

Wheel to Wheel



2016

Newsletter for the HUB

Club

<http://www.facebook.com/hubclubdrivingclub>

HUB Club Officers:

President Lydia Gray 630-701-5903 LydiaGrayDVM@gmail.com
Vice President Emily Berendt 815-337-3101 eberendt@yahoo.com
Treasurer Sue West 815-482-2747 iswestwindfarm@aol.com
Recording Secretary Ann McCombs 815-482-5085 or 815-648-4471 eqvet@mc.net
Newsletter Editor Kris Breyer 847-526-3012 briarpatcheast@aol.com
Head Librarian Theresa Adams 815-624-6229 idocde2@yahoo.com
Assistant Librarian Leslye Sandburg 847-602-7500 lsandberg@permatron.com
Webmaster Mary Ann Carter 847-783-0134 maryann-carter@live.com

ADS Representatives:

Midwest Region Rep Katy Rhinehart, Ferguson IA gkm104@heartofiowa.net
katy.rhinehart@lennoxinc.com Phone: H 641-478-3285 C 641-485-7821
Central Region Rep Lynn Simpson, Middletown, Indiana Cell: 765-623-0088; e-mail: Slyfork@gmail.com

A current negative Coggins must be on file with the club secretary in order to participate in any HUB Club event

The HUB Club:
Education &
Comraderie



HUB CLUB



From the Editor As your editor, I ask that you send me photos and anything else that you would like to see in the newsletter. I am more than happy to use anything you want in the newsletter, as it is **YOUR newsletter**. If you want to continue to have an informative newsletter, I need material from the membership. You can send them to me directly at briarpatcheast@aol.com by the 20th of each month. Kris Breyer

From the Webmaster: Please submit items for web page. Include pictures of all our members. Please send names of driver, passengers, horse(s), and description of what you are doing, and where.



BREZ Message: Busy (definition): having a great deal to do.

I am busy, HUB Club members are busy, and our newsletter editor Kris Breyer is busy. We all need to make the decisions that are best for us, including prioritizing our time. For me, I am putting more time into ridden dressage this summer, so have not been to many driving events.

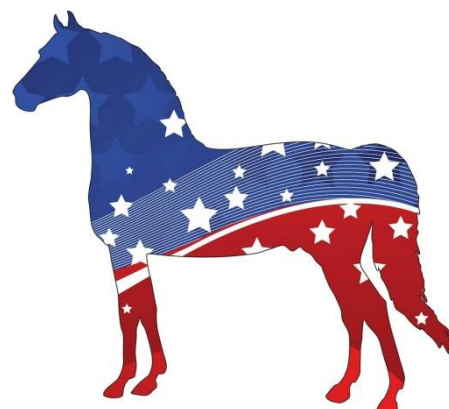
For HUB Club members, the summer is for spending more time outside doing things with their horses and less time on the computer reading newsletters or contributing

content.

For Kris, given the low level of readership and interest in the newsletter at this time of year, she can make better use of her time outside with the horses too.

Therefore, I propose that we go to an every other month schedule with the HUB Club newsletter so that it's not so much of a burden to Kris, especially when there's little interest. I can add this to the agenda of our next meeting (July 30th at Quivey's Grove, during the Hickory Knoll CDE) since it will require a bylaws change. Thoughts?

Yours Truly, **Dr. Lydia Gray**



A row of colorful, cartoonish letters spelling 'CARNIVAL'. Each letter is a different color and has a unique face and outfit. The 'C' is orange with a yellow star on its chest. The 'A' is yellow with green floral shorts. The 'R' is green with a small black hat. The 'N' is pink with a black top hat. The 'I' is yellow with orange spots. The 'V' is purple with a brown hat. The 'L' is yellow with green floral shorts. The 'A' is yellow with green floral shorts. The 'I' is yellow with orange spots. The 'R' is orange with a yellow crown.

JULY 30th HUB Club MEETING at Quivey's Grove Restaurant,
during the Hickory Knoll CDE on Saturday evening.

26th-28th Indiana CDE & CT Hoosier Horse Park. This year's jury is Debbie Banfield, Jane Merritt, Craig Kellogg and Doug Orr. We will again be offering the Combined Test of your choice on Friday followed by the full CDE on Saturday and Sunday. Dave Sadler, organizer 217-621-5547

25th FVSA OPEN Show, Hampshire, IL

11th-16th National Drive, Kentucky Horse Park



ASK WHINNY

This is an opportunity for all members, but especially novice drivers, to get input and advice from other members. Each month we will be posting an anonymous question raised by a Hub Club member and asking you, the membership to respond from the deep and vast store of your driving knowledge and experience. So let's go!

The question for August: "My horse's natural walk is very slow. What can I do to speed him up without constantly whipping him?"

For the July issue: Why do so many people use a Liverpool bit for driving? What is the function of a curb chain? When should you use one?

Please submit questions you want feedback on and share your experiences by emailing them to me at nancykbaker@yahoo.com Thanks for your input!

Here is a great article on bits:

VARIOUS BITS AND THEIR EFFECTS

by Heike Bean

There still seems to be so much confusion in the driving world about the use of various bits that I decided to write down some of my thoughts and experiences, and also, to quote some well-known horsemen on the subject. The bit is undoubtedly the most important means of control and communication in driving and the right choice is clearly crucial for a successful horse-driver relationship. The multitude of bits available indicates that through the centuries a lot of thought has gone into this subject. We constantly see new models on the market in the endeavor to improve and/or facilitate the task of conveying our wishes to the horse.

The fact that only a very limited number of bits have become permissible for our sport also indicates that many of them are thought unsuitable. Most of them for the reason that they are cruel, cause injury and/or force horses through pain into submission. An attempt has been made to limit the use to the most humane exemplars. However, as will be explained later, even some of those permissible bits can under the right (or rather wrong) circumstances be extremely painful. The action of every bit has to be fully understood before it is used.

There are two basic groups of bits: leverage bits like curbs and kimberwicks - and non-leverage bits which we call snaffle bits. Either one may have straight, curved or broken mouthpieces, and the main visual difference is the design: any bit with shanks and a strap or chain under the horse's chin is a leverage bit, while snaffle bits have no shanks. Historically the snaffle bit is by far the older bit (supposedly it goes back as far as 7000 years), while the curb bit appeared sometime in the second century AD, and from then on made its way through Islamic cavalry men into Africa and Spain.

While the snaffle bit was designed for two-handed contact and the encouraging of forward movement, the curb was intended to be handled with one hand only and was to be contacted only for slowing or stopping the horse. Depending on its severity, its pure presence has a more or less restraining effect on the horse. Before further exploring the two different groups of bits, let us first consider how a bit in general should and will influence the horse to submit his body to us.

In order for the horse to be able to accept and feel the bit effectively and send control messages to the brain one very important thing has to happen: he has to flex his poll to a degree that his head comes close to the vertical so the bit can act on his tongue and bars and at the same time is at least somewhat in front of the produced energy of the hindquarters; if the horse's head is way up in the air, the mouthpiece gets hung up on his teeth, the horse hardly feels it and the energy cannot be caught and contained by the bit since it runs out underneath it.

Now we have two ways to achieve this position of the head:

1) We can train the horse through the basics of dressage to stretch his topline and reach for the bit, thus training his body and mind to relax and to submit calmly and willingly. This will understandably require a mild and friendly bit.

2) We can force him with a leverage bit into this position since this is one of the main effects of the applied leverage through its various pressures onto the horse's head. This will, with certainty, cause the horse discomfort or even pain, but it gets the desired result of slowing or stopping (and maybe even a pretty headset), however one hardly gets relaxation and calm cooperation. Both will work as history proves, but at what cost to the horse? Let me first elaborate on 1):

The Snaffle Bit

In dressage training the complete, willing and trusting acceptance of the bit is a complex process and it will take the horse at least 2 years to fully understand mentally all the necessary commands, and his physical development will take equally as long in order to build his body up so it is able to comply with all the commands.

The basic idea behind this training is that through complete physical relaxation, suppleness and ability the horse's mind is free to relax, respond and trust, and that due to constant good body balance (self carriage) the horse can control his own power and change it instantly on command. In order to achieve this balance, there may be no tension or restriction applied to the horse through the bit, but the horse himself has to reach and stretch to the bit and hold it lightly. This alone will allow him to be in good self carriage.

Pressure will cause counter pressure, and the more we pull on a rein, the more the horse pulls against us to maintain a basic balance. But this is no longer self carriage, since his balance followed the pressure that he applies to the bit and this is undoubtedly toward the fore hand. Therefore the horse may not oppose the bit, he may not hang on it, he must not hide behind it or above it, no, he must reach for it and hold it for us, while staying totally soft and flexible in both his jaws, with his head in or near the vertical. And this is the absolute key: the constant flexibility (vertically and laterally) of the jaws while maintaining the proper angle between head and neck. This is what allows the rein actions to go back through the horse to control forward momentum at all times in any gait and this is what creates the light and constant acceptance of the bit. Just a little stiffening of one jaw, and we lost some control. And this is what the main job of the bit really is: to help the horse to maintain this softness and flexibility.

The jaws are the only part of the body we can directly influence with the bit, and thanks to the build of the horse's body it is absolutely sufficient, as the motion of the jaws like a chain reaction influences his entire body. We can duplicate this very easily on our own bodies: just walk, stand or sit in good posture with both jaws well relaxed and feel how relaxed the rest of your body feels. Then just stiffen one jaw by pulling it inward a little and listen to your body again. Feel all the tension that is now apparent. Now stiffen both jaws and feel how stiff your body is as a result.

Broken snaffle or bar snaffle?

While the curved bar snaffle is definitely the most comfortable bit for the horse to carry in his mouth, it makes contact on both reins at all times a lot more difficult if not impossible, and it is a lot more rigid instrument to keep both jaws of the horse flexible.

The single jointed snaffle has the definite disadvantage that it will poke up into the roof of the mouth when activated and press down onto the bars in a nutcracker like fashion. The bit that avoids this problem largely and still allows for superior influence of both jaws is the double jointed mouthpiece. Of course it is essential that the bit is well made, that is, with curved branches on each side of the link, a fairly short link so the joints will not be pulled onto the bars and also very small and smooth joints so they will not contact the roof of the mouth when the bit is moved in the horse's mouth.

I would like to quote Carol Lavell from an article in Dressage and Combined Training, December 1997:

"I have never used a mullen-mouth snaffle. When you pull on the reins, the mullen-mouth acts straight back on the corners of the mouth and puts pressure on the tongue, it affords no lateral suppleness at all."

John Lyons is as well a strong supporter of the broken snaffle bit. In his opinion the jaw has to be controlled, and it is the cue the horse has to listen to, not force or pain. He also says that a horse can be calmed down on cue any time so desired. I would like to quote him from his periodical "The Perfect Horse", June 1997:

"The fact is that when the head is up, the lights are on and excitement continues to build in the horse. When we turn the lights off and the horse drops his head, he calms down. He'll learn that when you ask him to drop his head, he's got to calm down."

You already know we don't ride the whole horse, we only work with one spot of the horse at a time. The spot we have been working with in asking the horse to give to the bit is his jawbone. Technically speaking, it's a little spot about the size of a quarter on his jawbone."

Another quote from his periodical "The Perfect Horse", issue May 1997:

"He isn't going to stop because you pulled on the rein - he's going to stop because he knows that if he stops, you'll release the rein. It isn't a mechanical brake stopping the horse. It's the promise of a pay check if he does a good job. That's the reason bits don't train horses. It doesn't matter what variety of pain you cause the horse by fancy bits, it's the release of the rein that the horse will work for. Consequently, we use the mildest bit that we can - the (broken) full cheek snaffle - and are prepared to release the rein immediately when the horse has done what we've requested."

In order to totally gain access to the horse's body, there is one more vital part of the vertebral column we have to pay attention to as well: the junction of the neck and withers. The horse can seemingly be quite soft in his jaws but he still may be holding himself tight right in front of his withers. An experienced driver will feel this in the jaws as well, but it is not always obvious to a novice. Only when the horse drops and/or stretches his neck by suspending it from the withers solely through the ligament and muscles that run along his topline, without any lower muscles pushing up, except the scalenus muscle (at the front base of the neck) can the horse's spine and with it the whole body fully relax.

We can duplicate this as well with our bodies. Not quite as well as we walk upright and our necks are very short, but all the same muscles are there nevertheless. The true availability of the jaws to the bit is only possible when the neck is relaxed this way. Horses are very good at cheating and pretending, since total submission is really against their nature and a little testing and power game is often going on. However, with a friendly bit one can ask the horse again and again for this stretch and flexion.

2) The Curb Bit

I would like to quote Dr. Deb Bennett from an article in *Equus* 174, April 1992:

"The curb bit, in contrast, is not nearly as old nor as useful in flexing the horse laterally. When it appeared in the mid-second century AD, it was designed to go in the mouth and around the jaw of the horse. Islamic cavalymen brought the curb bit to Africa and Spain in the eighth century. Eight hundred years after that, the curb bit came to America courtesy of the conquistadors. It worked by means of leverage exerted on the horse's tongue, bars, chin groove, palate and poll to strongly encourage longitudinal flexion - flexing of the horse's poll and arching of the neck. Curbs require a single hand on the reins with contact only during slowing and stopping signals. They also tend to restrain the horse's forward motion."

I would like to explain why a curb bit should always only be handled with one hand:

In order to assure that the horse does not get severely pinched on one side equal pressure has to be applied to both sides of the mouth. This can usually best be accomplished with the same hand. In any case, one sided pull on a curb bit should be avoided under all circumstances as it causes severe pain for the horse. This would mean that steering in a curb bit should be achieved with slightest signals stemming from the same hand, for example, like in western riding, through neck reining. This is not practical in driving. So every time we steer a driving horse in a curb with one rein applying more pressure than the other, we hurt and thus punish the horse. Relaxation and trust become impossible.

Not to mention, that steering becomes very confusing to the horse.

Contrary to the snaffle, which touches the horse merely on the respective side on the lower jawbone, thus clearly indicating the desired direction, the curb keeps exerting pressure all around, including the poll, and in addition causes pinching at the side that is pulled tighter.

Another very limiting factor of the curb bit is, as Dr. Bennett mentioned, that it should only come into contact for stopping or slowing signals. Constant contact will cut off blood- and nerve supply and the horse becomes totally dead in the mouth. It happened more than once that I saw horses on the marathon pull the carriage with the mouth, traces slack, on a curb in the second ring or slot, the mouth totally gone dead, the tongue almost black, the

driver complaining that he/she can't hold the horse. In a very brief time a curb bit can totally ruin the nerves in the horse's mouth, making him harder and harder to the hand and thus more and more difficult to control.

Also, when the curb chain is adjusted too loosely, but tight enough that it will draw tight at a severe angle of the shanks, the tongue becomes literally squashed between the bit and the chain, thus speeding, of course, loss of sensitivity. Also, as Dr. Bennett mentioned as well, it discourages forward motion and lateral bend, the two things absolutely crucial for correct dressage training.

Of course, the severity of a bar bit depends on factors of design and, as already mentioned, educated adjustment and use of hands.

The lower the reins are fixed on the shanks, the more severe the action. The ratio of the lower to the upper shank is also important. Is the lower shank about 2 and a half times as long as the upper shank, a pull of the reins is distributed about as equal pressure to the poll above the bit, and his tongue, bar and jaws below. When the lower shank is proportionally longer than this, the effect of the bit is concentrated on the mouth and jaws, causing the horse to want to tuck his nose.

What I frequently see at driving shows is people who use fierce looking curb bits but have the reins attached to the mouthpiece in a snaffle setting. I am sure they have found out that their horses do not need or tolerate curb action, but they sell themselves short with a straight or mullen mouth bit. These bits allow a lot less control than a broken bit since the horse's jaws can't be softened as well and most horses either back away from these mouthpieces or start leaning on them. All problems that can be prevented and dealt with when using a broken mouthpiece.

Then, there exist the broken mouth curb bits. I see them used more widely recently and occasionally I use one myself temporarily. When used in the snaffle setting they are of course no different from a snaffle, and when used in a slot, they apply some curb action. When used in the first slot, which is usually very close to the snaffle setting these bits demand just a bit more attention and respect from a horse. Horses who are being reschooled from a curb bit may respond well to this, as do horses with dense minds and thick throat latches. However, even this slight curb action diminishes steering and suppling ability. They are preferable to unbroken mouthpieces, (especially when they are double-jointed), when driving out on the road or even at a competition. They do not seem to be as restrictive and allow for better communication. But they should never be used below the first slot, otherwise bad gouging can occur.

I would like to quote Carol Lavell again from the above mentioned article: "Remember one thing when you select a bit for your horse: In direct proportion to the bit's severity, you will get less and less acceptance and more and more defensiveness from him. If you use a bit to make him back away, you'll never get a flow of energy from his hind-legs, through his back, through the bit, and into your hands. He must want to go there and approach the bit and accept it - to relax into your hand as you use it."

Here another quote, this from an article "Choosing Bits" by Ron Meredith in the Steed Read, February 1998. Ron Meredith is president of the Meredith Manor International Equestrian Center Parkersburg, WV.

"Bits are one of the most Myth Understood pieces of horse equipment man has ever invented. The things that people think they're supposed to do with a bit in a horse's mouth are unbelievable. All too often, the human take on the situation is that the horse is a big animal, therefore the pressure needed to control it must be big and strong. That's a myth..... All it needs are tiny bits of information fed to it with the right timing to get with the program.".....

"Leverage decreases the amount of time it takes for the horse to feel bit pressure. If you have a bit with 3:1 leverage, the horse feels 10 pounds of pressure three times faster than he would if you applied 10 pounds of pressure with a non-leverage bit like a snaffle. To make this kind of bit pressure understandable and horse logical you would have to soften the pressure to reward the horse three times as quickly as you would with a non-leverage bit. Because of this exaggerated pressure and release, curb bits impede true feel and understanding between you and your horse. Curbs are non-directional. Their pressure is felt as a clamping between the horse's chin and the bars of his mouth, and therefore can convey minimal direction to the horse."

A question may arise here in the reader's mind: Why, in upper level dressage, are horses ridden in a double bridle?

Certainly not for controlling forward motion or bending the animal. The only reason for the curb bit in riding is to

remind the well trained and duly prepared horse to maintain collection, thus to make it easier on the rider to concentrate his efforts on the required maneuvers. All bending work is done with the bridoon bit and great care is taken to never activate one side more of the curb bit. This makes riding on a double bridle quite demanding. Unfortunately, we see too many riders who are not yet skilled enough and therefore too many tortured looking horses.

After reading all this, you may ask yourself: Why is it then that the curb bit is a traditional driving bit? There must be a good reason for it.

First of all, a lot of driving has always taken place on snaffle bits. Hungary as a whole country, for example, drives on snaffle bits. Most work horse driving (I mean real work, in the woods, in the fields) and even the pleasure driving in the show ring is mostly done on a snaffle. Matter of fact, even today the double ring snaffle is the correct turn out bit for a breast collar harness (because the breast collar harness originates in Hungary!)

So where does this curb bit driving really come from? You guessed it, from England. Traditionally a curb bit is used with a neck collar harness. How did it come about? Obviously, the English liked their horses animated and flashy, not like the Hungarians who wanted their horses merely useful and responsive.

Check reins come also from England. You put those two devices together and you have a really animated animal, mostly due to pain, but also because the relaxed lowered head is impossible. Then, of course, you better have some means to control these wound up animals with some more pain, because nothing else will work at all. Certainly not good reasoning.

As long as the horses are driven on straight lines down the road, the bit is only touched for slowing or stopping and the driver has sympathetic hands there may not be too much wrong with these bits either. Remember, a bit is only as severe as the hand working it. However, when continuous turns are added as in our pleasure driving today or even in Combined Driving the situation totally changes.

So why do so many drivers feel more comfortable using a curb bit? Because driving the horse on a snaffle requires skilled and patient training. Many drivers have no riding background at all and many do not understand the basics of training, which is, in other words, dressage training. Those drivers like the feel of a horse backing away from the bit instead of reaching for the bit and putting some weight against it. They feel threatened when the horse takes the bit a little out of the driver's hands and holds it there for him. All this is very understandable. But in return they will never really command the horse's mind and body to its full extent, and true cooperation remains denied to them.

Unfortunately, they also slowly destroy their horse's body, because a horse that can never fully relax his body - which a curb bit does not allow - will stiffen and tense through his back and work increased through their (now stiff!) hind-leg joints, thus using them up early and creating pain and discomfort. Driving is already very demanding on the horse's hocks, driving with a tense topline is detrimental.

If driving your horse in competition is more than you can handle on a snaffle because you are not skilled enough to control him in such a situation yet, go ahead, use a stronger bit, but give him all the benefit of a mild and helpful bit at home, when you train him in safe and familiar surroundings. Just make sure you get him used to the stronger bit at home as well.

One last word of wisdom: It is not the bit that controls the horse. It's what you do with the bit, it's what you taught your horse to do when you move the bit in a certain way. Kindness and true understanding and communication will always lead to better results than strict discipline and the threat of pain. Most horses who resist mild bits or do not respect the bit, are either poorly trained or have discomfort or pain somewhere. Resistance in the mouth is the horse's only way of telling us that something is wrong somewhere. It is up to you to find out what. Only one thing is for certain: A more severe bit will make matters worse!

A past chairman and member of the American Driving Society Dressage Committee, Heike Bean has many years' experience teaching riders and drivers about driven dressage. A native of Germany, she is licensed as an instructor by the German Equestrian Federation. She has successfully competed, and currently judges, at shows around the country. Bean is the co-author of Carriage Driving: A Logical Approach Through Dressage Training.

OPEN HORSE SHOW

Sponsored by: MIDSTATES MORGAN HORSE CLUB, Inc.



DATE: SATURDAY, August 6, 2016

TIME: 9:30 A.M.

ENTRY FEES: \$8.00 PER CLASS

OFFICE FEE: \$3.00 PER Rider/Driver

STABLE FEES: \$35.00 PER STALL

OUT OF TRAILER FEE: \$20 PER EQUINE

TROPHY & RIBBON FOR 1ST PLACE,

RIBBONS FOR 2ND THRU 6TH PLACE

AMHA Open Morgan Award

JUDGE: Bonnie Kittredge, Richmond, IL.

LOCATION: FOX VALLEY SADDLE ASSOCIATION SHOW

GROUNDS, 44W300 ROHRSON RD., HAMPSHIRE, IL

**(ROHRSON RD. & TOWER RD. - north of Plato Rd
and south of Plank Road)**

**NEGATIVE COGGINS REQUIRED ON ALL HORSES/PONIES
ON GROUNDS - PRESENT COPIES IN SHOW OFFICE**

**SHOW SECRETARY: Kristen Breyer 26715 N. Schwerman
Road, Wauconda, IL 60084 briarpatcheast@aol.com
Website: www.midstatesmorgan.org**

**THE MID-STATES MORGAN HORSE CLUB, INC., THE FOX VALLEY
SADDLE ASSOCIATION, AND ALL OTHER AFFILIATES ARE NOT
RESPONSIBLE OR LIABLE FOR ANY INJURIES, DAMAGES, OR
LOSSES SUSTAINED IN ANY WAY TO EXHIBITORS, SPECTATORS,
VOLUNTEERS, HORSES AND/OR PROPERTY.**

**THE MIDSTATES MORGAN HORSE CLUB, INC. RESERVES THE
RIGHT TO DISMISS FROM THE GROUNDS ANYONE DISPLAYING AN
UNSPORTSMANLIKE MANNER OR CRUELTY TO AN ANIMAL.
NO ENTRIES, CHANGES OR REFUNDS WILL BE ALLOWED AFTER
THE GIVEN CLASS IS CALLED.**

**USEF RULES SHALL APPLY. JUDGE'S AND/OR SHOW
COMMITTEE DECISIONS WILL BE FINAL**

**Please, NO alcoholic beverages or dogs on the grounds
Age of horse or rider is of January 1, 2016**

**Novice classes are for riders and horses who have not won
more than three blue ribbons in that division before today's
show.**

NO stallion over the age of two may be shown by a junior exhibitor.

**Equitation patterns may be posted at the judge's discretion.
In classes of less than three entries, the show committee
reserves the right to combine, cancel or substitute classes.**

**Proper horse show attire shall be required in all classes,
with the exception of the Academy classes.**

**Academy classes are for beginning riders on lesson horses.
Riders in these classes may not enter any other ridden class,
with the exception of the games/ pattern riding classes.**

**Schooling tack, including martingales, is allowed. Formal
show attire is not allowed. Jodhpurs, dark pants, breeches
and appropriate boots are allowed, with long sleeved shirts,
ties, sweaters and sweater vests & fitted vests. Hats, with the
exception of ASTM/SEI helmets are not allowed. ASTM/SEI
helmets shall be allowed and encouraged in all classes.**

There will be a food CONCESSION on site FOR THE DAY

Tentative CLASS SCHEDULE: 9:30 A.M.

1. OPEN 3 YRS. & UNDER AT HALTER
2. MORGAN HORSES IN HAND (Stallions/Mares & Geldings)
3. OPEN ENGLISH TYPE AT HALTER
4. OPEN WESTERN TYPE AT HALTER
5. GRAND & RESERVE OVERALL AT HALTER
6. OPEN SHOWMANSHIP
7. OPEN ENGLISH PLEASURE, 18YRS AND OVER (SS/HS)
8. OPEN ENGLISH PLEASURE, 17YRS AND UNDER (SS/HS)
9. OPEN SADDLESEAT EQUITATION
10. OPEN HUNT SEAT EQUITATION
11. OPEN HUNTSEAT PLEASURE
12. OPEN SADDLESEAT PLEASURE
13. OPEN SENIOR RIDER PLEASURE, 40 YRS & OVER - ANY SEAT
14. MORGAN ENGLISH PLEASURE (HS/SS)
15. OPEN ENGLISH PLEASURE NOVICE HORSE (SS/HS)
16. OPEN WESTERN PLEASURE
17. OPEN WESTERN HORSEMANSHIP
18. MORGAN WESTERN PLEASURE
19. OPEN WESTERN PLEASURE, NOVICE HORSE
20. WALK/TROT PLEASURE, 11 & UNDER - ANY SEAT
21. ADULT WALK/TROT (18 YRS. & OVER) - ANY SEAT
22. WALK/TROT EQUITATION 11 & UNDER-ANY SEAT
23. LEADLINE HORSEMANSHIP (8 YEARS & UNDER)
- BREAK**
24. ACADEMY W/T EQUITATION, 12 THRU 17YRS, ANY SEAT
25. ACADEMY EQUITATION, W/T 11 & UNDER, ANY SEAT
26. ACADEMY EQUITATION W/T/C, 18 YRS & OVER, ANY SEAT
27. ACADEMY EQUITATION W/T/C, 12 thru 17 YRS, ANY SEAT
28. ACADEMY EQUITATION, W/T/C 11 & UNDER, - ANY SEAT
29. ACADEMY PLEASURE W/T, 11 & UNDER, ANY SEAT
30. ACADEMY PLEASURE W/T, 12 thru 17, ANY SEAT
31. ACADEMY PLEASURE W/T/C, 12 thru 17, ANY SEAT
32. ACADEMY PLEASURE W/T/C 11 & under, ANY SEAT
33. OPEN PATTERNED RIDING - ANY SEAT Walk/Trot
34. OPEN PATTERNED RIDING - ANY SEAT Walk/Trot/Canter
35. ACADEMY W/T CHAMPIONSHIP (Judged as an Equitation Class)
36. ACADEMY W/T/C CHAMPIONSHIP (Judged as an Equitation class)

DRIVING CLASSES NOT TO START BEFORE 2PM.

37. OPEN PLEASURE DRIVING
38. CARRIAGE PLEASURE DRIVING, WORKING
39. CARRIAGE PLEASURE DRIVING, REINSMANSHIP
40. CARRIAGE PLEASURE DRIVING, TIMED COMPETITION
41. CARRIAGE PLEASURE DRIVING- BOW TIE
42. CARRIAGE PLEASURE DRIVING, POLE BENDING

MEMBER NEWS:

Three club members showed their carriage horses at the USEF rated Prairie State Classic Show on June 4th at Ledges Sporting Horse center in Roscoe. They well represented the Carriage driving community. Al Breyer with Merriehill Angel Dust (right) June Pederson with Dancastle Merlin Bottom left) and Jane Helmboldt with Dancastle Stormy Weather (bottom right). All three were driving locally bred Morgan horses.



Terri Delke June 4.

Great day at Fox Valley Saddle Assoc. Driving Derby.

Fun inspite of the rain. Nice group of people. Georgette thought she knew where we should go. A handful. Thanks Dani Oster for your help and company

June 5.

A gorgeous afternoon, beautiful grounds, an opportunity to try for the Carriage Association of America Certificate 1. Thanks to Sue & Dan Peterson for sharing Panache Acres & thanks to Jerry Trapani for sharing information and tips. Didn't rain until we got back to Muskego.

Reiner and Lonnie Schuetz are the proud grandparents of a new mini horse! Mom is Scarlet, Baby is Blondie for now Her legs are a mile long! Driving is in her future.....



Here is picture of the 1st filly
Her name is buttermilk
Moms name is buttercup



HERE'S THE JUMBLED MEMORIES OF COLUMBUS.

Don't have a groom/ assistant to take photos.

Georgette earned the Reserve Champion large pony ribbon at the June 11 and 12 show. (5 firsts, 3 seconds and 1 third)

There were a few unusual occurrences:

- Change of show date.
- Section of the road between the ring and the woods/ playground was cordoned off using yellow highway tape so there would be no hooves and no wheels on the City's fresh tarmac. This meant a redo of the staging areas for both the ring and for cones classes.
- Construction/ deconstruction work on the stadium bleachers provided noise. Add a small Bobcat working in the bleacher area to make the walk between bleachers and fence more interesting.
- There were fewer residents cutting in front of the horses. Pleasant.
- Needed to use a lawn rake in the stalls to remove the traces of wood chips. City made the stable manager. Chad Rhinehart, return last year to do additional cleaning.

Susie Koos-Aker announced that this is her last Columbus show. She's been reaching out to the Columbus business community, with staff who could handle the effort, to be in charge next year. So far, no interest.

Our information packet included the application for the new Wade House show; Wisconsin's third ADS rated show.

Friday there was a storm. Tents withstood the strong wind and the trailer remained dry. Saturday was VERY warm & there were 5 classes. The reverse psychology cones course, the last of the day, was smooth but slower than Georgette's usual pace. It was a slow working trot instead of her competition trot. Hence the third place.

Surprises included winning Carriage Dog and Ladies to Drive. Other firsts were in Pick your Route and Progressive Obstacles. Pleasant end to Saturday was a dinner at the Capri Restaurant with two friends.

The end of the show awards event was streamlined. There were only the division Champion and Reserve Champion ribbons plus the Jim Arkebauer Groom Award to distribute. We had picked up our cones ribbons at the Show Office Saturday and Sunday.

Final memory from the show was purchasing the large pot of dark red geraniums that decorated the cones course Start/ Finish. Geraniums now decorate the front yard.

Terri Delke & Georgette & Latte

Jim and I went to the Windsor Horse Show this year – our first time. We hitched up with Mary Ruth Marks from Wisconsin and Craig Kellogg from Southern Pines and had a terrific time. We of course knew nobody and they knew everybody – a good deal for us! World Class driving, terrific venue with the Queen driving herself around the grounds, friendly competitors and fans all sharing their love of horses and the sport of driving. Weather held most of the time and the whole trip was awesome.



And the big finish was the Gala on Sunday night for the Queens 90th birthday. Over 900 horses from around the world putting on a show to salute her and her lifelong love of horses. <http://www.dailymail.co.uk/news/article-3591523/Long-rein-Prince-Phillip-goes-carriage-riding-checks-competition-ahead-Queen-s-90th-birthday-party.html> Link to Daily Mail photos



Prince Phillip driving a pair of his Fell ponies



HRH Queen Elizabeth II



They came from all the commonwealth countries.

Big round of applause to Jill Ryder and CAA for excellent organization and all the hard work they put into the trip.

Leslye Sandberg

Skunk River HDT

After taking a year off from SKHDT I returned again this year with Princess Lilly and a full crew to help! Being in Prelim means driving later in the day so Friday was a day of leisure - if there is such a thing at a horse show! Saturday was super hot and humid, but there was a nice breeze. Our dressage test was not stunning but it was enough for second place. Cones was superb - double clear. Lilly loves cones - she's smiling in the picture. It rained just enough on Saturday night / Sunday morning to settle the dust and soften the marathon course just a bit. It was still hot and humid, but we had a great time on the marathon - no red stickers or Big E's and came in well within our window of time allowed. Lilly's temp was 101 and great heart rate and respirations; no need to come back to the vet box. Lilly was rewarded with a nice little shower and a couple handfuls of carrots and got to rest in her stall complete with a mini fan. After all the scores were tallied - Lilly and I placed 1st in the Preliminary VSE division! Yes we did the happy dance!!

pic 1 dressage pic 2 cones pic 3 at the marathon finish line

Donna Crossman



<https://www.dropbox.com/sh/8lfgll4bvew5hk7/AAA8ifNmtvsMhrLkkoYDLdgga?dl=0>

This is the new link to the updated Hub Club Library – out on Dropbox. For those unfamiliar, Dropbox is a free computer app. that allows files to be shared on the internet. Anyone clicking on this link will get the excel spreadsheet with the most updated library on it. This new link to a dropbox HUB Club folder, contains the library spreadsheet but also a number of ADS forms, event packing lists, scans of the articles that were copied as pages in the library, etc. I don't know if we plan to put the articles onto the website or the packing list or other forms. CDE entry form, cones scoring forms, etc. Anything else anyone things should go into this folder and we can share with members and they can read the heavier articles direct from the link without having to save or download to print. I would like to remind everyone that we now have a mail out and back program. If you want to check something out from the library you contact Leslye Sandberg lsandberg@permatron.com and include your mailing address. The item will be mailed to you. We ask that you return the item in a timely manner in the preaddressed envelope that will come with it. You will have to pay the return postage. In upcoming issues. I will be showcasing some of the new additions. And again I ask for your suggestions for items to add to the library. Note that any horsey movies or videos you have that you no longer want or need, can be donated to the library as well.

HUB CLUB DRIVING DEMO AT ST JAMES FARM, FAMILY FIELD DAY Saturday, May 24th

The day was forecast for storms, but instead was a beautiful, sunny and warm day. It may have affected the crowd in attendance at the grounds, but the Hub Club volunteers and drivers were excited and ready to go.

Three Hub Club drivers participated with their horses. Kelly Chuman drove her 13 year old Percheron/quarter horse cross, Bert a/k/a Burning the Midnight Oil. Carolyn Sluiter drove all the way from Freeport, IL with her green horse, Cole, a 10 year old Hackney Horse. I brought my Welsh pony, Coyote, a 14 year old combined driving veteran.

The demonstration was a cones course, designed by club member Leslye Sandberg. She had assistance from Mary Illing, Linda Castle, Mary Armstrong, and Emily Armstrong to set up the course and act as timers and spotters.

The course had interesting twists and turns, but was fairly simple to follow. No time was available for a course walk, so all the drivers had to drive the course as best they could.

Carolyn Sluiter won our mock competition with Cole, who acted like an experienced trooper. Coyote put in the fastest time, but his driver sent him through cone 7 backwards, for an elimination. (So the red marker is always on the right, but



which side is that, exactly????)

The St James Farm facility is beautiful. The round barn that we stabled in is quite charming. The park district has connected to the city water, and the old horse water fountain in the court yard is now working. It was beautiful! We met a mother and daughter from northwest Illinois who came just to see the driving demonstration. They took our information, and I hope to see new members listed in the next newsletter.

I wish I had gotten their names! Many audience members now understand much more about carriage driving thanks to the volunteers from the Hub Club who participated in the demonstration.

The St James Farm carriage collection has a couple of nice pieces, including a Bronson Wagon, and a Stanhope Gig, housed in a climate controlled section of the indoor arena. Thank you to all the volunteers and drivers who participated. Mike Chuman and Larry Sluiter also helped behind the scenes with hitching and horse care during the day. Volunteers are so important. Events like this can't be held without them. Thanks!!!!

MaryAnn Carter



CHOOSING THE RIGHT TYPE OF BEDDING FOR YOUR HORSES

If you've got horses, then there's no escaping it: you need bedding. But what type should you choose? Shavings? If so, what kind? Straw? Pellets? A variety of materials are available, and by knowing the properties of each, you can choose the right type for your horse or facility. Bagged shavings are the most popular type of bedding, and for good reason. They are easy to transport and store, absorbent, and horses are not likely to consider it a food source.

Two types of shavings are generally available, pine, which is a by-product of the furniture industry, and, a larger flake shavings that is a product of the log itself designed specifically for the horse industry. Pine, a soft wood, can be either southern yellow pine or Northeast white pine (spruce). These fine shavings have a smaller chip size and low moisture content (about 5 %) making them much more absorbent. As wood for furniture is dried first, then processed much of the moisture is removed before shavings are produced. Yellow pine shavings are more costly than the Northeast pine, as there is the transportation cost to be factored in. The larger flake shavings, designed specifically as horse bedding, are shaved off of logs, run through a tumbler dryer, then bagged. As more moisture is retained through this process, the shavings are less absorbent, and may sweat in the bags, resulting in damp shavings. The cost for a bag of shavings can be deceptive. Most bags had a cubic volume of 2.5 – 3.5 feet. In order to determine exactly what you are paying, use this formula. Divide the cost of the bag by the cubic feet in the bag. For example, if the bag costs \$4.50 and contains 2.8 cubic feet, divide the \$4.50 by 2.8 and your cost is 1.607/cubic foot. When you do the math, a bag that costs you \$3.50 might prove more expensive overall. One sure way to save on shavings is to arrange for a dropped tractor trailer load, as opposed to constantly ordering smaller quantities. Straw, although not seen so much in show barns, is still predominantly used at racetracks and for breeding farms in foaling season. It's a more comfortable bed for horses, as there is more volume to it. But many grooms find it harder to clean a straw stall than one with shavings. While horses will often eat oat or barley straw, they tend not to go for wheat straw, so this is most commonly used. A residue of the small grain process, the wheat seed is taken out leaving the long stemmed wheat straw, as an absorbent bedding (if properly made and dried). Some people prefer pelleted bedding for their horses. Although very absorbent, they do not provide much cushioning. We hope this has taken some of the mystery out of choosing the right bedding for your horse or horses. Bedding is an important choice to insure your horse's health, so making an educated choice is vital.

Brought to you by Eastern Hay, <http://www.easternhay.com/>, 845 855 3291.



Here's someone's idea of a good time: a charming circa 1904-1913 real-photo postcard shows a parade float in an unknown and then-small town. The float is profusely decorated in red, white and blue bunting and sports at least three American flags. Perhaps of more interest to revelers, it advertises Blatz Beer, with "Be Happy" written below Blatz Beer. Blatz (the Valentin Blatz Brewing Company) was made in Milwaukee; the brewery operated from 1851 until 1959, when the label was sold to the Pabst Brewing Company.

Dirty Harness Day!! September 24, 2016

A day of driving Fun and games!!!!!!

NO need to clean your harness!

Entry fees: \$10 per class

PRIZES: Trophies and Ribbons to six places. High Point AMHA Morgan Award.

Champion and Reserve Horse and Pony/VSE ribbons

Office fee: \$5 per Turnout

Stall Fees: \$30 per stall (No shavings included)

Showing Out of Trailer: \$15 per exhibitor

Starting time: 10 am (lunch break time announced during show. Caterer on the grounds)

Location: Fox Valley Saddle Association grounds, Hampshire, IL
(44W300 Rohrson Road, Rohrson and Tower Roads)

Negative Coggins test dated within one year is required for each equine.

All dogs must be on a leash attached to a human or tied up. No alcoholic beverages.

ADS/USEF Rules shall apply where applicable.

***Contact organizer for rules of non ADS/USEF classes.**

ADS/USEF pleasure driving Attire and harness rules shall apply. Hat, driving gloves, apron and appropriate whip in hand are required. **Helmets are strongly encouraged.** Pneumatic tired vehicles and Marathon vehicles are allowed. Turnouts will be checked for safety. Removal of bridle from horse while hitched to the vehicle will be grounds for dismissal from grounds.

Class list as follows (Horse and pony/ VSE divisions for each):

1. a. Horse: b. Pony/VSE Super Reinsmanship, Pattern #1 (USEF CP 225)
2. a. Horse: b. Pony/VSE Precision driving, Pattern #2*
3. a. Horse: b. Pony/VSE Fault and Out (USEF CP 249.1)
4. a. Horse: b. Pony/VSE Rainbow Cones (USEF CP 247 Timed Competition)
5. a. Horse: b. Pony/VSE Driving Pole Bending*
6. a. Horse: b. Pony/VSE Driving Bow Tie Cones Course (USEF CP 247 Timed Competition)
7. a. Horse: b. Pony/VSE Pleasure Cross Country (USEF CP 250.1)

Contact: Kris Breyer briarpatcheast@aol.com, 847-526-3012

(Stay over for the FVSA OPEN SHOW September 25, 2015. **EIGHT DRIVING CLASSES including the cross country again!** Driving starts at 1 pm with driving judge. www.fvsa.org)

Fox Valley Saddle Association's 2016

April 24

Dawn Scully
Helenville, WI

May 22

Kat Zelnio
Moline, IL

June 26

Dana Panella
Hartland, WI

August 28

Steve Papaeliou
Minooka, IL

Sept. 25

Cori Elliott
Stockton, IL

Horse Show Series



Hampshire, Illinois Since 1946

www.fvsa.org

1. 3-Year-Old & Under Horse Halter
2. English Horse in Hand
3. Color Breed Halter (judged on 50% color, 50% conformation)
4. Western Horse Halter
5. Aging Gracefully Halter (for horses age 10 and older)
6. Pony/Mini Halter
- GRAND & RESERVE CHAMPION HALTER** (1st & 2nd from 1-6)
7. MELANIE GILL MEMORIAL OPEN SHOWMANSHIP PAYBACK***
8. Beginner Showmanship Clinic Class ****
9. Pony Showmanship
10. Showmanship at Halter, 40 and over
11. Showmanship at Halter, 19-39
12. Showmanship at Halter, 14-18
13. Showmanship at Halter, 13 & under
- **15 MINUTE BREAK**, Lead Liners and Walk-Trotters only, please -
14. Lead Line, 8 & under**
15. Walk Trot Pleasure, 12 & under** (can also ride in: 20,26,34 & 40)
16. Walk Trot Equitation, 12 & under** (can also ride in: 20,26,34 & 40)
17. Open Walk Trot Novice** (No age limit. Can also ride in: 20,26,34 & 40)
18. Pony Pleasure
19. Pony Equitation
- **15 MINUTE BREAK** -
20. Open Walk Trot English Pleasure (no age limit) ☺
21. OPEN ENGLISH PLEASURE PAYBACK CLASS***
22. English Pleasure, 40 & over
23. English Pleasure, 19-39
24. English Pleasure, 14-18
25. English Pleasure, 13 and under
26. Beginner English Equitation Clinic Class ****
27. English Equitation, 40 & over
28. English Equitation, 19-39
29. English Equitation, 14-18
30. English Equitation, 13 & under
31. Open Junior Horse Pleasure (Horse 5 years or under)
32. Open Senior Horse Pleasure (Horse 6 years or over)
33. Open Color Breed Pleasure (Observable color/pedigree on request)
- **15 MINUTE BREAK** -
34. Open Walk Trot Western Pleasure (no age limit) ☺
35. OPEN WESTERN PLEASURE PAYBACK CLASS***
36. Western Pleasure, 40 & over
37. Western Pleasure, 19-39
38. Western Pleasure, 14-18
39. Western Pleasure, 13 & under
40. Beginner Western Horsemanship Clinic****
41. Western Horsemanship, 40 & over
42. Western Horsemanship, 19-39
43. Western Horsemanship, 14-18
44. Western Horsemanship, 13 & under



Driving classes will start at 1 p.m., and run concurrently with the rest of the show, with a separate judge. Classes will be held on the lawn, east of the indoor. In the event of inclement weather, classes will be cancelled. Call the show grounds on the day of the show for a weather update: 847-464-4355.

45. Pony/Mini Pleasure Driving
46. Horse Pleasure Driving
47. Pony/Mini Reinsmanship Driving
48. Horse Reinsmanship Driving
49. Pony/Mini Cones Class (timed, weather permitting)
50. Horse Cones Classes (timed, weather permitting)
51. Pony/Mini Pleasure Driving Cross Country
52. Horse Pleasure Driving Cross Country



TIME: 8:30 a.m. (grounds open at 7 a.m.)
ENTRY FEE: \$8 per class; \$12 Jackpot classes
AWARDS: Ribbons to six places

Stalls on grounds: \$25 per stall, first come, first served
FVSA reserves the right to require stalls in the event of inclement weather.

Food Stand - Rain/Shine - Indoor/Outdoor Arenas

Contact: Judy 847-683-2372

Day of Show Phone: 847-464-4355

LOCATION: 1 mile west of Rt. 47 on Rohrsen Rd. (44W300 Rohrsen Rd.) Location is north of Rt. 64, south of Rt. 20

***WARNING** Under the Equine Activity Liability Act, each participant who engages in an equine activity expressly assumes the risks of engaging in and legal responsibility for injury, loss, or damage to person or property resulting from the risk of equine activities.*

HIGH POINT AWARD DIVISIONS

To be eligible for any high point* you must enter in class 1, 2, 3, 4, 5 or 6. Points earned in classes 1, 2, 3, 4, 5 or 6 will not count toward high point. Ties broken by judges discretion.

AGE DIVISION HIGH POINTS by HORSE/RIDER COMBINATION

13 & under:13, 25, 30, 39, 44
14-18:12, 24, 29, 38, 43
19-39:11, 23, 28, 37, 42
40 & over:10, 22, 27, 36, 41

- ◆ **Daily High Point Awards** for each age division at each show.
- ◆ **Year End High Point Awards** for each age division for points accumulated for show series.
- ◆ **Year End Driving High Point Award** for points accumulated in classes 45, 46, 47, 48, 49, 50, 51 and 52.
- ◆ **Year End Pony/Mini High Point Award** for points accumulated in pony classes for show series (Classes 6, 9, 18, 19, 45, 47, 49, 51)
- ◆ **Year End Walk Trot High Point Awards***

*Walk-Trot riders do not have to enter a conformation class

**Entries in classes 14, 15, 16 and 17 CANNOT enter in any other riding classes except 20, 26, 34 and 40.

***\$12 Entry Fee. Horse and Rider must enter in at least 2 other non-payback classes to enter a Payback Class.

Payback Pay \$50=1st, \$30=2nd, \$20=3rd

****Entry \$0, for true beginners only. Based on RIDER level.

☺ Entry fees from these classes will be used to begin a Fox Valley Scholarship Fund.

GENERAL RULES: No entry fees refunded. Judges decision is final. All stallions must have an adult handler. FVSA is not responsible for any theft, accident or bodily injury. No entry fee for Grand and Reserve halter. No alcoholic beverages on the grounds. All dogs must be on a leash. Children must be under adult supervision. Ages as of Jan. 1 2016. Ponies are 14.2 & under. The show committee reserves the right to combine or cancel any class with less than six entries. AQHA Rules will be followed where applicable. Horse Registration papers may be requested. Announcements made the day of the show take precedence over written show bill. State of Illinois proof of negative Coggins Law abided by. NSF FEE: \$20 for returned checks

Fox Valley Saddle Association's 2016

June 4th

July 16th

October 8th

Driving Derby Series

Location: 44W300 Rohrsen Road, Hampshire IL
(Corner of Rohrsen and Tower Rd)
Location is north of Route 64, south of Route 20.

**New July
Date**



Divisions:

Trot Only VSE	Open VSE
Trot Only Pony	Open Pony
Trot Only Horse	Open Horse
Trot Only Multiples (pairs, tandems, teams)	Open Multiples (pairs, tandems, teams)

*Cone width - 175 cm standard.

Schedule:

9:00 – Grounds Open

11:00 – Secretary's Stand Opens

11:30 – Secretary closes to new entries (packets can still be collected till 12:00)

12:00 – Mandatory Driver's Meeting – course opens for *official* walk after Driver's Meeting

1:00 – First Entry on course

30 minutes after last round – Awards Ceremony

Each entry will get two rounds on the course. If course change is made between rounds a minimum of 15 minutes will be given to walk the course.

Ribbons up to 6th place! Year-end Champion and Reserve Champion for Trot Only and Open Divisions.

Lunch will be available to order while the Secretary Stand is open

Contact: Questions please call or email Mike Chuman: FarmAwesomeMike@gmail.com (630) 723-7648,
or Kelly Chuman: kellychuman@gmail.com (630) 712-9397

For pre-registration, send entries to:

Michael Chuman 3N968 Meredith Road Maple Park, IL 60151	Entries should include (1) Entry Form with signatures, (2) Check made out to FVSA. No entries will be accepted after 11:30 AM on the day of the show.
---	--

Fees:

\$25 – One Derby Entry	\$25 per stall for Saturday day ONLY
\$60 – Entry in all three Derby Dates (save \$15!!)	\$10 – Overnight Electric Hookup
\$5 – Late Fee (received after closing day)	\$15 – Daytime Electric Hookup

**FVSA reserves the right to require stall rental if weather conditions preclude parking on grass

Attire: ASTM/SEI helmet, whip, and gloves are required. Safety vest is strongly encouraged. All safe vehicle types are welcome.

American Driving Society (ADS) Rules Apply. Navigator required for large pony (ponies over 120 cm), horses, and multiples (navigators can go around multiple times).

GENERAL RULES: No entry fees refunded. Judges decision is final. All stallions must have an adult handler. FVSA is not responsible for any theft, accident or bodily injury. No alcoholic beverages on the grounds. All dogs must be on a leash. Children must be under adult supervision. The show committee reserves the right to combine, split, or cancel any class based entries. ADS Rules will be followed where applicable. Announcements made the day of the show take precedence over written show bill. State of Illinois proof of negative Coggins Law abided by. NSF FEE: \$20 for returned checks

FOX VALLEY SADDLE ASSOCIATION'S 2016 DRIVING DERBY SERIES ENTRY FORM

One Turn Out per Entry Form

Mail entries to: Mike Chuman
3N968 Meredith Road
Maple Park, IL 60151

Questions? FarmAwesomeMike@gmail.com
(630) 723-7648

Name of Whip/Driver

Address City State Zip Code

Email Address Phone Number

Name of Horse(s) Height in cm

Name of Owner

Address City State Zip Code

Email Address Phone Number

Select Division (mark one)

<input type="checkbox"/> Trot Only VSE	<input type="checkbox"/> Open VSE
<input type="checkbox"/> Trot Only Pony	<input type="checkbox"/> Open Pony
<input type="checkbox"/> Trot Only Horse	<input type="checkbox"/> Open Horse
<input type="checkbox"/> Trot Only Multiples (pairs, tandems, teams)	<input type="checkbox"/> Open Multiples (pairs, tandems, teams)

Other Fees (mark all that apply)

One Derby Entry – Show Date	<input type="checkbox"/> June 04, 2016 <input type="checkbox"/> July 16, 2016 <input type="checkbox"/> October 8, 2016	<input type="checkbox"/> \$25
Entry in all three Derby Dates (save \$15!!)		<input type="checkbox"/> \$60
Day Stall for Saturday day ONLY		<input type="checkbox"/> \$25 * Stalls
Camper hook up (Saturday only)		<input type="checkbox"/> \$15
TOTAL DUE		

Make checks payable to Fox Valley Saddle Association or FVSA. There will be \$20 fee for any returned checks.



SALES BARN

KEMAH'S ANIMAL CARE SERVICE

Specializing in horse care, but also experienced in the care of dogs, cats, birds, as well as many farm animals. Services including, but not limited to, cleaning, feeding, exercising, grooming, administering meds if needed. Short term to permanent care available. Over fifteen years experience. Great references. Reasonable rates. Call Kemah: 815-451-3967.



FOR SALE: Russet and Brass leather Single Horse reins: lightly used, \$50

Country Carriages USA, Country cart, small pony/ mini sized. Used for Pleasure Shows & CDEs. Dark walnut stained wood, wool grey Bedford cord seat and black rain seat. Light weight approximately 175 pounds, two passenger cart with the best ride. A sliding, adjustable seat, spares box under the seat, flush hubs, flat rubber tires, chrome hardware, wood dash, whip socket, black leather shaft trim, good condition. New was \$2,600, **asking \$1,500.**

New mini whip looks like a Holly \$50.00. Cob/small horse sized breaking/ road cart, wooden wheels, not for show but sturdy \$500.00 OBO, very small kid western saddle \$25, small kid English saddle \$100, "Daddle" seat that attaches behind an adult western saddle \$25.



Call Ann McCombs 815-648-4471

FOR SALE: (I do not have a photo) **Driving Harness for Draft** - Black leather and patent leather.

Breastcollar. Was custom made for my Belgian. Good Condition. \$225

Beautiful Carriage - - 2 bench carriage with Burgundy crushed velvet seats. Excellent condition. Draft and

regular size shafts. - \$3500

Driving Cart - Excellent condition. Regular size shafts. \$399

All located in Crystal Lake, IL Contact - Jennifer Swanson - 815-459-4000



Show Gig for Sale



Built by Todd Frey of Frey Carriage, Columbus, Wisconsin. Gig is about 15 years old, lightly used. I have used it at a few shows and it is very well balanced and smooth riding. It has a beautiful dark green paint finish. It has new shaft covers and includes a full canvas cover. It is in very good condition. **\$3,800** Contact Sandra Nowicki, 262-889-4802 or sannowicki@aol.com

The following miniature horses are for sale at Double L Equestrian:

Chili Bean, bay pinto gelding, 21 years old, 37.5" tall. Drives in shows, on trail and with drill team. Good for intermediate or advanced beginner driver. Was abused before we got him, so needs a knowledgeable handler, but he is really sweet. Trailers, leads, ties, clips, bathes. Goes over obstacles in hand or driving. Up to date on everything and microchipped. Needs a good forever home. \$600 Pkg deal possible with metal or wood cart and harness.



Romeo, grey and white pinto gelding, 13 years old, 36.5" tall. Drives in shows, on trail and with drill team. Good for intermediate or advanced beginner driver. Pulls strong. Took overall driving high point at Fox Valley in 2015. Can be ridden by experienced child up to 60# or leadline little ones. Trailers, leads, ties, clips, bathes. Goes over obstacles in hand or driving. Up to date on everything and microchipped. Needs a forever home. \$925 Pkg deal possible with metal or wood cart and harness.



Fin MacCool, cream with dark points, gelding, 18 years old, 32". AMHR and AMHA registration current. Drives in shows, trail and with drill team, though has trouble keeping up. Good for beginner driver, used in lessons. Has been in many parades. Also drives as a pair with Tinkabelle (below). Trailers, leads, ties, clips, bathes. Goes over obstacles in hand. Microchipped! Up to date on everything. Good home a must. \$650
Pkg possible with cart and harness. Wagon and team harness also for sale.



Tinkerbelle, red roan mare, 19 years old, 30" tall. AMHR registered. Drives inside or outside and with drill team. Good for beginner driver, used in lessons. Has been in many parades. Also drives as a pair with Finn MacCool. Trailers, leads, ties, clips, bathes. Goes over obstacles in hand. Up to date on everything. Good home a must! Microchipped! \$650 Pkg deal possible with cart and harness. Wagon and team harness for sale.



Contact Linda for any of the above horses at dbllequest@gmail.com or 815-546-7995

MEADOWBROOK CART FOR SALE,

REAR ENTRY

10 YEARS OLD, SHAFTS 90" LONG,

29" APART \$600 PRICE NEGOTIABLE

BRODHEAD HARNESS AVAILABLE

630-365-2638/CHEVALAMI@GMAIL.COM



FOR SALE: 3 Registered Morgan geldings, all Black. Ages 8, 7, and 5 years old.

All three are Broke to Drive, Two are Green Broke to Ride. Asking \$3,000 each.

Contact: Don Kalbantner at 815-289-8598

Wheel to Wheel

NEWSLETTER EDITOR
26715 N. Schwerman Road
Wauconda, IL 60084-2703



Reiner Schuetz brings in the US Flag

HUB CLUB Membership Application Year _____

NAME: _____
ADDRESS: _____

PHONE :(home) _____
(work) _____ (cell) _____

EMAIL ADDRESS _____



Please check preference: Newsletter sent via email _____ U.S Postal Service _____
Also member of: _____ ADS _____ CAA, _____ USEF, Local club _____

MEMBERSHIP DESIGNATIONS:

INDIVIDUAL MEMBERSHIP: 18yrs or older, 1 vote per membership

FAMILY MEMBERSHIP: Couple and any underage children (<18), immediate family, 2 votes per membership.

JUNIOR MEMBERSHIP: Child under 18yrs of age, no voting privileges. (Must have an adult member as sponsor).

Also, parent/guardian must sign on application for Junior Members to participate at club events.

I accept the benefits, obligations and responsibilities of membership and agree to abide by the HUB Club bylaws

Signature(s): _____ Date _____
_____ Date _____
_____ Date : _____

Parent or Guardian (if under 18 years of age)

INDIVIDUAL MEMBERSHIP:	\$25.00 (Renewing or New)*	\$ _____
FAMILY MEMBERSHIP:	\$35.00 (Renewing or New)*	\$ _____
JUNIOR MEMBERSHIP:	\$10.00 (Renewing or New)*	\$ _____

*New memberships received after June 30 will be pro-rated for 6 months

Send check with completed forms to: check # _____
date _____

Sue West
16212 Nelson Road
Woodstock, IL 60098