

Long Lines



September, 2009

Visit us on the web at:
www.cvdrivingclub.com

Club Photo Album:
www.flickr.com/cvdc
Login: ctvalleydrivingclub
password: driveon

**DUE DATE FOR
SUBMISSIONS TO THE
NEXT LONG LINES:
September 5th**

Long Lines Editor
Krista LaBella
editor@cvdrivingclub.com

Web and E-Alert Editor
Andrée Duggan
info@cvdrivingclub.com

CVDC Officers

President
Jan Frick
president@cvdrivingclub.com

Vice President
Jaye Winkler

Treasurer
Erica Robb
erobbtrobb@aol.com

Secretary
Marguerite Hayber
marguerite@hayber.us

CVDC MEETING ON SEPTEMBER 12th!!! The second weekend of September

Carol Martin of Westfield Whip is coming to speak with our club on Saturday, Sept 12th. The art of building a good whip is a real science and Carol knows more about how it is done than anyone out there. She will have driving whips with her and most likely some will be for sale. Please come and bring your questions along with food to share. Other driving clubs in the area are invited to come join us. The meeting is at 6:30pm at the East Haddam Grange. Please be prompt.

See pages 2-3 for more information, including the story of Westfield Whip and testimonials.

Photo: whips from Westfield Whip



The Sherwood Cone Memorial Picnic Drive September 20th - East Haddam, CT

This is one of our club's most popular picnic drives. It is held at the warm and inviting Cone's Farm. A lovely pot luck picnic follows the drive at picnic tables under the shade. Also please remember to bring chairs.

As for the drive, drivers will be heading out at 10 am. There are approximately 5-6 miles of paved and dirt country roads. Riders are always welcome as the Babcock Pond Wildlife Management area is almost adjacent to the Farm and the carriage route.

Join the fun! Drive your horse with the group, ride your horse on the trails, or take a ride with one of the drivers! Contact Anne Albee for more information at 860-365-0295. For directions see page 8 of newsletter.

REMINDER: Coaching display in Newport, RI on Saturday AUGUST 22nd. CVDC members can meet on the steps of the Elms, but this is not an official club trip. Just for fun. For details and directions visit our website: www.cvdrivingclub.com

Calendar of Events 2009

September 12 – CVDC Potluck Mtg and Program, East Haddam, Grange. 6:30 pm. Carol Martin of Westfield Whip will come and talk to us about these magnificent and their fascinating history, and she will bring whips for people to buy following the talk.

September 12- Trinity Stables CDE www.trinitystable.com

September 16- Colonial Carriage Driving Society Meeting, Orleton Farm 6:45 pm www.colonialcarriage.org

September 18- Litchfield Hills Driving Club (LHDC) meeting 7:30 p.m. at the Plymouth Congregational Church with guest speaker Scott Monroe who will speak about walking a cones course and discussing the theory and technique behind driving a clear round.

September 20- Genesee Valley Riding and Driving Club Driving Show, Genesee NY

September 20 – CVDC Cones Memorial Drive, East Haddam with lovely picnic on the hill. A favorite!

September 27- Introduction to Carriage Driving – Group Lessons Sundays from 1 to 4pm. carriage-barn@comcast.net

September 27 - LHDC Dirty Harness Drive, Lotta Rock Farm, richardmangino@att.net

October 3-- -- CVDC Potluck Mtg. and Program at McCullough Farm, Lyme. Morgan babies!

October 4 -- CVDC Ride / Drive Pace at the lovely Lord Creek! Mark your calendars!

October 4- Introduction to Carriage Driving – Group Lessons Sundays from 1 to 4pm. Space is limited so register early. Beginners welcome. Use our trained horses or bring your own. carriage-barn@comcast.net or call 603-378-0140. www.carriage-barn.com!

October 11- LHDC Drive at Amenia with Mark Borkoski. Contact richardmangino@att.net

October 11- Colonial Carriage Driving Society- New Marlboro, Traditional Day of Driving, www.colonialcarriage.org

October 11- Introduction to Carriage Driving – Group Lessons Sundays from 1 to 4pm. Space is limited so register early. Beginners welcome. Use our trained horses or bring your own. carriage-barn@comcast.net or call 603-378-0140. www.carriage-barn.com

October 16- Litchfield Hills Driving Club (LHDC) meeting 7:30 p.m. at the Plymouth Congregational Church, corner of North Street and Route 6, Plymouth, CT.

October 31 – Carriage Barn's Halloween Horse Show Fun show for The Carriage Barn's Riding & Therapeutic students with a Fall / Halloween theme. carriage-barn@comcast.net or call 603-378-0140. www.carriage-barn.com

November 1- Halloween Carriage Classic – Open Fun show with a Fall / Halloween theme. carriage-barn@comcast.net or call 603-378-0140. www.carriage-barn.com

Nov 7 -- CVDC Mtg. Potluck Mtg at East Haddam Grange, 6:30p, with special guest – Dick Lahey Quiz Bowl

November 13- Litchfield Hills Driving Club (LHDC) meeting potluck and election, 7:30 p.m. at the Plymouth Congregational Church, corner of North Street and Route 6, Plymouth, CT.

November 15 – CVDC Drive, weather permitting

December 5 – CVDC Holiday Party at Marguerite Hayber and Bob Dean's home.

THE STORY OF WESTFIELD WHIP (originally appeared in the *Chronicle of the Horse*)

Carol Martin sat comfortably in her chair behind a large desk in her office.

Behind her, hung a huge color poster for the film *Black Beauty*. Her black cat purred, from the cardboard box on her desk. A computer blinked from a corner of the small room. Fifty years earlier, her father Harold Martin had directed this business from the room across the hall.

Thanks to his daughter, Martin's whip-making business lives on, in Westfield, Massachusetts. Carol Martin and her partner, former schoolteacher Daniel Seals, run one of the last remaining whip-making companies in the United States, the Westfield Whip Manufacturing Company. Housed in a 100 year old brick building by the Westfield River, the company still manufactures whips, just as it did over 100 years ago.

Westfield was then known as Whip City. It retains the title to this day. "I find it surprising that there has never been a thorough history done on the whip industry in Westfield. It dramatically altered the face of an entire community and its impact was felt worldwide," Martin said.

Continued on Page 3...

The Story of Westfield Whip Continued...

It appears that in the early 1800's, several area residents used materials locally available to them, like hickory and buckskin, to make crude whips. Using their ingenuity and Yankee know-how, some of these men developed new technologies. Whip-making factories opened up and materials for them were then gathered from all over the world, and then brought to Westfield.

By 1865, the whip industry in Westfield had grown to some 30 factories. In 1866, the town had an estimated 95 percent of the American market for whips and a good portion of the world market. By 1892, the industry was close to its peak.

One company, the U.S Whip Company, produced 25,000 finished whips per day. Whip-making reached its peak in 1893, when there were 42 companies turning out whips in Westfield. Along with whip-associated industries, about 80 percent of Westfield's population was employed in the whip business. 1893 was also marked the year of the horseless carriage, which would eventually bring about the decline of the whip business. Even so, whip sales continued to increase through 1910.

"After 1911, the whip industry declined rapidly. Only two whip companies made it through World War II. In 1946, my father Harold Martin, came on the scene. Dad got into the business as other companies were getting out of the business. He was a former newspaperman and Westfield was his hometown. So he called his company the Westfield Whip Manufacturing Company," Martin said. "In the 40's and '50s, the company's mainstay was the stockyards." In the old days, making the whip was labor-intensive and time-consuming.

Materials like rattan, whalebone and rawhide were used in the process and required skilled handling. These days, Westfield Whip continues to braid its whips, using a cotton thread around a tapered core. The finish on the whip is hand-applied and a minimum amount of plastic is used.

"The exact process used is a closely-guarded trade secret. With only a handful of whip companies left worldwide, competition for orders is keen," said co-owner Seals. "No one has been able to figure out quite how we do it."

In recent years, animal trainers have approached Westfield Whip for an instrument that will meet their special needs. "When you're working in film and television, you need a whip that will respond the same way every time, to cue the animal to perform," Seals said.

In 1996, co-owner Martin presented each of the members of the United States Olympic dressage team a special commemorative dressage whip. After that event, sales took off for those whips, blossoming into a special line of dressage whips offered by Westfield Whip. In addition to meeting the needs of competitive equestrians both in dressage and in carriage driving, a large part of the company's business comes from harness racing drivers.

"Our customers know that the whip is a training aid. It's not used for punishment and, in fact, we will not sell to people whom we suspect do not understand this," Seals explained.

Though Westfield Whip has been sold exclusively to distributors in the past, these days the company is looking to the future by doing more custom work, to fulfill each customer's requirements.

"There is a custom business out there. Every customer wants a whip that his horse responds to," Seals explained. Even while the owners of Westfield Whip plan for the future, they remember Harold Martin's dream...

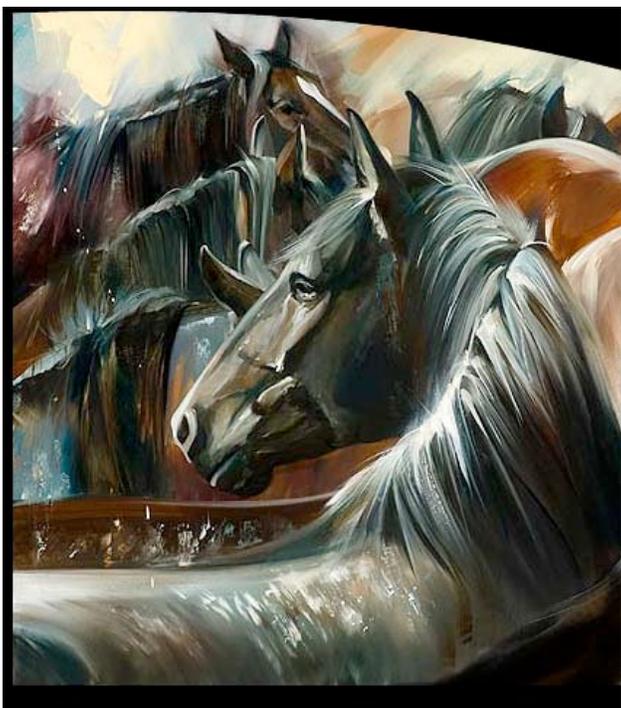
WHIP TESTIMONIALS

Westfield Whips have been designed with impeccable craftsmanship for over a century. With perfect balance, action and flexibility, these whips never feel heavy in your hand. All Westfield whips are built on cores made to precise specifications to guarantee that they replicate the feel and performance standards of the original whalebone and rawhide whips which have never been surpassed in quality and feel.

"For me, the Westfield whips are the finest available in the world today."-Bruce Davidson
Bruce is one of the finest and most accomplished equestrians of our time. He is a two time Three-Day Event World Champion and a five-time Olympic veteran, holding two team gold and two team silver medals.

"In my industry where every detail matters, I count on the handling precision of a Westfield whip to deliver a perfect performance."-Rex Peterson
Rex has trained horses for film for over four decades, creating some of the most complex and exciting horse action sequences every filmed.

Westfield whips are well balanced, light in weight and of the highest quality. I love these whips and so do my customers." -Olaf Nyby
Olaf Nyby of Norway is one of Europe's top driving instructor and horse trainers. His expertise includes pleasure and commercial driving and international competition in pairs; four-in-hand combined training and driving dressage disciplines.



2009 Equine Affaire

It's that time of year again! The Equine Affaire makes its way to the Eastern States Exposition in West Springfield, MA. This year the event will be held November 12-15, 2009. The Equine Affaire promises to have the foremost exhibitors, retailers and trainers of the horse industry. Come to shop, learn, network and have fun!

The driving clinician this year is Sterling Graburn. Other presenters include: Mark Rashid, Craig Johnson, and John Lyons.

As always, the popular Pfizer Fantasia is on the program for the trade show- and a must see.

For a list of complete presenters, clinicians, exhibits, admission, and more go to the official Equine Affaire website www.equineaffaire.com.

Photo from www.equineaffaire.com

THE PEPPER PROJECT - 4

Training the young horse to harness

By Erica Robb

MAKING A MOUTH

Before we were so rudely interrupted by rain, we had Pepper in proper equipment – surcingle, crupper, headstall, mullen-mouth snaffle – and we were developing her long-lining skills. This part of her training is crucial to future work, regardless of discipline. She needs to learn how to carry the bit, how to keep the contact, and how to respond to the “conversation” with her driver’s or rider’s hands. She needs to learn to go right and left and, more importantly, she needs to know HOW to go right or left or forward – where should her nose be, how should she carry her neck and shoulders, what is her barrel doing, where is her weight over her legs. All of this will eventually be part of that “conversation.” So our goal at this early stage is to keep her mouth light, to teach her to keep contact with the bit, and to keep asking her to improve in small increments. All of this while forgiving her youthful moments and keeping her happy in her work. (Yeah, and you thought this was easy.)

Continuing in our sessions, we are looking for consistency both within a lesson and from day-to-day. Pepper still has her outbursts, will go at roadster trot for a moment, or break into a canter. We don’t want to discourage that forwardness, we will want that later, so we ask her to come back to a regular gait without making a big deal out of it. By keeping an even tone to our work, Pepper is learning to balance herself and regulate her stride. She is building just a hint of muscle from our still-short training sessions and has nice rhythm and reach.

Getting good responses on the longlines, Cynthia began to practice moving up and down the ring. She began to square the circle more, using the entire back half of the ring. This helps transition from the familiar circle to four short straight sides, teaching Pepper more about steering. Cynthia maintains the contact gently on both the outside and the inside, with soft requests for a bend in each corner. In addition to “squaring the circle,” we use big looping serpentines, really a half-circle followed by a straight line, and shallow weaving turns.

Continued on Page 5

The Pepper Project Continued from Page 3...

GROUND-DRIVING:

Toward the end of a lesson, Cynthia longlined Pepper down the side, changed directions a few times, and gradually made her way to ground-driving position, working behind Pepper. This can be confusing for them – after all, we lead from the front, we've been driving from the side where we are visible, now they are supposed to "go it alone" but keep working. So there can be a little hesitation to work through. . (I should note that many people start their harness training with ground-driving rather than long-lining. That method can work fine as well but is not covered in this series of articles.) As always, the key is to be logical and consistent, stay safe but tolerant of mistakes, and have a plan for what you want to accomplish.

Once Pepper got used to being worked from behind, I would start Pepper's lessons with a short ground-drive to warm her up before Cynthia took the reins for more advanced work. I used the ground-driving time to improve my ability to support her with light but consistent contact, and to let her get used to a different feel on the lines. We use the dressage letters on the ring to "think forward" and to aim for turns, diagonals, halts. The early sessions were spent in getting used to each other's style.

Eventually, after several sessions, we went for a ground-drive up the road, with Cynthia walking at her head. Pepper was remarkably calm about traffic and "killer squirrels" and even when one neighbor came by lawnmower to check his mailbox. It wasn't a long walk, just enough for her to realize that work happens outside the ring, too.



Pepper in almost-full harness, working rhythmically and learning to carry herself nicely

FULL HARNESS

At about this point, it is time to switch from a surcingle to a real harness. I lunged her the first time in the new equipment, but really, the only "new" part was the breeching, and she did not seem to find that significant. Still, it is always better to go back to something very familiar, such as lunging, when you make a change, to make sure there are no hidden issues or gaps in their learning.

The addition of the blinker bridle was almost a bigger adjustment for me than it was for her. With the blinker, her feet stuck to the ground for the first few steps, almost as if she thought she couldn't move if she couldn't see all around her. For me, I suddenly realized how much of my dialogue with a horse is by sight, how often I point my hand or wave the end of the whip, how much I rely on being able to see their eyes in order to read their response. It made me

much more aware of the importance of the reins in our on-going conversation. We settled into this new communication over several sessions of long-lining and ground-driving.

Next time: Distractions and Challenges

You can see more pictures at <http://picasaweb.google.com/erobb62/PepperProject>

Member News

NWCDHA President, Bob Ellis, Sr. passed away July 30, 2009 of a massive heart attack.

June Wood passed away on July 13, 2009. She was a member who has taken many photos of CVDC club activities in the past.

Club News and Advertisements

FOR SALE -

Zilco Pair Harness for 14.2-15.2 hand horses. Synthetic black with brass. It has all of the pieces to make a single harness too. It is not pretty, but it is just as strong and useable as day one. \$700. 860-873-3894

FOR SALE- Millcreek Manure Spreader Model 27, Good condition, fully operable, needs some paint, \$600 or BO, (860) 712-1502

FOR SALE- robbers express carriage with a top, 2001, 10 hours use, lights, brakes, pole and shaft. price negotiable- tshook@snet.net

HORSE WANTED-

A driving and riding horse sought, light type, non-draft mare or gelding. Size 15.2 to 16 hands. Will consider options. Please call Dan at 203-846-8412. Horse will have fine home and care.

LOST AND FOUND-

Who is missing a red and white Coleman cooler from the driving trial?" They can call Randy 860-873-3894 as it lives in my garage

Seeking Saddle- Wide, English riding, comfy, priced to sell. 17" Call Andree, 860-552-4363

July 25, 2009: My trip to Stonybrook

Krista LaBella

It was a hold up! As Randy Sabatino, organizer of the Stonybrook Museum trip shot her water gun at the occupants of the coach bus to get our attention.

I thought the trip was going to be boring- Krista, 21 years old, probably on a trip with a group of people old enough to be my parents or grandparents in some cases. But I should've known that this scorching day in July was going to be more exciting than anticipated when I was sitting in the car with Randy and Pat Mcnamee on the way to the coach bus. As we neared the location of the bus in Cromwell, Randy made it clear that we could not walk on the bus without being armed.

"There is going to be a war," she told us. Pat and I were confused and asked her what she meant. She replied, "You'll see- and you need to be prepared." Pat was driving, so Randy insisted that she stop at the Wal-Mart down the street so Randy could purchase water guns. Pat and I waited in the car. The stop was successful; Randy rushed out of the electric doors with a bag full of squirt guns and two bottles of water. She told us to choose our defense and gave us ammunition.

"We are ready for them now!" She told us with a grin. It was nearing 8:30 and we needed to reach the commuter parking lot in order to catch the bus on time. We drove away from Wal-Mart and met with the rest of the group, concealing our weapons.

The bus ride wasn't too eventful, until Nancy Franklin's water bottle leaked in the overhead compartment causing a rainstorm on one side of the bus. But there was still no war by the time we made it to the port to get on the ferry. The full bus drove onto the ferry and we all exited to enjoy the boat ride. Rita Bellinger and I wandered the ferry until we found a group of CVDC members sitting in the sun on the top deck. This group included the Lawson's, Cynthia Bliven, Randy Sabatino, Pat Mcnamee, among other people. We sat with them and enjoyed our time together, until the war began! Nancy Franklin came trotting over to our peaceful group with two water pistols- blasting us with cold streams of water!

I pulled out my weapon and shot at her while she shot at the rest of the group. Randy pulled out her gun, and Cynthia was also stocked with pistols! The war was in full force, other tourists and commuters on the ferry stared at the group of adults acting like children. The Lawson's loaded their guns, Rita loaded one stolen from Nancy Franklin and members were going down one by one. Nancy Franklin even took the battle outside of our community- she became a sniper and shot at a baseball team within range. And just as suddenly as it started, the battle ceased and we all went back to eating and talking about horses.

Continued on page 7...

Stoneybrook Trip (continued from page 6)



After the battle, we made our way back to the bus and all got ready to depart on Long Island to see the precious carriages. Randy, the good organizer that she is, stood at the head of the bus with her gun in the air counting us and giving us directions. Those who were talking or not obeying her commands were shot. It was a hold up!

Upon arriving at Stonybrook, the CVDC Gang split into two groups, half of us to go to the museum first; the other half to go to the storage sheds first. My group went to look at the storage sheds. CVDC was given permission to see all of the carriages, carts, and sleighs that the general public does not have the ability to see. We saw vehicles in wonderful condition for their age, and others ones that were nothing but bones. These vehicles included governess carts, pony and child sleighs, the "sulky" of the past, and even some coaches. We were looking at history and I was astounded by the beauty of these horse drawn vehicles that people have used for centuries.

After looking at the carriages in storage, we moved onto the museum for a guided tour. We saw a rare gypsy wagon, a popcorn wagon, coaches, Meadowbrook's, doctor's buggies, elaborate parade vehicles, fire "engines," and many more. This was incredibly informative as I had never put much thought into all the types of carriages people would have needed back in those days- they needed a carriage for everything that we need a car, truck, bus or trailer for. This realization was another way to embrace our history.

Later in the tour, the guide made a point that I really inspired me. He told us, "you are the people who are preserving our past; you keep a tradition going that has died out. The way you drive horses is the same way people one hundred years ago did it. You use the same skills and knowledge. You are saving this tradition from going extinct."

By the end of our day at Stonybrook, I had a new understanding of the history of driving, the history of carriages and a new appreciation for something that I am fortunate enough to do- carriage drive. I had fun learning, seeing and becoming more familiar with the past. It made me proud to be conserving a dying tradition and gave me even more desire to get young people like myself into this sport. Without people like us- like me, to continue the legacy and pass on the knowledge of years past, we will lose a piece of history.

So with this new found knowledge, I took the ferry home, shot some more civilians, wounded some soldiers of CVDC and was appreciative of members like Randy and her desire to have fun while learning about driving and carriage history.

If you have photos from this trip email them to Krista editor@cvdrivingclub.com for the next newsletter!
Above photo submitted by Randy Sabatino

High Hopes Therapeutic Riding Seeking Volunteers with Horse Experience

High Hopes is a therapeutic riding center in Old Lyme, Connecticut and is always looking for people who can assist in a variety of programs offered to individuals with special needs. Horses are our partners in serving special needs populations through a number of equine assisted activities including carriage driving. High Hopes is able to foster the invaluable human to horse connection through a dedicated group of staff members, horses, and volunteers. High Hopes is always looking to expand our network of experienced horse people. We welcome you to join the High Hopes Volunteer Team as we serve 1000 participants per year. Due to the growing interest in our Carriage Driving Program, High Hopes is looking for volunteers over the age of 14 to assist in our driving program. If you are interested, please contact Sue Robidoux, the volunteer manager at High Hopes at (860)434-1974 ext. 12 or srobidoux@highhopestr.org

DR. DEB BENNETT CLINIC IN RUTLAND , MA

OCT 9 – 11, 2009

Visit www.lolandoaks.net for more information

Dr. Deb Bennett of the Equine Studies Institute, known for her "Principles of Conformation" and "Birdie Theory" books, will be at Loland Oaks Farm in Rutland, Massachusetts, on October 9-11, 2009 for an intensive three day Horsemanship Improvement Clinic. It will consist 50% of classroom instruction, 50% hands-on or under-saddle work. You will get plenty of anatomy in the classroom instruction portion. Topics covered include mental "OKness", straightness, and roundness. The latter two will emphasize their basis in anatomy and biomechanics. Auditors are welcome, and will participate in the classroom portion of the clinic.

Cost of the clinic for participants is \$600, with a \$200 deposit due by September 15th. Auditor fee (\$50 per day attending) is due by October 1st. Auditor fee includes classroom participation and materials.

Dr. Deb's website www.equinestudies.org

DUTCHESS COUNTY FAIR'S DRAFT & LIGHT HORSE DRIVING SHOW

Sunday, **August 30**, 2009
Rhinebeck, New York

For entry forms and more information: (845) 876-2789
info@duchessfair.com
www.duchessfair.com



Photo from CVDC Driving Trial
submitted by Randv Sabatino

The Rhode Island Carriage Days HDT & Pleasure Driving Show

August 29 - 30, 2009, Celtic Cross Farm, 38 Ziemba Drive, Dudley, MA

2009 RIDC Show Committee
Chairman: Janice Meszoely
(508) 339-3628
janice_meszoely@yahoo.com
www.ridridingclub.org

Directions to Cone's Farm (continued from front page of newsletter)

Address: 318 East Haddam Colchester Turnpike, East Haddam, CT

From Route 9, take exit # 7

Follow Route 82 towards and through East Haddam, CT. That is- exit Route 9, go 2 miles, turn left at the blinking red light, turn right at the first stop light, go over the East Haddam bridge and, still on Route 82, go up the hill (out of the Connecticut River valley) for 2 miles until you come to a stop sign (where you must turn). Turn left onto Route 151. Pass the East Haddam Fire Station and then the East Haddam Grange. (Both on your right) Turn right at the first yellow caution light you come to. You have just turned onto East Haddam- Colchester Tpk. Go for 2 miles. Go over the Moodus reservoir. Cone's farm will be on your right 1/4 mile past the reservoir. Park in the field on your left.

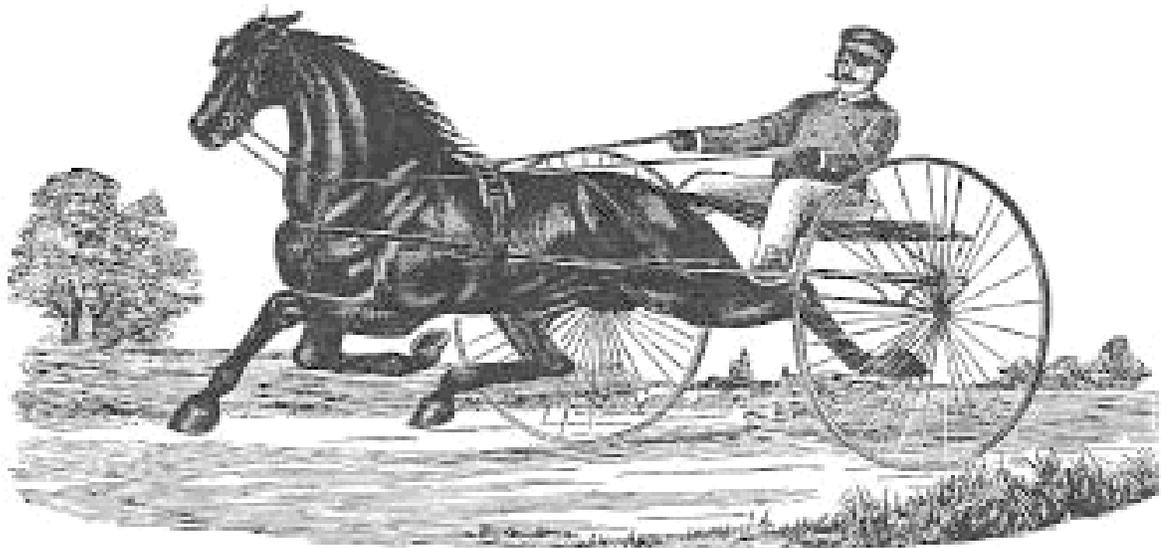
From Route 2, take exit #16

From the exit ramp take Route 149 South to the stop light at Route 16. Cross over Route 16 and go for approximately 3 miles. Go down Sipple Hill (there is a sign) and take a left onto Mott Lane. (Do not pass by the Moodus Reservoir) Take Mott Lane to the end. Turn right, and you are at Cone's farm. Park in the field on your right.

Connecticut Valley Driving Club Driving/Riding Pace

Sunday, October 4, 2009

Lord's Creek Farm, Route 156, Old Lyme, CT.



Like a Hunter Pace

Open to Drivers and Riders
approximately 5 miles of dirt roads and trails

For information/ entries call:

Kathie Gregory at 228-3801
or visit www.cvdrivingclub.com



Long Lines

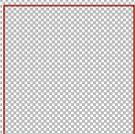
September 2009

www.cvdrivingclub.com

CVDC Photo Album!

www.flickr.com/cvdc

See front page of
newsletter for login
and password!



c/o Krista Labelia
370 Westchester Road
Colchester, CT 06415

