

WHIPS & WHEELS DRIVING CLUB

www.whipsandwheelsdrivingclub.org

FEBRUARY 2009

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FROM THE PRESIDENT'S CARRIAGE

Here we are nearly in March, where did the time go. We had a small but lively turnout for the Valentine Drive. The weather was cool but plenty of sunshine. Thanks to all who found the time to come.

We have some fun events coming up so please find the time to go to them as takes a lot of time to set them up. Looking forward to some warmer (Not hot) weather. This has been a long cold winter.

"Keep your hooves on the ground."
Faith Bradshaw

RUNNIN O' THE GREEN

March 14th, 2009

See our Schedule of Events inside, or Events Flyer page of our Web Site for more information



Little horse with a big heart wins at Valentine's Drive.

VALENTINE DRIVE 2/21/09

by Penny Brandon

Whips and Wheels Driving Club returned to Salisbury Saturday for the annual Valentine's Day Drive. The event had been postponed from the 14th due to weather, but still drew exhibitors ranging from a 17.2 hand (1 hand = 4 inches) Percheron draft horse to a 33" miniature horse named Will. With as much "Willpower" as horsepower, Will doesn't shy at competing with the big horses. The day's events included a cross-country drive across fields, through the woods, and up one very steep hill. There was also an obstacle course and a cones course to test the drivers' skill and the horses' training. Winners included Tricia Hardy with her Friesian sport horse Precious for single horse, Tommy Cope and his Haflinger Andy in the pony division, and of course, Chris Peckham and Will

by Tricia Hardy

Our Valentine drive brought out 4 carriages, 3 riders and quite a few spectators. We lost a few of our regular drivers since the event was postponed and Dr. Meeker was holding a clinic at his practice on our rain date. (I understand he had a fantastic turnout and excellent presentation.) Maybe one of the participants can tell us about it in the next newsletter.

The day was cool to start, but a great day to be out driving. We did a cross-country course that almost all of us "went off course". I for one saw the same driveway/swimming pool twice coming & going! There was a really steep hill we needed grappling hooks on! I saw Karen walking up the hill then Tommy OUT of the carriage driving Andy. After lunch Faith had an obstacle and cones course set up for us. She really wanted to put us through our paces! Penny Brandon and Amber did a great job backing into the "box", while Precious & I need to do quite a bit of practicing before we try that again with the new marathon carriage. Meanwhile Tommy & Andy made it look fairly easy backing up his Glinkowski. I felt like I was watching medieval knights when Alex Kelly & Crescent (Percheron) came thundering through the obstacle course then Sierra Davis on Ellie (Percheron) came through as the next competitors!

I would like to thank Faith for hosting this event and all the volunteers who helped her. Special thanks to all the landowners who graciously allowed us to come out and have this much fun on their land. And I would also like to thank my 2 last minute navigators Tyler Myers and Kelley Boley.

CROSS COUNTRY:

MINI: Chris Peckham & Will First

PONY: Tommy Cope & Andy First

HORSE: Tricia Hardy & Precious First
Penny Brandon & Amber Second

RIDER:: Alex Kelly & Crescent, Sierra Davis & Ellie,
Fabricia Tomaasini & ?? Rode as a group all were First

OBSTACLES:

MINI: Chris Peckham & Will First

PONY: Tommy Cope & Andy First

HORSE: Tricia Hardy & Precious First
Penny Brandon & Amber Second

RIDER: Sierra Davis & Ellie First
Alex Kelly & Crescent Second
Fabricia Tomaasini & ?? Third

CONES:

MINI: Chris Peckham & Will First

PONY: Tommy Cope & Andy First

HORSE: Tricia Hardy & Precious First
Penny Brandon & Amber Second

RIDER: Sierra Davis & Ellie First
Alex Kelly & Crescent Second
Fabricia Tomaasini & ?? Third

SUBJECT: HITCHING QUESTIONS...FROM THE CD-L

Date: Fri, 13 Feb 2009

How do you all hitch up your marathon carriages? We are having a big discussion at work as to hooking the shafts first and then the traces or vice-versa. We have done it both ways.

The following response is printed with the permission of Andy M. Marcoux

I'm sure there are already a ton of responses, but here's mine:

The act of hitching and hitching are probably the riskiest parts of your drive. That is because if the horse moves off during that process, the carriage will not respond the way it was designed to respond. The carriage was designed to steer, move forward, and stop with the aid of a fully hitched harness. If the harness is partially hitched when the horse moves, things are going to interact differently than they were designed to. Hitching and unhitching in the right order can reduce your risk significantly.

So think of the function of each carriage part as you hitch. Follow the logic:

The shafts of the vehicle are responsible for steering the carriage. They can and sometimes do have a function in sowing the carriage. What if you had just the shafts hitched and nothing else when a horse walks off? With a fixed shaft vehicle and open tugs they shafts would likely fall out of the tugs. The horse may leave, or it may not. Probably nothing horrible will happen other than someone has to go retrieve the pony. If they are fastened to the shafts as they are in a marathon vehicle, they may pull the saddle back on the horse. If it slides back quite a bit, it can get a little hairy if it scared the horse. More likely however, the tugs will pull a carriage. The horse gets wide pretty quickly behind the girth, so even when the girth isn't very tight, the horse would end up pulling the carriage with his belly. The carriage will follow the horse true, because the steering mechanism is attached. If the horse stops, it might bump into the horse, but the tugs and saddle will probably prevent that.

The traces are responsible for pulling the carriage. They can't do anything else. They don't steer, and they don't slow the carriage. So if a horse just has traces hitched, and he leaves... well the fit is going to hit the shan.

The carriage will follow the horse 'sort of', but not the way it would with the shafts attached. It would oscillate (wobble) a little at first, but with each wobble, the motion would become larger and more violent, eventually flipping the carriage if allowed to go unchecked. Of course if the horse stopped before that happened, what would the carriage do? It would run into him, because the traces have no capability to stop the carriage. If that were to happen, re-read this

paragraph. Do that as many times as you think the horse could avoid hitting something stronger than the horse and carriage put together. Assume that if it couldn't stop your car (or if it isn't your car) it won't stop the horse and carriage that are tied to each other in this way. (Oh yea, the header who tried to stop the horse but tripped was run over by said carriage).

The breeching is responsible for stopping the carriage. It can do that, and only that. Since the breeching attaches to the shafts, it's kind hard to hitch the breeching without having the shafts in the tugs. So let's assume you have the shafts in the tugs, and hitched the breeching before the traces. In a marathon vehicle, the results wouldn't be much different than if the just the tugs were hooked. As long as the saddle stays in place, you'll probably get away with it. In a fixed shaft vehicle however, this is a huge liability. The shafts would fall out of the tugs, yet the horse would still be tied to the vehicle. This situation begins to look an awful lot like the situation described in the previous paragraph. The horse is moving, the carriage is being pulled, but not steered. Worse yet the shafts are among the horse's feet. If the horse stops, the carriage doesn't because the breeching can no longer engage properly without the shafts in the tugs. If you were to forget to hitch the breeching all together, well, as long as you don't live in a hilly area you probably would be ok.

Hitching order for all vehicles for driving single

Shafts (both)
Traces (both!)
Breeching (both!!)

Unhitching order

Breeching (both)
Traces (both)
Shafts (yes, both... you'd be surprised)

Marathon Vehicle:

1. Horse is led to the carriage and stands in front of the carriage
2. Left shaft is fastened into tug (preferably a quick release tug, especially if the vehicle has closed end shafts)
3. The right shaft is fastened into it's tug
4. The right trace is snapped in (with a high quality snap shackle)
5. The left trace is snapped in
6. The left breeching strap is snapped in (again, with a high quality snap shackle)
7. The right breeching strap is snapped in
8. You take up the reins and go for a happy drive

Take care,

Andy M. Marcoux; Coachman's Delight, Inc.
"Training & Outfitting for the Sport of Carriage Driving"
206 East Main St. Milford, MA 01757-2830
(508) 782-1720

www.CoachmansDelight.com

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<http://visitor.constantcontact.com/email.jsp?m=1101668071417>

GENERAL MEETING 1/25/09 CORRECTION

Your Class C (regular) drivers license is good if you are hauling vehicles with a combined GVW of 2600 lbs or less, if you are over that you need a Class A license.

The above paragraph should have read **26,000 lbs or less**

CONDOLENCES/GET WELL SOON

Amanda Cochran lost her Grandmother the end of January. Due to the loss of my external Hard drive where I had ALL my information stored (including the almost finished February newsletter) I do not have the date.

Linda We hope you are recovering quickly from your knee surgery.

LAST CALL FOR MEMBERSHIP/BUSINESS DIRECTORY

I will be sending the Business directory via E-mail or snail mail to all PAID members the 7th or 8th of March. If you wish to be included make sure your dues are paid up for 2009.

SCHEDULE FOR 2009:

*Regardless of the event being held, visitors and spectators are ALWAYS welcome. Please come and check us out! *

March 14th Runnin o the Green, rain date 3/21/09 at Doug's farm, 382 Speer Road Mocksville, NC.

DIRECTIONS: From the South:_take I-40 to exit 170 (Mocksville and 601) go north approximately 5 miles, take a left on Liberty Church Road. Go Approximately 2 miles to Elmore Road and turn right. About 300 yards turn left on Speer Road and follow it until you see Zeb Road (Doug's driveway) on the right.

From the North:_take 601 south from Yadkinville, go approximately 10 miles and take a right on Elmore Road. Go approximately 2 miles to Speer Road and take a right, follow it until you see Zeb Road (Doug's driveway) on the right. Directions also on our Web site, Events Flyer page. *Please call in the event of inclement weather!*

April 18th EggStravaGanza, rain date 4/25/09 at TLC Farm, 331 Feedmill Road, Advance NC. Tricia will be Master of Ceremonies. We will be trying a Scurry for the first time and there will be a cross country course with a cryptogram to figure out.

Tentative dates have been set for the following.

May 16 Nancy will host an event possibly another HDT

June 13 Blowing Rock

July 18 Barbie Black will plan a Lounging/Long lining clinic

August 22 Luau & General Meeting

Sept 19 a clinic or Bev & I will try to work something out at TTC

Oct 31 Halloween @ Paradox

Nov 21 Turkey Trot @ TLC Farm

Dec 5 Christmas Party (@ Tuckers???)

***BYOL= Bring Your Own Lunch!**

CLASSIFIEDS:

NOTE: Ads are FREE to PAID members and will run for 2 months then be deleted unless you request them to be run for another 2 months. Must be horse related, ie no washers dryers etc.

Due to the loss of my external Hard Drive and the deletion of e-mails after inserting the info in the original Newsletter I hope I get this right!

Erin Hoyle is looking for a Halflinger that rides & drives. Thoy3@aol.com

Exp 2/10




Tricia Hardy/MAD Ceramics
 547 John Crofts Road
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(Mailing Address)
 336-751-7655
Horseramics@yadtel.net
tjhardy2@juno.com

Custom Painted Horses

Exp 3/09

Driving Lessons **Training**



TLC FARM
 331 Feedmill Road Advance, NC 27006
 336-998-4915
 Tommy & Karen Cope

Boarding **H: 336-998-4915**
C: 336-749-6968

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Deadline for articles is
the 25th of each month
with a publish date of the 1st.

All mistakes in this publikshun are their
for the benufit of those whom look
for them!

Think you

Editor: Tricia Hardy

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Membership Application

Name: _____



Address: _____



City: _____ ST: _____ Zip: _____

Phone: (____) _____ (Home)

If you want your business listed in our Directory

Business: _____

BRIEF description of Business/Web Address:

Discount to Members? YES NO

(____) _____ (Work Phone)

Office Use Date Recieved: _____

E-Mail: _____

Check all that apply: New Family New Single New after June 30th Renewal

NEW & Renewing current Memberships **AFTER November 1st** will run through the next year:

Family Membership (2 or more people) \$25.00 Single Membership (1 person) \$15.00

Total Enclosed \$ _____

NOTE: Membership will run from January 1st through December 31st. NEW Memberships joining AFTER June 30th will be prorated at \$12.00 (Family) \$7.50 (Single) for the remainder of the year and any one joining or renewing a current membership after November 1st is good for the following year.

Make checks payable to: **Whips & Wheels Driving Club**

Send Form & Check to: **Pat Granzky 6988 Lanvale Court Clemmons, NC 27012**