Pony class, Lyn Callaghan placed second in the Open Horse class and Sarah Keevers won her class with new pony Paddy.

The Southern Highlands Club recently hosted a fun Graded Dressage and Mini CDE weekend. The sun was shining and the grounds were looking fantastic. Bungendore Club was represented by Col and Suzie Ffrost, Lynne and Ray Dominish, Tamara Abed, Lorraine Wharton and myself. As always there was a great selection of baked goodies to satisfy my husband, the self-appointed 'cake judge'.

Lyn and Ray Dominish, Sarah Keevers, Lyn Callaghan and I competed at the NSW Driven Dressage Championships hosted by the Ellmore Club at Hinemoa. Col Ffrost was there too in his



*Above: Sulkies lined up during a lunch break on the Charity Drive. Below: Sam Williams in his NZ Potaka Station wagon at the Charity Drive. Photos: P Fitzpatrick.*



capacity of NSW Branch President. It was a well organised event and a huge effort for a small club.

Chris and Kim Groothof and Byron McIntyre have been instrumental in constructing sixteen 4x6 metre steel yards at Witwood. They were assisted by Doug Willcoxson and others. The yards will debut at the upcoming Scribblegum Design and Print NSW CDE Championships to be held on October 27/28 2018, hosted by the Bungendore Club.

Jen Collier and daughter Zoe who is one of our junior drivers, have been in England recently. One of the highlights of their trip was a visit to the Royal Mews, where they were wowed by the beautiful harness and carriages.

*Jen Brennan*

#### Gulgong Heritage Harness Assoc

**I**N SEPTEMBER a group of intrepid drivers travelled the Lake Cargelligo district for about a week, covering about 200km. The roads out there are great for horse drawn travel. On the drive were Sam Williams, Leroy Trengove, Neil and James Munn, John Hetherington, Jeff Skewes, Chris Ward, Damon Allport and Col Lees. As is often the case on these sorts of drives, Chris Ward seemed to know or be related to someone in the area.

The drive went off without a hitch and even rained on the first night. When trying to find the

first night's campsite on the weir, a local resident was consulted. Even with three pairs of ears listening, somehow no one took the directions in. The group travelled down a road only to find it was a dead end, so some backing and turning around was required. After driving another 10km, they found the weir, and it turned out to be a great spot for fishing and camping.

They drove next to Euabalong, where they met a horse on the road, but ended up leaving him behind.

Next day they lost the Lachlan River campsite they were looking for. It seems that these days, with regeneration of scrub, things look much the same as they probably did 10,000 years ago. However the river was finally found, after spending what seemed like a fortune on fuel. Next, they went on to Condobolin and camped at the campdraft yards. They got there two days before all the semis loaded with hay came in from WA. They were to unload the hay in the next paddock.

Col Lees joined the group for a couple of days and took on the job of Tail End Charlie, allowing John Hetherington to make a damper and cook some more of his chicken dishes. The next camp was at Fifield. Damon, Sam and Chris went home but the rest of the group stayed a couple of days more, albeit in difficult conditions with very strong winds. Plans are already being made for next year's drive out west.



## VALE - Ron Mansfield

Farrier / Blacksmith  
and former QLD member  
(former club CDA Inc)

IT WAS WITH GREAT SADNESS I heard of the passing on 5 August of one of the early Queensland carriage driving members from the 1980s. Ron was a member of the Combined Drivers Association Inc back when combined driving events were becoming established and flourishing in Australia. He drove Arabian-bred horses in showing and CDE events, so we shared a mutual interest in this breed and carriage driving activities. We travelled together for shows and driving clinics, such as when Mark Broadbent visited Australia in 1990.

Ron and his wife, Audie, established their Arabian horse stud 'Bellbird' west of Brisbane, and Audie was well-known in the riding show ring and dressage circles. When Audie went into a coma after a riding accident, Ron tended to her almost daily for many years at the local Gatton nursing home until she passed away. The Lockyer Equestrian Group holds an annual ridden dressage event in her memory.

Ron learnt his trade in farriery and blacksmithing from his father in England and would recount many tales about his experiences, as well as his return visits to England and meeting Cynthia Haydon.

I always admired the quality of his work. He crafted many beautiful things in his home forge (which was housed in an enormous shed!) - one of the most beautiful being his letterbox for his stud 'Bellbird Arabians'. The base was the letterbox, on top of this was a 'log' and sitting on the log was a little bird, which would dance about when mail was delivered. Just above this bird was a bell which birdy would ring when mail was delivered. Surrounding all this was a garland of roses, all the petals and leaves individually handcrafted by Ron, as was the rest of this amazing piece of craftsmanship. When I could no longer trim and shoe my own driving ponies, Ron became our regular farrier till he decided to retire at about 75 and hand it over to someone younger! Rest in peace, dear friend.

*Rex Walker, founding member of  
Combined Drivers Association Inc.*

*Unique letterbox made by the late Ron Mansfield, blacksmith and farrier. Photo: Rex Walker.*



## A successful year for Cwmkaren Welsh Rhapsody and Jan & Lex Young



*Jan and Lex Young with Cwmkaren Welsh Rhapsody, at Toowoomba Royal Show by Rhapsody's breeder, John Riley, Cwmkaren Welsh Stud, Qld.*

QUEENSLAND'S winning show driving combination, Jan Young and Cwmkaren Welsh Rhapsody have been awarded a prestigious bronze medal by the Welsh Pony and Cob Society of Australia for 'promoting our wonderful breed' in 2018. Jan tells the story:

"Rhapsody was only lightly shown in 2017 as she needed time to accept everything in her first year. This year, she attended quite a few shows with considerable success. For six years, we had an original buggy that once belonged to Mary Willsallen, sitting in the shed. My dream was to get Rhapsody into the buggy for the Queensland Show Driving Championships in July 2018. About four weeks in advance of the event, she graduated to the buggy. Despite being initially petrified, she gradually accepted it. Lex was cleaning the vehicle for weeks and I did the harness that was once Penny Lane's (a perfect fit). Our daughter came for a week and was the horse presenter. It was a wonderful day and the mare felt magnificent - a true buggy pony and so well behaved. Without our helpers and my special man Lex, my dream would not have come true. Thanks team."

*Cwmkaren Welsh Rhapsody driven by Jan at the Queensland Show Driving Championships 2018 at Caboolture, winning Buggy/Sulky Turnout, Period Turnout, Champion Turnout, and Concours d'Elegance. Photo: Wanda McKenzie.*



## Range Carriage Club Back to Back 3 Phase

STARTING AN EVENT at two in the afternoon sounds civilised and having the Cones under lights sounds rather exciting. Many competitors travel hours to get to an event, so the 2 pm start gave organisers a chance to draw breath after setting up and preparing for the weekend, and allowed competitors a small window to sleep in.

Day 1: On the Saturday the RCC had Dressage at two o'clock followed by Section E which consisted of 5.6km course with four obstacles. Eight large ponies and four horses competed. The Cones event under lights started at six pm and allowed competitors the opportunity to watch one another complete the course and cheer each other on. Cones was followed by a catered evening meal to thank our numerous volunteers and to sit down and enjoy the company of all of the competitors and their teams. Day 2: Sunday was a bit more conventional with a 9 o'clock start for Dressage, followed by Cones and Section E. The event was completed by Midday.

The winner of the large ponies for the weekend was Nicole Kimlin driving *Edge Hill Christopher Robin*, and the winner of the horse class was Tracie Borg driving *Glenormiston Slievaberg*. The other competitors battled it out for placings which were neck and neck.



*Above: Tracie Borg driving Glenormiston Slievaberg, winner of the horse class.*

*Below: Morgan mare, Clover County Mya driven by Desi Randall from the Samford and Districts Carriage Drivers Inc, at a driving event at the Queensland State Equestrian Centre, Caboolture.*





# CLUB NEWS from VICTORIA

## VALE JOHN (Jick) CONNELL and JOHN HORT

**J**ACK CONNELL and JOHN HORT were foundation members of the Shepparton and District Harness Horse and Vehicle Society which was formed in 1978 and they continued their association until their passing. They were installed as Life Members for their commitment to the sport of carriage driving.

'Horty' was instrumental in introducing combined driving to club members, a discipline which was conducted at Dookie College for some years. 'Jick' was a keen competitor at these events accompanied by his trusty steed *Finney* and had quite a deal of success around the state.

Horty was a double amputee and with his determination and commitment to the sport of Endurance Driving he did not let this disability hamper his

performance. He was a great inspiration to others and up until a couple of years of hospitalisation prior to his death, had been a very active member. He was not daunted by the extreme distance when he drove in the Melbourne to Sydney marathon. His horse, a former trotter, aptly named *Worthy Creed*, accompanied him. He could not have accomplished anything without the support of his partner, June.

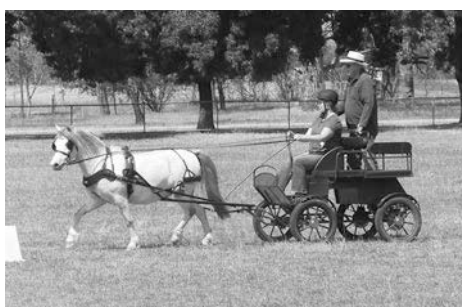
Jack, supported by his loving wife Helen, farmed at Burramine for many years and had a lifelong interest in the sport of harness. He will be sorely missed in the community around Yarrawonga with his quirky sense of humour and quick wit; he was the friend of many. Being a family man and a father of four daughters, he had been involved in many community organisations during his lifetime and continued until his death.

### Benalla and District Horse Driving Club Inc

**T**HE BENALLA and District Horse Driving Club had a great training clinic at Oxley Recreational Reserve with Mike Thill on 3rd and 4th of November 2018. On Friday night we enjoyed dinner in the club house after a short thunderstorm. Both Saturday and Sunday were bathed in sunshine with a touch of humidity. Saturday night's dinner was at the local pub where everyone enjoyed each other's company. Everyone came away deeply satisfied with their lessons in preparation for the season's events whether they be CDEs, Enduro Driving or Pleasure Driving ahead.

The club also ran a successful Rally Day on Sunday 21st of October at Glenrowan with everyone enjoying the sunny weather.

*Jack Wind*



*Above: Central Highlands Pleasure Harness Club member Des Stewart and Balla competed at Adelaide and Melbourne Royal shows, and at local agricultural shows.*

### Carriage Horse Driving Trials Club Inc

**T**HE CARRIAGE HORSE Driving Trials Club members have been having a lovely time competing with either their seasoned horses or bringing along new ones.

Congratulations to Don Stewart who competed at Melbourne Royal Show in the Hunter Trios, Don and his fellow team riders came home with a second place, fantastic result against strong competition.

Alice Austin has been out and about with *Avlon Gypsy*, travelling to Murrumbidgee and Witwood to compete. Other club members have competed at their local show - Belinda Drury with *Gleneden Chevie* and Kerrie Jamieson with *Rouken Glen Polly* had a fun day at Euroa.

Members competed at Longwood in November and it was great to have our cheer squad in attendance.

We held a wonderful river drive along the mighty Murray River, several members from other clubs travelled to Koonoomoo to join us *At Benalla & District: Left top: Bev Bresanello and Blossom. Centre: Kirsty Beecroft and Princeton at the Mike Thill School. Bottom left: Toni Appleby and Soli at Mike Thill school. Right: Central Highlands member Hilary Billet competed at Adelaide and Melbourne Royals and at district shows.*

for the weekend, great weather, great company, beautiful area to drive.

CDHTC members competed in the Singles and Pairs obstathon as well as the Jump & Drive and manned the ACDS stand at Equitana on Sunday afternoon, great support from the members.

February 2019 will see CHDTC host an Enduro event in the picturesque township of Ruffy, if you are looking for a weekend with a difference come and join us, guaranteed to be a fun weekend.

*Merryn Byers*

### Central Highlands Pleasure Harness Club Inc

**C**HPHC HOSTED another Navigation Drive in early August. Member Vic Jerman is the devious soul who designed the course and questions to be fun to drive, but a workout for the brain. This year there was even a 'hint', but that







Eastern Victoria Pleasure Harness Club members: Above left: Faye Kennedy and Blackwood Tilly. Above right: Jane Reid driving Ginger in a lesson with Phil Marshall. Below left: Oz Trek 2018. Heidi Murphy driving Garth with Merv Bennett grooming. Below right: Terry Butler and Zac.



was more cryptic than the questions. The driving weather and tracks were perfect, and we saw many teams return from previous drives. Hopefully we see them again next year!

This spring several members have been active on the show driving scene. Des Stewart competed at the Royal Adelaide in early September. Later in September, Des and Hilary Billett competed at the Royal Melbourne. Des and *Balla* placed first in Miscellaneous Turnout, Historical Turnout and Light Delivery, and took Reserve Champion light or medium delivery and second in the Brake Turnout. *Balla* was a busy little pony, teaming with Hilary to place third in Lady Driver. In October, four members competed at the Maldon Agricultural Show. Hilary Billett with her pony *Nikki* placed first in Turnout and Novice Driven pony, and took Reserve Champion Turnout and third in Pony under 12.2. Prue McKecknie and *Twilight* won Pony under 12.2 and Champion Driven. Laraine Blume and her pony *Kenny* came second and Reserve Champion. Des Stewart won Champion Delivery, and the height classes for with her ponies *Eddy* and *Ben*, as well as placing second and third in the Turnout with *Eddy* and *Ben*.

CHPHC have also been competing in the Indoor series and dressage. Members Vic Jerman, Laraine Blume, Jan Moore and Prue McKecknie competed at various Indoor Series events. Jan and Prue went on to compete at the Victorian Indoor Series Championships. Prue and *Twilight* placed fourth in single pony under 121cm. Jan Moore and her mini *Matti* were the vanguard performance to take home Champion VSE. Go VSEs! Jan and *Matti* also carried the VSE flag at the Oaklands dressage qualifier on 30th September.

Despite the active competition schedules, many members have been enjoying driving at our rallies. The current dry conditions are worrisome, but have made for some gorgeous driving on the tracks around the Huntly grounds. During the October rally, a cones course and practice marathon obstacles were set up along with the conditioning drives on the tracks.

### Eastern Vic Pleasure Harness Club Inc

THE JULY RALLY was a delightful drive in Newry at Bob Stevenson's property which ended up at the Newry Pub. There were seven drivers and three passengers. We met up with another 10 members at the pub and enjoyed a great pub meal and it was a real effort to harness up again and head back to Bob's. There was a bus load of pensioners having Christmas in July lunch and they were keen to take photos and reminisce.

In August we held our AGM and the new President Leanne Prosser was elected and Tom Dowling was elected Secretary and Treasurer. Merv Bennett remained the Vice President. The rally for the month was a planned drive from Anne and Graham Berretts in Toongabbie but the day was rained out and cancelled (although the rain was very welcome).

September was a weekend of lessons with Phil Marshall and it was well attended by our members. The weather was freezing but Phil rugged up and pressed on.

There has been a working committee developed to refurbish, repaint, clean out and improve the club rooms which was much needed. Thank you to the members involved.

Safe Driving.

Leanne Prosser

### Geelong and District Carriage Drivers Inc

OUR NEW CLUB LOGO and colours have been approved, all members will receive a complementary sun hat bearing the logo and we will soon see our members out and about in our new 'uniform'.

The revamped marathon obstacle project is under way, anyone who has competed at Inverleigh will remember the stacks of tyres set amongst the trees and rails in the back corner, these have been removed, and we owe a huge thank you to the club members (the same set of tireless workers who always turn up to help) John, Courtney and Gail Hoiles, Gwyn Wise, Rodney Lane, Brenda Allen and Nicole Linic.

Just short of 80 tyres were removed and rehomed, saving landfill and the club almost \$400. Great result.

What's been happening at GDCCD:

August 18 & 19 – Indoor Series qualifiers at Inverleigh. Competitors came from far and wide with two club members competing, Gail Hoiles driving *Lenny*, and Julie and Don Mackay driving *Poppy*. Many other members helped with canteen, set up and pull down.

Congratulations to Julie Mackay who went on to win the big pony Victorian Indoor Championship. Julie and Don have been busy training and campaigning *Poppy* at CDEs in South Australia and NSW with good results that show their dedication.

September 23 – GDCCD bi-annual Gymkhana at Inverleigh. Rodney Lane judged competitors at this warm up event for the coming show season. The weather was kind, the ground was well prepared and looked great. Club members and visitors had a successful day showing, with Elsa Avery winning Champion Horse or Pony driving *Crosswinds Harlequin* and Pixie Heath winning Champion Turnout proudly driving *Miss Sally* in Pixie's family heirloom carriage.

Adelaide and Melbourne Royal Shows - Light Harness section. Our Club was well represented in the awards at both Royals. Elsa Avery backed up a successful Adelaide Royal winning the Champion Jinker Turnout at both royals with the chestnut cob *Crosswinds Our Brenin*, her Hackney, *Makari Blue Diamond*, took home a Reserve Champion Hackney Horse from both shows. Fiona Wilson also had success at Adelaide Royal Show, winning Supreme Harness Shetland, and at Melbourne Fiona won the Shetland Viceroy Turnout, and the Champion Driven Male Shetland with her lovely Stallion *Tara Park Phoenix*. Pixie Heath and *Miss Sally* made her Royal harness debut winning the Night Parade.

October 21 - Geelong Royal Show. Well done to GDCCD members Elsa Avery and Gary Sutherland who competed at another rainy Geelong Royal.

Special congratulations to Elsa who was awarded the GDCCD garland for supreme horse or pony, she has had a very busy and successful start to the show season.

### Gippsland Lakes Harness Club Inc

At our September Rally we held the inaugural GLHC 'Long Reining Championships' that consisted of a serpentine through filled feed buckets, over the bridge, save Teddy and keyhole to name a few obstacles. The Classes Winners were Big Fat Cobs - *Scooter*, The Pretty Fillies - *Myf* and lastly The Wee Laddies - *Angus*. Overall Champion was *Angus*. Rennie, another member of the Wee Laddies class got fastest round the course! A fun club day.

At our October rally we welcomed new members Linda and Clark Mayze from Orbost. For the Rally Jane set up two short cones courses with an obstacle to be driven between them. Some members long reined them while others drove; another great morning with a lovely lunch to follow.

Roberta Earley, Jane Christie and *Angus* com-



Above: Clark Mayze long-reining Scooter at Gippsland Lakes Club Day. Top right: Roberta Earley and Angus in the night parade at Royal Melbourne Show. Right: Linda Lake and Myf long-reining over the bridge at Gippsland Lakes Club Day.

peted at the Royal Melbourne Show in early October. They came fourth in under 10.2hh Turnout and second in the Night Parade where *Angus* was the smallest. We were very proud of him out there with the big yins.

Roberta Earley

#### Grampians Carriage Drivers Inc

AFTER A SLOW COLD WINTER GCD Inc. Members are delighted to be back driving in the beautiful spring weather. Not deterred by the winter blitz our president, Ben Kindblad, *TW Homeland Sapling* (his wife Jacqui's horse) and Phil Marshall combined to become the 'Classic Waler Team'. Their goal was the Indoors Series and Championship.

As a Waler, this wonderful youngster is not only a 'rare breed' but a versatile performance horse that had already excelled under saddle and has only been in harness for two years. Education pays off as *Sapling* did himself proud in his first exposure to ACDS competition. Ben, who educated him in harness and Phil, both driver and coach, could not have been more pleased with his efforts. This was quickly followed by lessons with Boyd at Tamworth where *Sapling* again

*Waler TW Homeland Sapling training with Boyd Exell at Tamworth.*



showed his trainability and serious potential while the Team learnt much under Boyd's instruction. The GCD Inc is so proud of them!

Also off and running this show season is Club Member Sally Henderson with her super smart miniature horse *Daydream Voltaires Total Eclipse* known as 'Nash'. While *Nash* is new to showing in harness Sally is not, with her experience and his quality their debut outing resulted in them taking out Champion Open Harness Exhibit'... and this is only the beginning. GCD Inc congratulates Sally and *Nash* and we look forward to following their harness career with pride.

The Grampians Carriage Drivers Inc may be a small club but we celebrate that our members are predominantly drivers, some with the ambition to compete while others enjoy educating their pleasure ponies for safe happy driving... it all combines to make great club camaraderie.

(*Sapling's* full background story can be found on the GCD Inc Facebook page.)

#### Mornington Peninsula Pleasure Harness Club Inc

SPRING HAS SPRUNG and so has the show season which has been in full swing with members recently attending the Royal Melbourne Show. Julie Abrehart and her lovely pony *Bosley* were again out in style winning the Open Pony class against a strong field of quality ponies and went on to win Champion Harness Pony.

Susan Tselepis and her pony *Bucky* put in a lovely performance at their first Royal Melbourne Show to come away with two second places, a third place and a fifth place in various classes.

Mother nature turned on the most perfect weather for carriage driving for our double header Graded Driven Dressage weekend held at Balnarring Racecourse. Competition over both days was very well attended and saw 16 entries across a range of levels showing off their skills for the judges. Sunday morning members were treated to Sue Healey and her pony *Good*

*Mornington Peninsula members: Below: Sue Healey driving Good Golly Miss Molly.*

*Centre: Susan Tselepis driving Bucky at Royal Melbourne Show.*

*Bottom: Margaret Sperrin travelled her home-bred pair of Welsh Sections A ponies to the NSW CDE Championships at 'Witwood', Braidwood, where they won the Open Pony Pair class after a gruelling marathon. Photo: Tony James.*





*Golly Miss Molly* and Bernadette Lewis and her pony *Astro Star* showing how to freestyle to music. The club was very grateful to our judges who travelled some considerable distances to make the weekend very successful.

Margaret Sperrin travelled a considerable distance too to fly the MPPHC flag at the NSW CDE Championships held recently at Braidwood. Her pair of *Mosman Park Foxtrot* and *Mosman Park Vanity* winning the Open Pony pair after a gruelling marathon phase with some challenging obstacle patterns.

Many members took up another opportunity of lessons with Kim and Rhiannon Damsma after a generous donation was made to the club specifically for use in subsidising lessons for club members with members again reporting positive feedback and building upon their driving skills learnt in previous lessons.

Many members are gearing up for the Longwood CDE in November. Several new combinations will be tackling the course this year, some others attempting their first CDE.

*Sally de Vent*

### Northern Country Carriage Driving Inc

MEMBERS have been busy driving with success at the local shows. Vicki Stevenson, Lorraine McNeil and Dawn Walter had a great time with their young ponies at the Oakland's Driven Dressage Qualifier held at Greenvale; Vicki won with her experienced pony *Naringalook Tim Tam* on the Saturday.

The Koonoomoo grounds are a great asset to the Club, which is used occasionally by members to get their young horses/ponies use to being out and about with company. We hope to run some training days and more pleasure drives over the next few months, and of course the planning of our Christmas breakup is well on the way.

We welcome our newest members Linda and Peter who enjoy pleasure driving and social activities. We look forward to them joining us at our next rally.

*Dawn Walter*

### Pioneer Country Carriage Drivers Inc

MEMBERS AND FRIENDS enjoyed a great weekend of lessons with Phil Marshall at the beginning of November. The weather was extremely kind and the company most enjoyable. Another delightful 'shared' lunch was appreciated on the Sunday, prior to our November meeting.

Our conscientious Christmas Function Sub-Committee' has been really busy planning a day of activities for members. The day will begin with a guided tour of the 'Hall Sulky and Buggy Collection' at Seth and Julie Hall's property in Cobram.

The day's plans continue with lunch at the 'Top Pub', followed by a one hour Murray River cruise on the Cobba Paddleboat from Thompson's Beach.

Special thanks to our sub-committee, Richard and Seth, for planning this wonderful experience for us to share. I am sure the day will be enjoyed thoroughly by all members.

Christmas greetings and New Year wishes to all. Take great care through the holiday season.

*Margie Morgan*



*Fiona Mottram's donkey Tambo and Jane Reid's pony Manuka at Jack River - September 2018.*

### Pyrenees Ranges Carriage Drivers Inc

PYRENEES RANGES Pleasure Drivers have been busy welcoming members to their new club.

We have a very enthusiastic group who are keen to promote driving safely in harness.

The club is planning a Come and Try day on the 8th of December.

Several of our members worked on the ACDS stand at Equitana. We handed out club information to everyone and hopefully they will follow that up in the future.

*Margie Bowen*

### Southern Cross Harness Club Inc

THE ORIGINAL August drive was postponed to September due to wild weather. Instead we adjourned to Alberton Hotel for a hot lunch by the fire. The September 2018 drive was a cold and showery day around a gently undulating 16km circuit drive through bush and alongside farmland at Jack River. Only three vehicles went out. These were Jane Reid driving *Stormboy*, Robyn Jones driving *Bella* and leading *Amber*, and guests Faye and Bret Kennedy from Eastern Vic Harness Club with their horse *Tilly*. Given a clash with the September drive date and needing to check the route was clear of fallen trees, Jane Reid, Robyn Jones and Fiona Mottram went out 10 days beforehand on the same drive in sunny weather. They had a beautiful time with one pony, two horses, a donkey and six dogs. Other members were invited to join but were unable to attend.

The October drive in the Mullungdung Forest at Darriman had two harness vehicles attend plus Celia Down came to the start to wave them off. Other members were away on holidays, involved with whelping puppies, attending other events, recovering from illness etc. Nonetheless Jenny O'Bree driving her sturdy Fjord pony *Volsung* and Fiona Mottram with her pocket rocket Shetland-x mule *Daisy* had a joyful outing on a mild, sunny day. Jenny's Australian Terrier Teddy and Fiona's Pomeranian Texta accompanied their owners in the carts. With the club's best navigators for that location being absent, the pair congratulated themselves on successfully navigating

around a bush circuit without getting mislaid.

In November the Club meets at Won Wron and in December holds a camp at Jack Smith Lake alongside the 90 Mile Beach.

### Longwood Carriage Driving Club Inc

THE VERY POPULAR Skye Park Australian Carriage Driving Classic was held at Longwood over the weekend of November 10th and 11th. A huge 57 competitors from all over Australia enjoyed the well run competition.

Marathon Day also coincided with Remembrance Day and as it was impossible to stop proceedings for a minute's silence at 11.00am this was done at Presentation led by Graham Martin. It was respectfully observed by all present. Also at this time a Certificate of Appreciation was presented by Tom Wood to Jenny and Graham Martin in acknowledgement for all they have done for the sport of Carriage Driving in Australia. The crowd also acknowledged them with a standing ovation.

Results are on Victorian Branch Website.

*Graham and Jenny Martin with Tom Wood who presented the award.*



# CLUB NEWS from WESTERN AUSTRALIA

## Avon & Hills CDC 2018 Commemorative Armistice Parade and Weekend Pleasure Drive



*Above: Kim McKenzie & Jon Kelly on the trail. Right: Marilyn Piper driving Tyalla Miss Molly in the Parade. Photos: Barry Corke.*

AVON AND HILLS Carriage Driving Club conducted a Commemorative Armistice Drive and Pleasure Drive in the small wheat belt town of Wickepin 12 – 14 October. The drive coincided with the well known Wickepin Art Show as well as the street markets on Saturday morning. The parade was led by four horsemen in uniform representing returning soldiers of WWI as well as one riderless horse to commemorate the 92 young men who did not return from WWI to the District of Wickepin. This was the fourth weekend parade and pleasure drive conducted in Wickepin by Avon and Hills to commemorate the Centenary of WWI.

Drivers, ponies and horses travelled from as far north as Meckering and south as far as Karridale for the three day pleasure drive over a course of around 44 km. The weekend also included a cones exhibition competition which was won by Marilyn Piper driving *Tyalla Miss Molly*. The Commemorative Armistice Parade included a presentation where Jane John, driving *Pearl* was presented with the magnificent garland crafted

and donated by Tracey Tester. Commemorative sashes were presented to all drivers and grooms. On the sash was printed in gold, the names of all the young men from the District who were killed in the war.

Highlights of the weekend included the Wickepin opening night Arty Party and Saturday's Commemorative Street Parade and Presentation with lunch at Albert Facey Homestead. Many of Albert Facey's family travelled from Perth to participate in the weekend. Sadly, two of Albert's brothers were among those who did not return from WWI. The day culminated in a Lamb and Lager Night with around 110 local community members at the Community Centre.

Sunday consisted of a 17km drive east of Wickepin to the Ten Mile Tennis courts where we were greeted by local farmers who had the kettle boiling for a cuppa, huge log fire and the BBQ hot and ready to cook our lunch. We were even supplied with tennis racquets and tennis balls for a 'hit up' after our champagne and orange juice BBQ lunch. Sue Tighe and Marilyn Piper were

foolish enough to give it a try! Tracey, Niamh and Paul Tester along with a couple of other drivers helped new local driver, Margaret McLean with harnessing her horse. Margaret had floated the horse and her carriage along to seek advice from our team. The tracks were great and the weather was kind to us with just a bit of drizzle at the beginning of the drive. The hospitality of this wonderful community makes it almost mandatory that we return again next year as requested. Our drivers have also voiced their strong desire for "More of the Same This Time Next Year Please!"

Club members agreed that the camaraderie and opportunity for carriage drivers to gather together for a non competitive event and to take their ponies out for a challenging drive and social get together of this nature was a great experience. The shire workers as well as local farmers made sure, once again, that we and our ponies were well catered for with great camping facilities and safe comfortable pony yards.

*Marilyn Piper*

*Right: Jackie and Trevor Turnor ready for parade.*

*Below: Niamh Tester driving Trapalanda Downs Quo Vardis with Tracey Tester as groom in Parade.*

*Below right: Sue Tighe driving Riff Raff.*

*Photos: Barry Corke.*





# PERTH ROYAL SHOW 2018



*Left: Jon Kelly driving Section A Welsh gelding Ellenbank Paso Doble. Photo: Christie Lynn. Right: Natalie Morris driving Longon Park Fame, with judge Brenton Cook (South Australia). Photo: Eric Lloyd Photography.*

THE WEATHER for this year's Perth Royal Show was far better than in the previous years and a mild sunny day was perfect for the competitors and judge Brenton Cook from South Australia.

The grounds were in great condition and a large area was designated for workouts and the judge was presented with a high level of very well turned out horses and turnouts. The day belonged to Jon Kelly with his stunning Welsh A gelding taking out all major awards in his height classes then going on to be awarded the Supreme Award.

Major results of the day were: Champion Turnout – Kimba Krisp (J & R Carr), Reserve – Ellenbank Paso Doble – (Jon Kelly). Champion Novice – Ellenbank Paso Doble (Jon Kelly), Reserve – Koora-Lyn Enchantment (Belinda Leeson). Champion Pony 9-10.2h – Ellenbank Paso Doble (Jon Kelly), Reserve – Rowallan Precedence (Liza Doney). Champion Pony 10.2- 14 h- London Park Fame (Natalie Morris), Reserve – Koora-Lyn Enchantment (Belinda Leeson). Champion Horse – One More Smile (Donn Reader).

Supreme Exhibit – Ellenbank Paso Doble (Jon Kelly). Champion Driver – Sally Read, Reserve – Liza Doney. Concours D'Elegance – Rowallan Precedence (Liza Doney).

## Jump and Drive

CONGRATULATIONS to all who participated in the Jump and Drive at Perth Royal Show. It was a super demonstration along with participants from Pony Clubs of WA that certainly had the crowd rocking. Many thanks to those who took part and also the organisers. Gill Woodstock for organisation, Marg Langan for commentary along with Angus Lane, Keith Langan and John Carr for time keeping and Natalie Morris for Set up.

Participants were Teresa Mcallister, Amanda Colli, Jon Kelly, Rose Carr, Ben Nielson, Jenny Kobulniczky-Duncan.

Results: 1st Teresa & Violet Park Baleeka. 2nd Ben Nielson & Luka. 3rd Amanda Collie & Gold Park Golden Girl & Gizmo. 4th Jenny Morris & Tyalla Miss Molly. 5th Rose Carr and Kimba Krisp. 6th Jon Kelly & Winston.



*In the crowd-pleasing Jump and Drive event: Above: Teresa McAlister driving Violet Park Baleka. Below: Amanda Colli driving Gold Park Gizmo and Gold Park Golden Girl. Photos: Donna Reader.*





# Step Back in Time 2018



THE THEME for this year's Murray Districts Step Back in Time Driving Show on the 16th September at Dwellingup Oval was 'The Spirit of the Titanic' the year of 1912.

It was wonderful to see how inventive some of the costumes were, we had the Captain of the Titanic and his junior officer, butchers and green-grocers delivering their supplies, as well as some of the passengers, and their ladies maids.

Our day was complemented by the Hotham Valley Steam Train Festival, who also donated prizes for our Supreme Champion. As they attracted their usual visitor numbers, so we again had a lot of interested spectators to watch our colourful show. Some of the Ladies and Gentlemen in Victorian costume from the Festival came over to add a little more charm to our event.

Our Judge on this beautiful sunny day was Airlie Vanzetti from WA, a very experienced Show Driving Judge, who praised both the turnout and the driving on the day, and although a little down on numbers from last year was pleased with the classes. Off The Track also presented lovely wool rugs and rosettes to our winners in the OTT classes.

As previously the Dwellingup RSL ladies provided wonderful catering from the Pavilion for everyone, including their usual excellent cakes.

Our thanks go to Audiomax once again for donating the use of the PA System, which meant those visitors around the oval could be kept informed about the competitors costumes and carriages, which only added to their enjoyment. We look forward to 2019 with enthusiasm.

*Photos: Eddie Srblin Photography. From Top left: The Tester Family, Rose Carr, Jane John, Teresa McAlister, Dobby Nielsen.*



# Toolibin Pleasure Drive and Camp Out with Avon & Hills CDC



**A**VON & HILLS Carriage Driving Club had the opportunity to host their first pleasure drive and camp out 7 - 10 September around the beautiful lakes of Toolibin. As a result of connections made over the past four years at the Wickepin drive, a local farmer Peter Bird invited us to enjoy the scenic drives through his property and the surrounding district. Sue and I planned the event over several months. This included three visits back to the area where we were driven around by Peter, helping us to select a suitable, safe and scenic route. The date was set to coincide with the wildflower season as well as canola crops in full bloom.

Although it is such a busy time of year for carriage drivers, with regional shows etc, we were pleased to have drivers from three of the four clubs in WA. Peter Bird hosted us on his farm on Friday night, providing yards and water for ponies as well as the all important campfire.

Saturday morning had a ferry service running to bring drivers back to base after they had transferred vehicles, floats etc to main camp site for the weekend at Noman's Lake. Several drivers stayed behind at Peter's place to watch over ponies and horses. By 10.30 am we were harnessed up and on our way for the 13 km drive to the old Toolibin tennis courts for a lunch break. As we approached the old town site and tennis

courts area we were struck with the most magnificent array of orchids and red leschenaultia.

The afternoon drive was around 17km and took us through several different terrains as well as past the scenic Tarblin Lake, which was once the local fishing and picnic spot for early settlers. The wild black swans were a delight to see. After sponging ponies down, yarding and feeding, them it was time for sundowner drinks and chitchat.

Saturday night we camped at Noman's Lake Hall where we were treated to the most amazing meal put on by local farmers. The welcome and hospitality was quite overwhelming. It was an early night to bed for most of us.

After the obligatory bacon and egg burgers for breakfast, and Sunday morning coffee we set off for a 27km drive past canola fields and several more lakes. Then it was back to base to care for ponies, followed by lunch and a wonderful bush walk to really enjoy the wildflowers at close range. Late afternoon offered a visit to a local farm to admire a magnificent collection of antique tractors.

Sunday night gave us the opportunity for another campfire session with a collective BBQ menu made up of everything everyone had to offer. Top of the list was Carol Hammond's roast but-

terfly leg lamb and her sour dough bread, which had been proving in a cast iron pot on the back of her carriage all day. She topped this off with treacle dumplings and a recitation of Banjo Patterson's poem, 'A Bush Christening'. We enjoyed a vocal performance by local author and singer Shirley Howell, who presented us with a copy of her book 'Beyond Hellfire and Back' memoirs of local farmer Joe Pearce, survivor of WWII and three-and-a-half years as a prisoner of war of the Japanese. Jane John provided the finale of the night's entertainment with a raucously stimulating quiz session.

Monday morning merged into a leisurely pack up and cleanup ready for the trip home.

We were blessed with great weather, glorious still nights with crystal clear heavens, well behaved ponies/horses and some memorable storytelling and camaraderie.

Peter Bird of Toolibin and Lynda Kilpatrick of Noman's Lake, along with the Norman's Lake Hall Management Committee left us with a pressing invitation to come back again ASAP. Thank you to these generous locals as well as our traffic management marshals, Terry and James Piper and Peter Bird. Overall a most enjoyable weekend.

*Marilyn Piper*

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## ACDS BRANCH EXECUTIVE COMMITTEES – 2018-2019

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### NEW SOUTH WALES

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# ACDS BRANCH CLUB SECRETARIES – 2018 - 2019

## NEW SOUTH WALES

### Border Carriage Club

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### Bungendore Carriage Driving Society

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### Camden Harness Club

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### Goulburn District Horse Drawn Vehicle Soc

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### Gulgong Heritage Harness Association

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### Hills District Harness Club

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### Liverpool Range Harness Club

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## QUEENSLAND

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### Gold Coast Horse & Carriage Club Inc

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### Range Carriage Club Inc

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### Samford & District Carriage Drivers

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### Townsville & District Pleasure Harness Soc Inc

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### Southern Carriage Driving Society Inc

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### Tas Horse Drawn Vehicle Foundation

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## VICTORIA

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### Central Highlands Pleasure Harness Club Inc

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### Eastern Vic Pleasure Harness Club Inc

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### Geelong & District Carriage Drivers Club Inc

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### Avon & Hills Carriage Driving Club

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### Murray Districts Carriage Driving Club

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## Young Drivers in Action

Top: Junior driver Callum Meads with groom Maxine Saliba saluting the judge at the Small Arena Three Phase Day at Rossmore. Photo: D Casper.

Right: Junior member Ellie French with Butterfly at the Studbook Show at Manilla. Photo: E O'Brien.

Below: In South Australia, Charlotte Farrell, a new junior competing in the level 4 in her first CDE. Photo: Hilton Trigg.





# WELSH PONIES & COBS

## THE BREED FOR ALL THE FAMILY



Niamh Tester driving Part Welsh gelding Trapalanda Downs Quo Vadis (his dam is the Section D mare Trapalanda Downs Heather, SOD Synod Aristocrat Imp UK) with her mother Tracey grooming. They were taking part in the 'Step Back in Time' event run by the Murray District ACDS Club in Western Australia. The theme for the day was 'The Spirit of the Titanic' 1912. There were some inventive costumes including the Captain of the Titanic and his junior officer, butchers and greengrocers delivering their supplies, as well as some of the passengers, and their ladies maids. The Tester family were dressed as provendors. Photo: Eddi Scblin Photography.

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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