

Wheel to Wheel



2021

Newsletter for the HUB

Club

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

HUB Club Officers:

President Krista Ziec 815-342-4819 Kristat40@gmail.com
Vice President Emily Berendt 815-337-3101 eberendt@yahoo.com
Secretary Kelly Chuman 630 712 9397 KellyChuman@gmail.com.
Treasurer Sue West 815-451-9385 jswestwindfarm@aol.com
Newsletter Editor Kris Breyer 847-526-3012 briarpatcheast@aol.com

ADS Representatives: Midwest Region Rep Jada Neubauer, ADS Midwest Regional Director 55065 180th St. Ames, IA 50010 525.450.4820 midwest@americandrivingsociety.org
Central Region Rep Lynn West LynnWest@Realtor.com

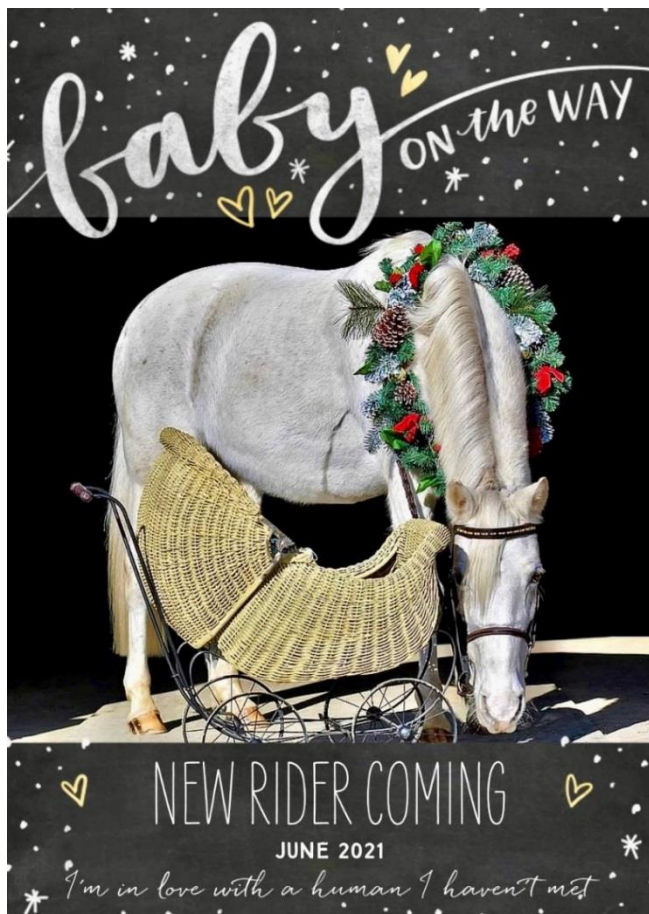
A current negative Coggins must be on file with the club secretary in order to participate in any HUB Club event

The HUB Club:
Education &
Camaraderie



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.



Prez' message:

Happy New Year Hub Clubbers!

Huge news.... I am currently pregnant with our first. WOOT WOOT!

With that being said, I do not feel I will do the club justice as my attention and time will be with our new family. I am regretfully stepping down from club president effective at our annual meeting this month. I will still be an active member/volunteer as much as possible.

I still can't believe Lily will finally have her own kid! She's been practicing for one for the 10 years I've had her, borrowing friends' and family's children. For those that have seen her crazy speed, yes she can double as a kids pony. She melts for the little ones and turns into a totally different pony. Perfect ending to an insane 2020.

♥♥ I wish everyone health, happiness and tons of joyful time in the box. Cheers to 2021! **Krista**

2021 Sub Club Annual Meeting

Where: From your own home or choice of location

How: Via ZOOM

When: Sunday, January 31st, 2021 at 1pm CST

The HUB Club officers have made the decision to hold our annual meeting via ZOOM for the safety of our entire membership.

Details and link for the meeting will be sent to all as soon as they are made available.

Bring ideas for our club to do during this trying time.



Also, club dues for 2021 are due. Since we will not have an in person meeting, please pay them via mail or respond to the email notice of renewal you may have received.

Long Lining or Ground Driving?



When a good trainer starts a horse, they obviously need to put in some time with the horse on the ground before it is put to a vehicle. A lot of new drivers working with green horses are under the impression that a major step in training the driving horse is ground driving. For my purposes in differentiation, I use the term “ground driving” to refer to walking behind the horse like you were in a vehicle, but without the vehicle attached. Our family doesn’t tend to do much “ground driving”. We do more what I refer to as “long lining” which is basically staying in the center of the arena while the horse goes around. The purpose of this article is more to introduce the learner to the concept of long lining verses discussing how to do it. There are plenty of resources available on that.

So why do we tend to [long line](#) versus ground drive? We are able to maintain better contact on the horse, therefore giving him a more typical feel of the mouth to transition to the contact he will feel when put to a vehicle. We also have better control of the back end of the horse through long lining when we put the lines through the tugs on the [driving saddle](#) (or lower rings of a [surcingle](#) if you have one). If the horse migrates into the center, the outside rein is there to help him stay out farther on the circle. The muscular structure of the inside hind leg is developed in the circle, which is the start of the horse's proper bending through a turn. From the center of the circle, we can also observe the horse's reactions and development more easily than from behind the horse.

When you ground drive behind the horse, you tend not to be able to maintain the same exact speed as the horse and therefore the contact on the lines "ebbs and flows". It is virtually impossible to maintain steady, even contact on the [bit](#) when ground driving behind the horse, and a lot of people will have no contact at all! Being directly behind the horse also is not necessarily a safe place to be if the horse bucks or kicks out. If the horse decides to bolt forward, it is quite a bit more difficult to bring him back because you have nothing on which to brace and more than likely will get thrown forward and can be forced (either by choice or simply physics) to let go of the lines. Once the horse learns he can "escape" forward by bolting away from you, it is tremendously more difficult to break that habit and he learns to become a "runaway". If the horse decides to bolt forward in the long lining circle, you can shorten up on the inside line to force him into a smaller circle, therefore decreasing his forward momentum and slowing his movement until you can get him more under control. The circle becomes the "safe, familiar place".

When we long line, it's not all just circles. We still do some steering of the horse in the process of long lining by setting up some cones or other obstacles in the arena through which we guide the horse. We will set up "deviations" of cones in a zig zag pattern, or some parallel poles on the ground through which he learns to go through without bumping. We switch direction by having the horse turn away from us. Regardless of where we place the horse, our body is only ever very briefly directly behind the horse. We are off to the inside of the turn most of the time. We can help the horse move out towards bit contact by moving quickly along with him as he trots along a side wall. The horse also learns to be rated in his speed by performing a slow trot in a smaller circle and a strong trot in a larger one. I'm not going to lie; I REALLY don't want to have to run behind my horse when he's in a strong trot. That's too much like work for me!

When we start putting the horse to the drag or shaft trainers, we don't have to negotiate those items while long lining the horse from the center of the circle. If we would ground drive while the horse is put to the drag, we have to watch where we are stepping so as not to get ourselves tangled in the drag! Again, we can maintain a more even, correct contact with the horse's mouth through long lining while the horse is learning to pull.

Ground driving can have some benefits, like teaching a young horse to move forward without someone at his head leading him. He has to learn to be the "leader" (in physical location, not in mental capacity). It is also a good step for young horses that are still growing, therefore avoiding extra strain on fragile joints that circle work might produce. However, if they are that young, they probably shouldn't be bitted anyway to be ground driven. More work can be done with desensitization and [ground manners](#) when the horse is too young to be worked heavily in a circle.

There are a few good resources to help you learn more about long lining. [Carriage Driving](#) is a good one, as well as [Breaking a Horse to Harness](#). Both of these books cover long lining enough to be beneficial to your training process. Being a British book, Breaking a Horse to Harness calls it "long reining".

Do yourself a favor. Get out from behind your horse and let the horse go around you while long lining. You will find that to be a much safer and more effective training method than ground driving!

Myrna Rhinehart





Here is our then two-year-old being longlined/ ground driven before his first time being hitched to a vehicle. He had spent several months learning the "ropes" first. Lunged, being taught voice signals, dragging a tire, having false shafts carried and so on.

He was lined a bit before being hitched for a while to make sure his "gears" were in place before the cart was added.



Stormy is turning four this year and will be driven to a light cart and transitioned to bigger and heavier ones as he matures and gets more strength.

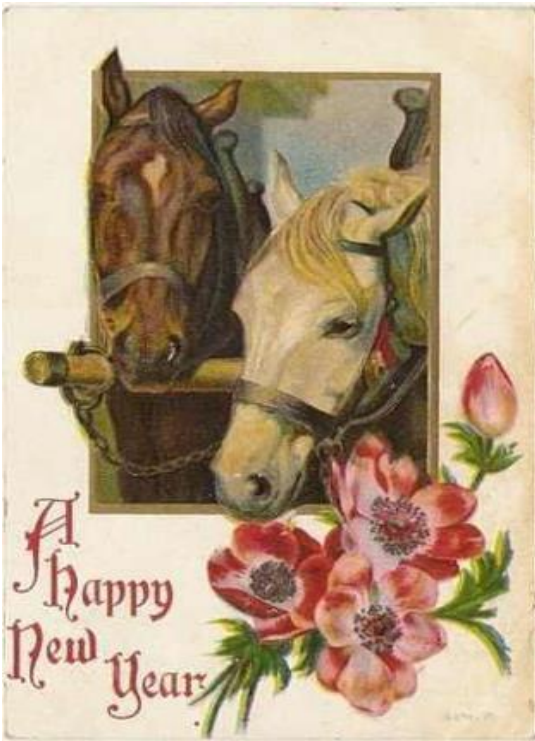
Al will be driving him in 2021.

Kris Breyer

Breaki Jacobs
Facebook &
Web File ©2020

Wheel to Wheel

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



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
711 Myrtle Way #215
Janesville, WI 53545