



LATE BREAKING NEWS...

Calendonia, Illinois. Top winners at this relatively new and very exciting Combined Driving Event all from Ontario. Kylie MacGillivray of Limehouse, ON won the Preliminary Single Pony and Preliminary division Overall Champion trophy; Peter Trainor won the Intermediate Single Horse and Intermediate division Overall Champion trophy; and Courtney MacGillivray took top honours in the Advanced Single Horse and Advanced division Overall Champion trophy. For complete results and photos, see www.ironhorsecd.com. Congratulations to all who participated!

RANDY CADWELL WINS THE GOLD!

World Pony Championship – Dorthealyst, Denmark, July, 2007

Miranda (Randy) Cadwell of Southern Pines, NC won the gold medal for the best overall performance driving her palomino Welsh ponies Toby and Taz in the pairs division. With a seventh place in Driven Dressage, win at Marathon and fifth place in Obstacle-cones, Randy won the gold with less than $\frac{3}{4}$ of a penalty over Steffen Abicht of Germany. It was an exciting competition all the way with total time for all obstacles of 94/100 second separating first and second place.



Randy Cadwell, driving Welsh ponies Toby and Taz. Tristan Aldrich is navigating.

“I have really good ponies, and they love what they do, so I am happy, very happy,” said Cadwell, who actually looked for a single pony two years ago but ended up buying a pair. “I like the pair. There is more power to the pair, and that’s just my thing.”



Congratulations to all members of Team USA, Chef d'Equip Chester Weber and Coaches Boyd Excell and Lisa Singer for their performance at the World Pony Championship. It was an exciting competition and once again the excitement of a 3-competition CDE proved it would be the final competition that would determine the medals.

Rochelle (Shelly) Temple of Powhatan, VA driving LR Ami B-Line (Cooper) had an outstanding silver medal performance dressage test (38.72), Suzy Stafford of Bear, DE drove Sybill and Wayne Humphries Welsh Cob pony CEFN Oak Park Bouncer to a 46.4, each being one of the only 5 tests to break the 50 penalty barrier in the field of 28 single pony entries.

Tracey Morgan of Beallsville, MD driving her Dartmoors also took a silver medal (43.20) followed by Randy Cadwell in 7th place (51.20) amongst the 24 entries in the pairs division.

Allison Stroud of Unionville, PA drove Connemara ponies to a 4th place with 48.64 followed by Laurie Astegiano, a US citizen residing in France, drove Welsh ponies to 8th place (53.53).

Denmark, the host nation had won two individual gold medals in Dressage – Peter Kouz driving a Welsh pony cob Taffy in singles, and Lars Dau in the pairs. Team US was in first place after Dressage.

Gunnar Larsson, this year's Course Designer at Bromont, designed a course considered physically demanding by the competitors. It produced a gold medal for Randy Cadwell from Southern Pines, NC with her win in two obstacles, placing second in 4, fourth and tenth in one each. At the end of the day there was less than one second total in obstacles separating the top two performances!

It was really interesting to note that not one of the single division drivers had penalties in the sections – everyone made their walk times. All but 4 of the pairs and two of the four-in-hand drivers also did the sections penalty free. In the Singles, Shelley Temple and navigator Fran Doto had a great go to 6th place in Marathon. In the fours, Allison Stroud drove 7th and Laurie Astegiano to 8th.

Obstacle 1 was especially hard on two of the American entries – Suzy Stafford, second on course had an unfortunate incident when her vehicle slid on the loose wood chip footing, striking a post causing navigator Claudia Delrome to fall from the vehicle, incurring 10 penalty points and a few crack ribs. Tracey Morgan and navigator Kenny Cox missed a gate unfortunately and were eliminated.

On the final day the excellent weather broke to pouring rain throughout the day. With so many placings being very close (less than a ball), it was indeed the determining factor in the medals. At the end of the day there were 9 nations eligible for the Team competition, having entered at least one single, one pair and one four-in-hand. Two entries were accepted in each division, and the best score per division was added together to establish the team rankings. Germany won the gold medal with 400.2; Netherlands the silver with 401.2 and USA the bronze with 416.1; followed by Sweden, Belgium, Great Britain, Denmark, Austria and France.

For complete results, visit www.wdch-pony-07.dk/en/home.htm.



NEW OBSTACLE FOR BIRDS HILL

The Manitoba Driving Society has worked very hard over the last year to launch its new bridge obstacle with numerous gating options. The club members obtained permission from the provincial park, found the materials, and formed work parties to do all the work.

The club received coverage in Horse Country Magazine, resulting in a lot of new member interest.



COMPETING IN SASKATCHEWAN



Course walk, Saskatoon style – Terry Partington brought out the big tractor, hitched to his flatdeck trailer, chained on a couple of long benches and created this ‘all-together’ hay ride style course walk. Everyone got into the spirit enjoying the chance to walk obstacles as well.



The two, one-day back-to-back driving trials were well attended by the growing driving community in the area, and a number of entries from Alberta and Manitoba joining in the fun. There was an enormous surprise thunderstorm on Friday evening that forced a last minute change from the planned dressage arena to one built on the grass in record time. Amazing what the help of a dozen volunteers including some drivers can do!

The Prairie Driving Club has been growing steadily and has sponsored a number of clinics and seminars throughout the year to encourage new members.

INTERESTED IN HELPING WITH DRIVE CANADA?

Are you interested in contributing some time and energy toward our sport at the National level? The Board and Committees are always looking for members who are prepared to spend time working in various areas of discipline responsibility. As the National Sport Organization representing driving at the national and international level, Drive Canada is one of eight in the family of disciplines represented at Equine Canada through membership in the Sport and Recreation Councils. Our participation at the National Governing Body (responsible for all Equestrian sport in Canada) has a very important role and necessity for the driving community to have a voice at the table for all the material committees within the National Federation.

If you are interested in learning more or would like to serve in one of these volunteer positions, the nominating committee would like to hear from you. Please contact Jack Pemberton: jdp@pemcom.com.

PRESENTERS, IDEAS, TOPICS AND YOU

Each year we receive invitations to speak or demonstrate driving, allowing us to promote all aspects of our sport at Expos, summer fairs, and conventions. We know there are a lot of interesting, informed, creative and talented people within the driving community and want to hear from you.

What do you think would make a good presentation to those interested enough in equestrian sport to attend a 30-45 minutes presentation? Should we focus on entertaining? Educating? Recruiting? Demonstrating? How can we excite and interest more people wanting to get involved in driving?

There are two basic scenarios – one based on talks such as at meetings or with a static display as in group meetings and mall displays; the other at equestrian events where ring time, either indoor or outdoor is available. Using your creative imagination, what could/should we do?

Share your thoughts, talk with your friends, and share your ideas. Our goal is to involve as many people as possible, in every facet of driving, in every region, to help grow our sport. We already know how great our sport is, but how can we illustrate this to other equestrian lovers who have yet to discover the joys of a horse drawn vehicle?

SHARE YOUR THOUGHTS

In our last E-bulletin we asked about a couple of “hot” topics being discussed in the driving community. We asked for your opinions and thoughts. Here is what was presented:

Question #1 – Grooms. Most European Judges are taken by surprise when they see there is no requirement to have a Groom aboard a high center of gravity, marathon style vehicle driving about the



grounds, in warm-up areas and competing in Driven Dressage and Obstacle-Cones. Both EC and ADS rules offer a “groom optional” exemption for our newest drivers who most likely have the greenest horses.

Kate Lindsay, Edmonton writes: “Being groomless during dressage and cone warm up, especially at lower levels. I think this should remain at the driver’s discretion. The horse should be broke enough to be quiet during these two competitions. If things go really bad during warm up, a groom does not help much and you don’t need to go fast during warm up to need a groom. Even during marathon, especially at training level, you should not be going fast enough even to need a groom to balance. I drive alone at home all the time. If I have a problem with harness etc. I just get down and fix it having trained my horse to stand quietly. Driving a pony, the extra weight of a groom during dressage and cones phases is. So I think it should be at the discretion of the driver.”

Question #2 – wheel widths. About five years ago all of Europe decided that there would be minimum wheel widths for vehicles used in Competitions A and C. There was a lot of concern initially – a phase-in period helped using hoola-hoops for undersized widths for the first two years, and today it is just accepted without second thought. Expandable wheel adjustments are available on most marathon vehicles. The great advantage is one setting for Cones – not only does it require fewer volunteers to push cones, but the competition moves along and a much better for everyone including the spectators.

Kate Lindsay from Edmonton wrote: “I think it is a good idea, but in practice might lead to problems. Standard cones widths lead to is standard vehicle widths. I went with a wider marathon vehicle for stability during marathon and to meet the advanced level 138 cm width, but without adjustable widths. Someone with a 125 marathon vehicle would have an advantage over me with a wider vehicle at 138 cm. Having paid \$10,000 for my vehicle, I would be very disappointed if I ended up having to get another one because it was too wide to fit thru cones widths. Having a standard CDE width vehicle is a good idea but a big expense just to save one a few cone changes. You have to have volunteers to pick up balls anyway so I don’t think it is worth changing the rule.”

Question #3 – allowing small ponies to drive Marathon without a groom – there are two primary sides to the discussion: the extra weight of the groom/navigator for the small pony (100cm -120cm) vs. basic safety concerns having a helper available in the event of breakdown or accident on course.

Nikita Eike in Maryland writes: “There have been many valuable points brought forth in the lively discussion on the subject of the inclusion of very small ponies (VSP) in the VSE division and on the aspects of driving the smaller equines. With some changes to the rules to account for the VSP's taller size, this seems like a feasible option or at least something worth studying by those who have the required experience for doing so.

Two points have come up many times and I would like to offer my somewhat neophyte opinion. On the subject of the safety of the smaller equine, there is no room for compromise. However, someone's opinion no matter how educated it might be, is nothing more than a few puffs of warm air unless backed by scientific evidence or at least a preliminary study. Such are available and can be accessed by going to the Happ's website [www.happs-inc.com] and look for reference to the Mini Macro Marathon event you can find a chart of data from an experimental full-length marathon that was held in 2006. The chart also includes the weight of the horse, driver and cart as well as veterinary data and anecdotal evidence on how the horse handled the course and recovered at home. Those data confirms the opinions of the experienced and knowledgeable VSE and VSP's drivers that a suitable animal, properly conditioned can handle the task at hand without undue stress, and seemingly less efforts than their taller counterparts.



On the aspect of the overall picture offered by the drivers of smaller equines. For the sake of respect, we have to keep in mind that a person's opinion is no more valid than those of their interlocutors. Especially in matter of aesthetic evaluation of a horse/pony/driver combination. There are no sacred scriptures describing the type of horse (or pony), carriage and size of driver that deserve the adjective beautiful and the ones that should be labeled ridiculous. Unless of course, the animal is struggling to do the task at hand. The same would apply to a petite driver overpowered by a large equine. I believe that this should be kept firmly in mind in order to keep the discussion pleasant and most importantly productive.

Let's not forget that for any one of us who firmly believe that they know what 'right' looks like there is at least ten people who think otherwise, and a hundred who don't care either way. A happy, healthy and fit equine put to a sound vehicle and a safe harness driven by a smiling whip does look good no matter the size.

What do you think? Share your opinion – write to Drive Canada at [cgs2000@attglobal.net](mailto:cds2000@attglobal.net).

MEMBERSHIP BENEFIT

As an affiliate of Equine Canada, all Drive Canada members are automatically members of Equine Canada and are eligible for significant savings on the new “Equine Canada Members First” program. Substantial cost savings on products and services from Dodge vehicles and John Deere agricultural equipment are available through group purchasing.

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