

Wheel to Wheel

Newsletter for the HUB

Welcome to
June 2020
Club

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

<http://www.hubclubdriving.com>

HUB Club Officers:

President Krista Ziec 815-342-4819
Vice President Emily Berendt 815-337-3101
Secretary Kelly Chuman 630 712 9397
Treasurer Sue West 815-482-2747
Newsletter Editor Kris Breyer 847-526-3012
Webmaster

Kristat40@gmail.com
eberendt@yahoo.com
KellyChuman@gmail.com
jswestwindfarm@aol.com
briarpatcheast@aol.com

The HUB Club:
Education &
Camraderie



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

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: Fellow HUB Clubbers and friends,

I hope everyone is staying healthy, happy and getting their barn time in. I wish we could bring you our June *Wheel to Wheel* stock full of photos and stories of a successful 2020 Spring Clinic as we have in previous years. Nevertheless, cancelling the clinic and meeting were just small sacrifices we had to make. As the State of Illinois starts to roll out the reopening of businesses and events, we will hopefully start to reach the point where we are able to schedule our club events again.

Officers will be meeting in June to go over rescheduling the Spring meeting, how to safely plan for in-person events and how best to take advantage of the rest of the year. Please email me at Kristat40@gmail.com if you would like me to address any additional topics.

I hope a few of our members have taken advantage of submitting entries to the virtual horse shows! The Royal Windsor Horse Show has wrapped up and the Lexington Carriage Classic (www.lexingtoncarriageclassic.com) is currently accepting entries. To enter, submit a photo from any time period with the \$5 class fee. The photos will be judged June 18-20th so there is plenty of time to dig up new or old photos. Also, if you need to get some safe social time in, the Midwest Carriage Festival is still scheduled for Father's Day weekend and they have graciously added on a Combined Test (CT) for that Friday. Although entries were due June 1st, there are multiple volunteer opportunities available. Please contact the volunteer coordinator Josie Markham-Bennett at markhamjosephine@gmail.com.

I look forward to seeing all of you when the time is right,

Krista

2020 DRIVING



June 20-21 Midwest Carriage Festival (Walworth County Fair Grounds, Elkhorn, WI) <http://bit.ly/2SDbBrn>

July 4 Notara Farm HDT (Verona, WI) We will have a combined test consisting to dressage and cones in the morning and a marathon phase in the afternoon that will not be scored - more of a schooling exercise that you might time yourself. No big tent, no food so bring your own food and shade tent(s) and water for self and horses. Hose for water will be available. It'll be a great day!!! Omnibus listing with electronic driving entries will hopefully be up soon.

July 5 Historical Drive at Old World Wisconsin (Eagle, WI)

July 17-19 Wade House Carriage Festival (Greenbush, WI)

July 25 FSVA Driving Games Day (Hampshire, IL) kellychuman@gmail.com

July 25-26 HOW driving and riding clinic (Middleton, WI) happyhaflingers@yahoo.co

July 25-26 MDDA War Horse distance drive 12 miles each day (Palmyra WI) umecra.com

Sept 6 Historical Drive at Old World Wisconsin (Eagle, WI)

Sept 11-13 Villa Louis Carriage Classic (Prairie du Chien, WI) carriageclassic.com

Sept 19-20 MDDA Colorama distance drive 15 miles each day (New Prospect WI) umecra.com

Oct 2-4 HOW open drive at Palmquist Farm (Brantwood WI) happyhaflingers@yahoo.com

Oct 3 FSVA Driving Games Day (Hampshire, IL) kellychuman@gmail.com

Oct 4 MDDA Spirit Horse distance drive 15 miles (Palmyra WI) umecra.com

Oct 10-11 MDDA Iron Oak distance drive 12.5 miles each day (Arkdale WI) umecra.com

Oct 31-Nov 1 MDDA AHDRA Big River distance drive 12.5 miles Sat, 10 Sun miles (Keithsburg IL) umecra.com



Sales Barn

WEANLING FOR SALE.

Driving/Riding prospect. Sweet, appealing filly. Born Sept 1, 2019. Half Fjord, half Spotted Haflinger. Should mature 14+ hands. Halter broke, leads, good for farrier, loads, clips. Located in Brooklyn, WI (20 miles south of Madison, WI). Contact Donna and Chet Thomas for full details. 608-332-0704 or stablewoman@hughes.net



Fox Valley Saddle Association's 2020 Day of Driving Show

Location: 44W300 Rohrsen Road, Hampshire IL
(Corner of Rohrsen and Tower Rd)

Location is north of Route 64, south of Route 20.



July 25th & October 3rd

Classes:

Morning Driving Derby	Afternoon Games
<ol style="list-style-type: none"> Horse Trot Only Driving Derby Horse Open Driving Derby Pony Trot Only Driving Derby Pony Open Driving Derby VSE Trot Only Driving Derby VSE Open Driving Derby <ul style="list-style-type: none"> Multiples can request to be run in their own division or can compete with their size group. 	<ol style="list-style-type: none"> Rainbow Bingo Cones Don't Spill The "Wine" Command Class A Nice Day for Fishing Town & Country Trivia Pursuit Organizer's Choice(s)

Show Schedule:

8:00 – Grounds Open

9:00 – Secretary's Stand Opens

9:45 – Secretary's Stand Closes until the conclusion of the Driving Derby

10:00 – Driving Derby Begins

1 hour of lunch after the Driving Derby ends

Afternoon – Games begin (games will not start before noon)

30 minutes after last round – Awards Ceremony

- Cone width - 175 cm standard.
- Driving Derby - Navigator required for large pony (ponies over 120 cm), horses, and multiples (navigators can go around multiple times).
- Derby - Ribbons up to 6th place!
- Games – Fun awards only
- Lunch will be available to order during a limited time only

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

Fees

\$25 – Derby Entry per horse/driver team	\$25 per stall for non-FVSA members
\$15 – all afternoon games	\$15 per stall for FVSA members

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

Attire: All safe vehicle types are welcome. ASTM/SEI helmet, whip, and gloves are required. Safety vest is strongly encouraged. Fun award given to a turnout with particularly fun or entertaining outfits, so be creative.

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.

GENERAL RULES: No entry fees refunded. Judge's 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

Trail Etiquette

Lessons from Miss Trail Manners! (Submitted by Linda Fidler)

Exerts from June 2016 **Equus** article *Trail-Sharing Savvy* by Dee McVicker

- **Trail Sharing Savvy**

- Multiuse trails
 - Equestrians on trails are the minority
 - Hikers, bicyclists and joggers outnumber equestrians average of 24 to 1
 - Bicyclists are the first group volunteering for trail maintenance
- Best interest for all equestrians



- Maintain friendly and courteous relations with other users on the trails
 - Practice good horsemanship
 - Common sense
 - **Five Simple Rules**
 - Prepare your horse for the trails
 - Make safety your priority
 - Keep your cell phone in your pocket
 - Become an ambassador for horses
 - Take the high road
 - **Prepare your horse for the trails**
 - Understand what issues your horse may have
 - Work out these issues before hitting the trails
 - Desensitize them to objects, movements, etc.
 - Understand the other trail users have a right to be there too.
 - You can't control what others do, but you can control what you do
 - **Make safety your priority**
 - Yield to hikers, joggers and bicyclists (especially on hills)

- Slow down when approaching others on the trail
- Say "hello" (make sure they know you are coming up on them too!)
- Listen for possible motorists on the trail and be prepared to move over.
- Open fields be aware of deer and cattle
- **Keep your cell phone in your pocket**
 - Just like in driving a car, cell phones are a distraction
 - Other trail users may be on their cell phones, so you will need to be aware
 - Pay attention to your horse and surroundings!
- **Become an ambassador for horses**
 - Make an effort to educate the uninformed about your reactive herd animal
 - Let them know

- they should speak up to let you know they are there and going to pass
 - not to step off the trail and hide in the bushes or trees
- Always thank them for being courteous to you and your horse
- Practice good public relations
 - If your horse is agreeable stop and let the hikers pet your horse
 - Stop and chat with people interested in your horse, great opportunity for learning
- Take the high road
 - Most non-equestrians know little to nothing about horses
 - Don't yell at them
 - Educate them when you get the chance
- Rider to Rider Considerations
 - When riding in a group
 - Understand your horse's and your abilities, mannerisms and fears
 - Decide how to handle particular challenges
 - Let the non-equestrian users cross bridges, water and crossroads first
 - Have the more experienced horse lead the way over, through or by obstacles
 - Maintain some distance between horses
 - Before passing let the person in front of you know first
 - Do not gallop when passing!
 - Move away from trouble, don't let your horse try to fight with another
 - Address issues with your horse away from the group
- **Targeted Trail Rides/Drives**
 - Group decides ahead of time what the purpose of the trail ride will be
 - Work on phobias
 - What kind of work-out; walk, trot, canter, etc.
 - Communicate with all participants before going
 - Type of riding/driving conditions
 - Safety first!
- **The Golden Rule- if a trail isn't marked for horses, don't go there!**
 - Avoid endangering others
 - Do not cause damage to plants or terrain by staying on the marked trails
 - Single file on narrow pathways
 - Move at sensible speeds based on terrain and visibility





Villa Louis Carriage Classic to Host CAA Carriage Showcase



Carriage Showcase FAQs

Q1. What is the Carriage Association of America Carriage Showcase?

A1. The Carriage Showcase is an annual tradition hosted by the Carriage Association of (CAA). Both antique and reproduction vehicles are exhibited in the showcase and evaluations are performed by a group of experienced restorers and evaluators. The evaluators inspect each vehicle and give an incredibly detailed description including their assessments of the quality and workmanship of the paint or stain; colors; trim; mechanical soundness; correctness of all vehicle parts (e.g. hitching pieces and lamps); correctness of all vehicle hardware (e.g. screws, nuts, hinges, and beading); and overall impression. Categories of judging include original and conserved vehicles along with antique vehicles “in use” and both amateur and professionally restored antique vehicles “on display” along with miniatures and reproduction vehicles as well.

Q2. Are there prizes associated with showcase?

A2. There are several awards given during the judging including certificates of merit for restorations garnering certain scoring benchmarks (honorable mention, bronze, silver, and gold certificates). Trophies are awarded for best documentation of the restoration, highest scoring restoration and a popular “People’s Choice” award, which is voted on by the audience members.

Q3. Do I have to be a member of the Carriage Association of America (CAA) to enter a vehicle in the showcase?

A3. It is preferred that people exhibiting vehicles in the Carriage Showcase are members of the CAA, but it is not mandatory. Membership in the organization provides educational opportunities like the annual showcase and many other recreational and educational benefits. Membership also provides excellent networking opportunities to meet fellow carriage enthusiasts and exchange restoration ideas, tips, and strategies.

Q4. A two-part question, can I bring a vehicle that I intend to use in the Villa Louis Carriage Classic? And secondly, can I bring a vehicle to the showcase even if I do not intend to show in the Villa Louis Carriage Classic?

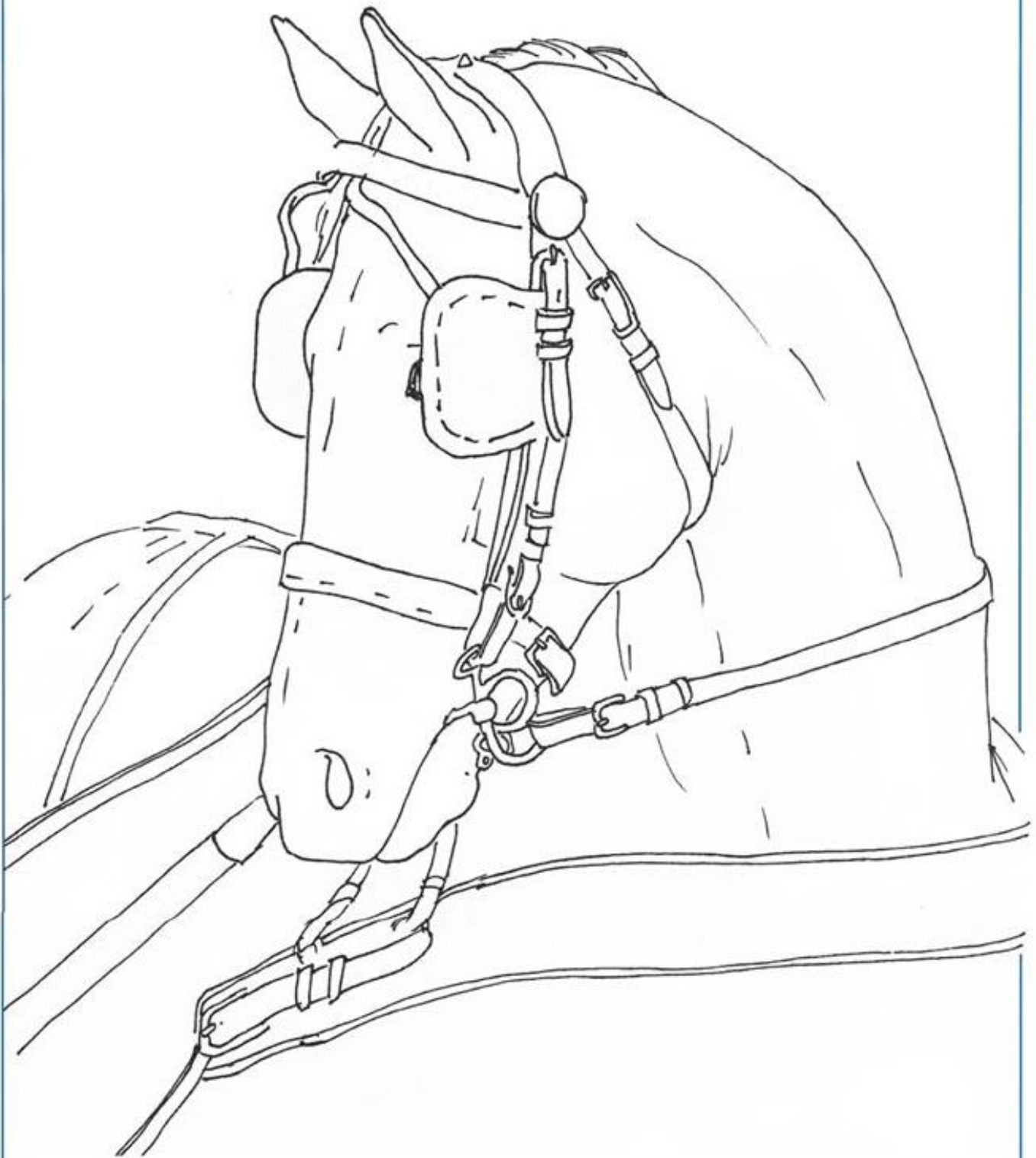
A4. The answer to both questions is a resounding, “YES” – you may have vehicles in the carriage showcase that you are using in the Villa Louis Carriage Classic; a showcase tent is planned near the stabling area and the spectator area to allow guests to see the showcase and allow vehicles to be displayed when not in use for the show. Likewise, people that do not have equine entered in the show are also welcomed to bring vehicles for display and judging in the showcase.

Q5. What is the process of judging and providing feedback on the evaluations?

A5. The evaluations will be done by the CAA evaluators and then a public commentary is given where details and unique features of each vehicle are discussed. This commentary is very insightful for people as it gives understanding to the placings of each vehicle. Participants in the carriage showcase can opt-out of the public commentary if they would wish to have the judge’s evaluations not shared with the public.

Come Drive with Us!

americandrivingsociety.org



The American Driving Society, Inc.

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Singletree Straps

What Are They and Why?

If you've been around the horse driving world a while, you might have noticed that a lot of vehicles have a couple of straps around the singletree. Sometimes they might be leather, sometimes nylon with buckles, but there are always two and they are always on the outer edges of the singletree. In the everyday vernacular,



they are called (*what else*) singletree straps! They seem like such a simple part of the carriage, they can't be that important, right? They seem like they would limit the movement of the singletree and we want that to move with the horse, right? Well, let me tell you what they do.

First, let's go over the purpose of the singletree. Without the singletree,

where the traces are attached to hooks that are permanently mounted to the vehicle, the breast collar will rub back and forth over the chest and shoulders of the horse. When the harness traces are properly attached to the singletree, the singletree moves back and forth with the movement of the horse, reducing any friction caused by the harness. That being said, the singletree is pretty important, too!

So why do I need those straps? It's easiest to understand when you know what can happen if you *don't* have them. Unfortunately, I personally know people who have had major wrecks as a result of not having the straps. The straps do two things. The first is in case a trace might come off of the singletree or if it breaks. Let's just say it's the left trace that comes off. Without those straps, especially in a vehicle that doesn't have a dash like a lot of simple easy entry carts, the right side of the singletree will swing forward with the trace that is still attached. This can result in a couple of different disasters or culminate in all of them at once! Your horse could get smacked in the rear with the singletree (and we all know what happens when you smack a horse in the rear!), or the right side of the trace could come off as well. We will get to the result of the horse separating from the vehicle in a bit. With the straps attached, you might have an opportunity to recognize that your left trace has come off and those straps will keep the singletree in place to protect the right side from coming off as well. Those straps bid you time.

The other thing they do still bides you time, but it is in case the singletree bolt breaks or the nut comes off. Without the straps, the singletree can obviously bounce free of the vehicle with the harness traces still attached. This will allow the horse to move forward in the shafts. When he reaches the end of the straight shafts, the shafts will slip out of the open tugs and fall to the ground. The sudden resistance causes the vehicle to stop suddenly. In a two-wheeled cart, this has been known to catapult the occupants of the vehicle while the horse continues to take off with what is left of the cart (as he is still attached with the breeching straps if they don't break). I know of horses that have been put into "equine ICU" from such an accident. If you have the straps around the singletree and the singletree bolt happens to come out or break, those straps can again help bid you time to recognize that something isn't right and stop the turnout before anything worse happens! Now that you know why you need those straps, we can cover how to put them on and adjust them. Ideally, we want as much motion as possible so that the breast collar doesn't rub on the chest and shoulders. If your cart has a dash, you may be limited by how much movement of the singletree is available before you will get a "tink, tink, tink" of the singletree or the trace on the dash or the bracket holding it



Singletree with a dash behind and shiny straps.

up. I can't stand noises made by vehicles, so I will have the straps adjusted so that there is as much movement as possible without the potential of interference. If your cart has more room for singletree movement, then I like to actually put the horse to the vehicle, watch the singletree for the maximum distance that it swings with the horse's shoulders, and adjust the straps to allow for that.

On a wooden vehicle, it is common to use leather or synthetic straps similar to the material of the harness used. We usually use stainless steel screws to attach the ends of the straps to the bottom of the cross bar. Some vehicle makers will wrap the straps around both the cross bar and the singletree. We tend to wrap the straps around the singletree and behind the crossbar before screwing to the underside of the crossbar. I'm not sure we have a reason why we do this, other than it is a cleaner look. It would keep the singletree tighter to the vehicle than putting the straps around the crossbar if the singletree bolt came out. There is also "shaft trim" that protects the vehicle's finish attached to the singletree under the straps. We do find that leather straps won't "stick" to shiny shaft trim like a shiny synthetic singletree strap may, creating a "squeak".



On a metal cart, it tends to be much harder to attach straps to the cross bar (or whatever horizontal metal frame there is). In this case, some less-expensive vehicles have simple nylon "dog collar" straps that buckle around the frame and the singletree. This is an inexpensive, functional, and easy fix for any vehicle that doesn't have singletree straps, albeit not necessarily beautiful for a show vehicle.



Closed end shafts on a marathon vehicle keep the shafts from dropping if the singletree came off.

Many marathon-type vehicles don't have straps at all, however, the singletree bolt is much larger in diameter than the average wooden vehicle. They also tend to have a frame or bumpers that limit the swing of the singletree in case a trace did come off. Most marathon vehicles also have closed end shafts that limit how far forward the horse could move away from the vehicle, allowing the horse to pull the vehicle with the saddle instead of the traces. You still could put straps on most of these singletrees if you wanted.

The contrast to the necessity of the singletree straps is to make sure they never have to be put to use. This means obviously keeping your equipment in good working order. It can also mean

taking steps to prevent issues. We will cover this in the next article, Spotlight on the Singletree.

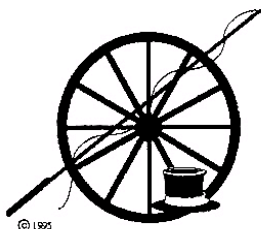
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IVC Carriage

**E9432A SOUTH AVENUE • REEDSBURG, WI 53959
608.393.0598**

www.ivccarriage.com • info@ivccarriage.com





HUB CLUB

Newsletter Editor
Kristen Breyer
266715 N. Schwerman Road
Wauconda, IL 60084



HUB CLUB Membership Application Year _____

NAME: _____

ADDRESS: _____

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

EMAIL ADDRESS _____

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

The newsletter is normally distributed via email, as PDF. Do you **REALLY NEED** receive the newsletter via regular mail? Yes _____ No _____ If yes, please include additional \$12.00 to help with print and mailing costs.

Send check payable to HUB Club with completed form to:

Sue West

16212 Nelson Road

Woodstock IL 60098

Check # _____

Amount _____

Date _____