

# Long Lines



May 2011

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**DUE DATE FOR  
SUBMISSIONS TO THE  
NEXT LONG LINES:  
May 15<sup>th</sup>.**

**Long Lines Editor  
Rita Bellinger**  
[editor@cvdrivingclub.com](mailto:editor@cvdrivingclub.com)

**Web and E-Alert Publisher  
Erica Robb**

## CVDC Officers

**President  
Jan Frick**  
[president@cvdrivingclub.com](mailto:president@cvdrivingclub.com)

**Vice President  
Jaye Winkler**  
[vp@cvdrivingclub.com](mailto:vp@cvdrivingclub.com)

**Treasurer  
Erica Robb**  
[treasurer@cvdrivingclub.com](mailto:treasurer@cvdrivingclub.com)

**Secretary  
Marguerite Hayber**  
[secretary@cvdrivingclub.com](mailto:secretary@cvdrivingclub.com)

## Combined Driving Explained Saturday May 7, 2011 East Haddam Grange ~ 6:30pm

Have you signed up for our June Driving Trial but not sure what you've gotten yourself into? Want to know how to get from the dressage ring to the cones? And then make it through the hazards? In one piece? Join us for this lively discussion, led by Henry Tarryk with Cynthia Bliven also chiming in, of what to expect, how to be ready and a few tips to keep you on track.



*He may \*look\* lost, but he has a plan.....  
Chester Weber & team find the best way through a hazard*

### Note from Henry:

Since ours is a beginner-friendly event, we are going to talk about what, as a competitor, you can expect. Let me say right up front that I think this is the most fun you can have with a horse no matter the size or type of horse. Of course it can be just a little more fun if you go home with a ribbon.

Even if you score the much maligned "E" for elimination it can still be a good day. The elimination is mostly used to keep the competition fair for everybody else. If you find a waaay shorter route by simply not doing some of the required elements you will get a valuable lesson in how not to avoid said elements in the future. That should not take away from the fun you had turning in a stellar performance in the other phases however. In any case our objective is to pass along some of the lessons learned the hard way from some of the mistakes that I and the other panelists have made. We will be able to answer questions and hopefully make your day a little less stressful and a lot more fun. I know reading the rule book can be a daunting task. We will, I hope, be able to make sense out of the relevant parts as it pertains to our HDT.

*Continued on page 2*

One example is the rein color. Does it matter? Technically ,yes ,it is proper to use brown reins for the dressage and cones portion of the event. Black would be acceptable for the marathon. However the color is not nearly as important as what you do with them. If all you have is black go for it. The judge will give you a little less perhaps in the presentation portion of the remarks but if you get good bending, drive accurate figures and show nice smooth transitions, you will do way better than brown reins directing a counter bent horse making inaccurate figures with poor transitions. Trust me on that one. I have committed all those things and used the wrong reins to boot! One of our judges, Francois Bergeron, gently pointed out the color faux pas to me at GMHA. I had the right colors just didn't use them. I still had plenty of fun!

One thing I will say, **now** is the time to be conditioning your horses. For them it will be a day of work and, to be fair, they need to in shape for it. Ours is not a difficult course by any means but the horses need to be fit enough to do the work. Have fun driving and we will see you at the Grange.

Henry Tarryk

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### Presidents Letter

Spring is finally here, and it's great to be getting out in the exercise area again, even on rainy days. Trudging through the mud has been good conditioning for both myself and my mare. Also, on a different note in emerging from this last winter, I've heard that after a heavy snowy winter, the next year's hay season is really fabulous, so here's hoping for some great hay.

We've had such wonderful programs at the March and April meetings with Dr. Kaitlin Shaughnessy talking about the benefits of chiropractic treatments for the performance horse and Larry Poulin explaining the benefits of having a regular exercise program for your horse. Many thanks to Erica and Peter & Marguerite for coordinating these programs. Do plan to attend our next meeting on May 7th at the Grange and hear all about everything you wanted to know about Combined Driving.

Things are getting exciting with all the activity in preparation for next month's HDT. We're still actively seeking sponsors, so everyone's help is needed to make this a successful effort. It's good to hear that Marguerite Hayber reports that she's started receiving the competitor entries. Also, do let Erica Robb know if you can help out in one of our volunteer jobs. She can match you up with whatever your interests might be. And if you are volunteering, don't forget to contact Marguerite and reserve a spot for the Clinic / Fun Day on Sunday. This is a great way to get personalized coaching and work out a few troublesome issues.

Lastly, I want to remind everyone that we have the officer elections upcoming in June. Do let Randy Sabatino know if you'd like to run for one of the officer positions.

Happy Spring to All  
Walk on, drive safe, and enjoy the road,  
Jan Frick

## Larry Poulin's Clinic

by: Marguerite Hayber



The Larry Poulin Clinic actual became the Larry Poulin weekend with Larry coming to our regular club meeting on Saturday evening. After a scrumptious potluck dinner, Larry talked about his driving experiences. To illustrate his talk, he brought along video of some of his performances, comparing a test driven in the 1980's with his final dressage test in 2009. He uses these videos to critique himself, helping us to see the differences as he pointed them out – even though we would all “die” to drive in such a “flawed” way. He also brought along a bag of assorted bits and other things that stimulated a lot of conversation.

The actual clinic on Sunday, April 10, at High Hopes, was a huge success. The weather was cool but dry. A wide array of horses and drivers all benefited from the vast experience that Larry brings with him. We had 3 minis, 2 Morgans, a Haflinger, a Pinto, a Saddlebred, a Quarter Horse and a Clydesdale. We had beginners with little experience and folks who have shown horses many times. There were horses with little forward impulsion and horses that had to be slowed down. Larry handled every situation with skill and insight. Roughly 20 to 25 auditors also benefited from hearing Larry as he worked with each horse and driver.

Larry lives in Petersham, Massachusetts, with his wife Christine, where they ride, drive and train horses, riders and drivers. While Larry has retired from driven competition, he is available for lessons and continues to conduct clinics and judge at various events. He is continuing to compete in ridden dressage, with the very same talented horses he so recently drove to championships. Larry can be reached at 978-724-0109 or CSquire99@aol.com.

## Just a Few Things to Think About from Larry's Visit

by Erica Robb

*"Controlled Energy"* - this is the key to good driving, whether competing or recreationally. The horse should go willingly forward, allowing the whip to shape and guide that energy. Too much energy can be hard to deal with, but having to create energy is even harder. A good driving horse **LIKES** to work.

The inside rein is the "oxygen rein," asking the horse to relax and breathe.

Train your eye and then your hand, to recognize and respond. The most difficult part of training the horse is training the driver.

Get on a regular training and work program and stick with it.



Erica driving Lady Pepper at the clinic

## PRELIMINARY Absentee Ballot: 2011 CVDC Election of Officers

Nominees listed have agreed to serve if elected. Additional nominees may be added before the election.

If you would like to propose other candidates, call Nominating Committee members

**Randy Sabatino (860-873-3894) or Jaye Winkler (860-657-9595)**

If you will not be attending the June meeting to vote,  
please **CIRCLE YOUR CHOICES** below and mail this ballot by **JUNE 1**  
to **Randy Sabatino, 23 Daniels Rd, East Haddam, CT 06423**

Your Name: \_\_\_\_\_

**PRESIDENT: CYNTHIA BLIVEN**

OR: your suggested nomination-

**VICE PRESIDENT: RITA BELLINGER or SYLVIA CROSBY**

OR: your suggested nomination-

**TREASURER: ERICA ROBB (incumbent)**

Or: your suggested nomination-

**SECRETARY: MARGUERITE HAYBER (incumbent)**

Or: your suggested nomination-

**YOUR VOTE IS IMPORTANT!**

### CONNECTICUT VALLEY DRIVING CLUB MEMBERSHIP FORM

*(Membership year: June 1 through May 31)*

More information at [www.cvdrivingclub.com](http://www.cvdrivingclub.com)



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Check here if you do NOT want to be included in a CVDC Member Directory for members' use only

Send membership form and dues (\$25 per year/ \$20 for seniors 65+) to:

**CVDC, c/o Erica Robb, Treasurer, 62 Shore Road, Old Lyme, CT 06371**

## ON THE BOX SEAT *with Hardy Zantke*

### Ten Stupid Things Drivers Do To Mess Up Their Tests (part one)

1. **Too Slow:** A lot of lower-level drivers are driving too timidly, too slowly. Be proud! Come into that arena showing the world that you are there to *win* with a good lively, ground-covering working trot. Only on rare occasions do we see somebody overdoing it and rushing as if at the races. That certainly is not good either, but by far most drive too slowly when entering as well as through most of their tests.
2. **Bad Salute:** The proper way to do a salute is described in the ADS rulebook under Article 8.3 of the General Rules as well as under Article 112 c of the Dressage Rules. Unfortunately, both don't say exactly the same thing, but that does not matter as long as you do either one of them. Everybody must take both reins into the left hand! Gentlemen should put the whip into the left hand as well and remove their hats-unless they wear a hardhat, in which case they should do the Whip Salute, as ladies do it, too: For a whip salute, either the whip is raised vertically in front of the face with the butt end even with the face, or the whip raised parallel with the ground, the handle before the face. But one of these three forms is must be. Everything else is not a proper salute, and there are many other things done out there. At times, one even wonders if that was meant to be a salute.
3. **Bad Use Of The Arena:** This covers quite a few shortcomings when drivers don't use the arena properly, most of which can really be corrected very easily with a little proper planning.
  - a) *Turning too early and not to baseline-* As you come down the centerline toward C, eventually you must turn either left or right. It is not so important how early you turn once you reach G, and on the lower levels, there are no objections if you make that turn almost like a 20 meter half circle from C to either M or H, but you *must* get close with your carriage wheel to the base of the dressage arena! Ideally, within a foot of the chain or boards, or whatever is there as a baseline. If you are within two feet, that is still OK, and if it is within three feet, that is already a bit too far out, but won't get you killed yet. But we see many who stay out there even more and who will get marked down. So do get your outside carriage wheel to the baseline, even if it is only for one or two strides! And if you don't, not only will it cost you a point, but it also will automatically set you up for the next two problems!
  - b) *Not enough into the corner-* This is similar to the above. You do not need to drive deep into the corner: it should stay a flowing corner so that you do not have any sharp jerking around in there. On the lower levels, the corner can be part of a 20 meter diameter quarter circle, starting at the quarter line and ending at either M or H. But, you *must* reach M or H with your outside carriage wheel, and again, ideally have that carriage wheel not more than a foot or two away from it.
  - c) *Turning too early onto the diagonal-* I know that the rulebook is sometimes confusing, and many people think that they should make their changes of direction when the horse's nose arrives at a letter. But that is not what the rulebook says. The horse's nose arriving at the letter is usually the time to execute transitions, not changes of direction, because when you start moving away from the sideline onto the diagonal once the nose reaches the letter, then your carriage wheel will move away earlier from the sideline. You will then not be able to cross X but will cross the centerline next to X. You can start bending your horse as the nose reaches the letter, but start moving away from it only once your front wheel has reached the letter and is next to it, again hopefully within a foot or two.
  - d) *Not over X-* if you turn onto the diagonal once your outside front carriage wheel is at the letter, you should then aim straight across the diagonal and slightly in front (more toward the center of the

arena) of the letter on the other side so you can nicely turn into that letter, reaching it again with your front outside carriage wheel. If you do that, then your wheel track will be exactly from one letter across the diagonal over X to the other letter. If you aimed your horse's nose directly at the letter and not slightly in front of it, as I suggested, then you would have to turn once the horse's nose is at the letter and then your wheel track would also turn already before reaching the letter and never get there anymore. And, you also would not make it over X. So for all diagonals, not only the long diagonal as just described, but also the short diagonals, make sure that your front carriage wheel gets close to the letters, on departure as well as arrival.

- e) *Too far off the arena side*- Try to stay within two feet of the arena side. If you are within three feet, that is still acceptable on the lower levels, but anything further out is bad use of the arena. Personally, I do not have any big problems if somebody touches the arena side with his wheel, unless he takes down the boards or the chain, which then usually is a bigger problem for him as many horses can spook if that happens. But when I judge, I do not mark down for touching the rail. If that happens, I think, OK, so he got a little too close to the sideline, but since I wanted him close, he was off by just a little bit. If on the other hand, somebody is out there four feet or even more all the time, that is a very bad use of the arena: his is off much more from where he should be than the person, who had a little touch with the sidelines.
- f) *Circles are not correct*- This is a bit harder to correct than all the other shortcomings so far, but it is important that your circles must be round and of the proper size. If there are two of them together as we have in some tests when two rings form a figure eight, then they must be of equal size. Also, for the figure eight, make sure that, in the middle you drive straight over X. Do not cross diagonally between two circles, by driving an X in the middle of the two circles. Both must be two full circles, which, with a driven X in the middle, they would not be. That part, again, is fairly easy to drive correctly once understood properly.
- g) *Serpentines are uneven*- Similarly as proper circles, this too is a bit harder to do correctly. The key here is to walk your test before you drive it and find your points where you need to be. And then, when you drive, it always aims for a little before the point where you want to reach the sideline. Then, on the half circle, you will float nicely into the point where you need to be with your front outside wheel at the letter or proper points.

Most of these mistakes are easily correctable by proper planning on where you want to be, by walking your test. At home or wherever you have a practice arena, why not even drive it with a golf cart or ATV to find your proper ways in the arena? Then you can take a look at your tracks and see if they are where they should be when you compare it with the diagrams of the dressage tests. When you can do it by foot and with a golf cart or ATV, then it will be easier for you to also find your ways better later with your horse. Besides, you learn your test that way as well.

*(Stay tuned for the more of this article in the June Newsletter.)*



*Peter Von Halem at Fair Hill*

## DRIVING CALENDAR 2011

Apr 29-30 - Martin's Spring Auction, Lebanon, PA. [www.martinsauctioneers.com/auctions.htm](http://www.martinsauctioneers.com/auctions.htm)

**May 7 - CVDC: Combined Driving Explained, East Haddam Grange. 6:30 pm, potluck**

May 7-8 - Lisa Singer Clinic, Wales, ME. [www.seacoastfarm.com](http://www.seacoastfarm.com)

May 8 - Mary Gray Driving: Spring Fling ADT Series, Danville NH. [www.wayfarerfarm.net](http://www.wayfarerfarm.net)

May 14-15 - GMHA Two-Phase and ADT, So. Woodstock, VT. [www.gmhainc.org](http://www.gmhainc.org)

May 15 - LHDC: field trip to see Dick Lahey's carriage collection.

May 22 - LHDC: White Memorial Drive, 11 am. [www.litchfieldhillsdrivingclub.com](http://www.litchfieldhillsdrivingclub.com)

**Jun 4 - CVDC Annual Meeting and Election of Officers, East Haddam Grange. 6:30 pm, potluck.**

**Jun 11-12 - CVDC Horse Driving Trial & Fun Day at Haddam Neck**

Jun 12 - GMHA 25 Mile Ride & Drive, So. Woodstock, VT. [www.gmhainc.org](http://www.gmhainc.org)

Jun 17-19 - Orleton Farm Pleasure Driving Show, Stockbridge, MA. [www.colonialcarriage.org](http://www.colonialcarriage.org)

Jun 26 - LHDC: Platt Hill Drive at Winchester. 11 am. [www.litchfieldhillsdrivingclub.com](http://www.litchfieldhillsdrivingclub.com)

Jul 9-10 - 25/25/50 Mile Ride & Drive, So. Woodstock, VT. [www.gmhainc.org](http://www.gmhainc.org)

**Jul 16 - CVDC meeting, East Haddam Grange. 6:30 pm, potluck. Program TBD.**

Jul 16-17 - Lorenzo Driving Competition, Cazenovia, NY. [www.lorenzodriving.com](http://www.lorenzodriving.com)

Jul 16-17 - Mt Washington Carriage Road weekend, NH. Drive the mountain (horses must be FIT) or enjoy events at the base. [www.horseweekend.mt-washington.com](http://www.horseweekend.mt-washington.com)

Jul 17 - Spindle Brook Drive, 11 am. [www.litchfieldhillsdrivingclub.com](http://www.litchfieldhillsdrivingclub.com)

Jul 24 - Colonial Carriage: Fun Day, Stockbridge, MA. [www.colonialcarriage.org](http://www.colonialcarriage.org)

Aug 20- LHDC: Shephard Meadows Pleasure Driving Show Bristol, CT. Rain Date Aug. 21. [www.litchfieldhillsdrivingclub.com](http://www.litchfieldhillsdrivingclub.com)

### FOR SALE:

Roberts Wagonette - Horse size, maroon with oak wheels and panels, fixed pole and shafts, 58" wide, 95" long, 69" high with seat at 56", excellent condition, asking \$2700. [revabseybolt@yahoo.com](mailto:revabseybolt@yahoo.com)  
860-928-0754



### FOR SALE:

Fur coats - 3 different styles, good for sleighing. \$20 each.

Brass rein rail, 31" - \$50

Contact Anne Albee at [storytella@comcast.net](mailto:storytella@comcast.net)



### LESSONS FOR HORSE & WHIP

Get ready for our HDT and other shows this year. NOW'S THE TIME!

Cynthia Bliven, Lyme CT  
860-434-3213

SO, WHAT HAVE YOU BEEN UP TO? SEND YOUR NEWS & PHOTOS TO [EDITOR@CVDRIVINGCLUB.COM](mailto:EDITOR@CVDRIVINGCLUB.COM)



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**May 2011**

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c/o Rita Bellingger  
218 Cranberry Pond Rd.  
Norwich, CT 06360 USA

