

October 2011



PRESIDENT

Michelle Oliver 0418 171 872

SECRETARY

Chris Sudul 0419 380 622

TREASURER

Sharon Gorton 5964 6917

COMPETITION SECRETARY

Jan Herzig 9737 9237

EV DRESSAGE SUB-COMMITTEE DELEGATE

Rae Ansell 9728 2517

NEWSLETTER EDITOR

Pam Miskin 0419 671 879
pjwmiskin@bigpond.com

CATERING

Michelle Frey 5968 4100
 Barbara Geoffrey 5964 3961

GENERAL COMMITTEE

Joanne Brett 5767 2250
 Catherine Foers 0408 577 046
 Tracey Gaspari 0409 386 810
 Sally-Ann Kyatt 5964 2214
 Jenny Wall 0400 225 423

ADVERTISING RATES

Businesses

Full page \$25

Half page \$15

Quarter page \$10

Club Members

Small display advertisements for members selling saddles, horses etc are free of charge.

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President's Report

Hi Riders,

Well another competition was held down at Werribee and another successful day was had by the Yarra Valley Dressage Club. I am so proud to be involved with such a wonderful bunch of individuals which all have something great to bring to the table on the day and behind the scenes for weeks beforehand. We trialed the new Equi Score system which I am sure I can speak for all seemed to be a great success and certainly made the day run a little less hectic. Jenny Hewitt (ACE) headed a team of 3 who typed all the scores into laptops. This meant we had live scores on a laptop out the front for competitors to look at all day or you could access it from your phone or at home on your computer. "Wow", what a marvelous idea and I am sure we will recruit Jenny again in the future. The rest of the day ran without a hitch the only downer being the cold windy conditions that Werribee is famous for. Huge thanks to all the committee and the helpers because without everybody's help these events would not happen.

Look out for our next competition at Glenbrae in November and I look forward to seeing you all there.

Happy Riding.

Michelle Oliver.

Michelle Oliver



Club Calendar 2011

Friday 10th November

Sunday 20th November

Thurs 8th – Sun 11th December
December ?

DATES FOR YOUR DIARY

Entries close for the YVDC Club Day competition

Club Day Competition at Glenbrae D tests & 4B, 5B

Dressage Festival at Werribee NEC (State Championships)

Christmas Break Up Party

Club Day Dates for 2012 at Glenbrae Equestrian Centre

Sunday February 12th

Sunday March 11th

Sunday April 15th

Sunday May 13th

Sunday June 10th

Sunday July 8th

Sunday August 12th

Sunday September 9th

Sunday October 16th

Sunday November 11th

Freshman's Competition

Club Day Competition

Freshman's Competition

Club Day Competition

Freshman's Competition

Club Day Competition

Freshman's Competition

Club Day Competition

Open Competition

Freshman's Competition

NOTE DATE CHANGES



YVDC Facebook page comment... (78 active "friends")



From **Fiona Anderson**

Congratulations to the Yarra Valley Dressage Club for hosting a terrific competition at Werribee Park last weekend. Definitely a must attend event! Also very big "thank you" to Horseland Lilydale for donating prizes. Courtesy of the raffle, I am now the lucky owner of a pair of F. I. T.S breeches (which are seriously comfortable I might add). With such generous sponsors behind the club, no wonder it was such a great day; live scores, friendly crew and terrific prizes too! Three cheers to all involved.

Thank you to our two Raffle Sponsors:

Roberts' Horse & Cattle Feed Bins

Phone: (03) 9877 4679

Won by **Barbara Geoffrey**



Horseland Lilydale

476 Maroondah Highway

Lilydale

(03) 9739 6822

Won by **Fiona Anderson**



Open Competition at Werribee

Congratulations to Club members who placed at the open competition at Werribee on Sunday 16th October!

Fiona Schilg & "Flowervale Ferrari" - =6th in Preliminary 1D

Jenny Bray & "CJP Diamond Dazzler" - =4th in Novice 2B & 3rd in Novice 2D

Sam Ruedegger & "Southern Joop" - 6th in Novice 2B & 2nd in Novice 2D

Jill Sinclair & "Brigadoon Sandor" - 4th in Novice 2D

Ruth Feltoe & "Habafield Jett" - 6th in Novice 2D

Meg Stafford & "Belcam Corrado" - =2nd in Elementary 3B & 4th in Elementary 3D

Amanda Goodman & "Justin Thyme" - =4th in Elementary 3B

Joy Fricke & "Rakino Z" - 6th in Elementary 3B

Faye Hinchcliffe & "Northern Leandro" - 2nd in Medium 4B & 3rd in Medium 4C

Michaela Bray & "Acacia Ridge Vivaldi" - 5th in Medium 4B & 5th in medium 4C

Sandra Noster & "Ronja" - 6th in Medium 4C

Karalyn McDonald & "Ruby Red" - 6th in Advanced 5B

Jane Jones & "Never Mr Beat" - 4th in Prix St George & 4th in Intermediate I



Full results from the YVDC Open Competition can be viewed on the club website:



2011 - 2012 YVDC Leaderboard

Check the website for an update:

www.yvdc.com.au



The Australian Continental Equestrian Group



Special thanks to Jenny Hewitt (left), Della Hewitt (right) and Amanda Cameron from The Australian Continental Equestrian Group who undertook all the scoring for the club at the open competition at Werribee. They utilized the Equi Score data system to provide Live Scoring which was available on competitors internet enabled phones or from the ACE website on the computer screen provided at the score board. It was a massive task which would normally take a team of at least 4 volunteers many hours of thankless work.

Jenny also managed all the draws and judge allocations which saved our committee an enormous amount of time. It all operated very smoothly indeed.



info@acegroup.com.au

Flying Changes *by Uwe Spellen*



Dressage rider's nightmare?

Advanced training in dressage places high demands on the rider. Therefore any ambitious advanced rider should have sound theoretical knowledge as well as practical skills. Advanced riders need to know the requirements, the preconditions, the principles and the aim of each exercise. They also need to understand how the different stages of the training fit together and should have good knowledge about their equine partner.

Unfortunately quite a lot of riders seem to have more or less serious problems with clean (single) flying changes. My contribution aims to make the difficulties of this exercise more understandable and transparent.

While some movements can be introduced to a young horse before they are truly ready, single flying changes **should not be attempted** until the preconditions are truly established. Horses that are not ready will start to change late behind, disunite or run away. Some of them jump to the side or almost come to a stop.

Those horses will tend to jump against the rider's hand and learn to be in fear of the changes. And then the whole venture will end in a huge disaster. **Without doubt, the most common source of imperfection in the flying changes is the inaccuracy of the rider's aids** – an aspect that should always be the rider's first concern when things do not go quite right.

The flying change, the change of leading fore and hind legs, takes place during the moment of suspension, when the horse is off the ground with all four legs.

During the single flying change, both before and after, the horse should remain supple and relaxed, calm and **straight** and should 'jump through' (towards the centre of gravity) with a clear forward tendency, elevated, up-hill and fluent.

The horse should be able to canter on a straight line without swinging from one side to the other. All aids must be given with precision and great accuracy. The question of timing is especially important teaching green horses and must always be carefully watched.

As already mentioned, the flying change is accomplished by altering the sequence of footfalls during the moment of suspension. **That means that the aids for the flying change are given just before the moment of suspension. Riders have to realise and understand this. Otherwise it is impossible to ask the horse to execute a clean flying change.**

How to start with a green horse? Correct preparation is crucial to the success of flying changes.

When teaching single flying changes to a green horse, certain basic principles must be met before the horse can be started on single flying changes:

- Firstly the rider must be patient and the horse must be supple. Rough aids and short cuts will help neither the horse nor rider. Remember the guiding principle: Calm, forward and straight, and of course, the Scale of Education, the Training Scale.

- The horse must canter with good impulsion and clear rhythm. The collected canter should be active and of a good jumping quality that allows the moment of suspension to be as long as possible. Without good suspension, the horse lacks the time in the air to re-organise the footfalls.
- Because there is no time within the moment of suspension to re-bend the horse from one side to the other, the horse which needs to be bent in one direction or the other to obtain the correct lead is not ready to start flying changes.
- The horse must be ready for canter departs to both right and left from the slightest aids. **After miles of counter canter**, even on small 10 m circles, the counter canter should be established on both reins.
- The horse should be diligent, connected and 'through' in collected canter. By far the best preparation for proper flying changes is correctly ridden simple changes. **After numerous simple changes of lead and countless transitions** between the different paces of the canter, the horse should be ready to start with flying changes.

It belongs to their nature that almost all horses canter better on one lead than the other and will be more willing to change onto this lead, so at the beginning of the learning phase the changes should be performed towards the horse's best canter, towards its 'chocolate side'. Most young horses learn to canter to the left more easily. For example with horses that canter better with the left leg leading, the change from right to left lead is practiced first.

- For most horses it is easier to start by performing the single flying change at the same place in the school each time. (At X is definitely not the best spot to start with a green horse). It is crucial to continue the canter after the flying change to teach the horse not to stop after the change but to continue cantering, waiting for the next aids. The quality of the canter after the flying change should be as good as before the change, maintaining the jump, the elasticity and the engagement.
- In the beginning it is very important that the flying change is not practiced too often. After one or two successful tries at the end of a lesson the rider should pat the horse and take it back to the stable. It pays to accept just a little progress.
- It is also of high importance that the rider does not overdo the aids and is the reason why the horse will become strong in hand, getting nervous and run away after the change. Therefore the rider must be very careful not to override the horse. **The rider should stop the flying change exercise immediately if the horse becomes anxious and runs away. This is a clear sign the horse is not yet ready for a flying change. As usual, less is better.**
- And last but not least, since there is so little time left to give the aids and get the response, the rider must be able to sit properly and balanced to give correct and supporting aids of hip, legs, shoulder and hand. It is essential especially for inexperienced riders to learn to 'feel' the right moment for giving the aids.

A correct seat is the basic precondition for the effective application of all aids and the foundation of honest education, especially in this case.

In all flying changes the rider's seat should remain in the saddle, with no twist in the body to effect and push through the change. Therefore it is **a good recommendation to train the flying change without stirrups.**

All aids should be given very clearly, carefully, smoothly and in a coordinated moment so the horse is able to understand and correctly translate them.

All aids for the flying change should be distinct and almost invisible. Never overdone! This would interfere with the horse. **The more visible the aids the less the horse and rider are in harmony.** To say it again, first of all the rider must be able to concentrate on giving proper aids for the flying change. The rider must be able to coordinate several steps. Final execution must be done to a single coordinated movement of hip (inside seat bone), legs (inside and outside), shoulders and hands.

If he can't, the horse will usually perform the movement high behind (croup-high) and may not change with the fore and hind legs simultaneously. The result will be a fleeing horse in disunited canter, insecurity and fear.

No doubt – the best teacher is still a schoolmaster. Sometimes it is hard for trainers and instructors when they have students that have not been able to practice a flying change on a trained horse or even better on a schoolmaster. It is very great help to the riders to ride changes on a well-trained horse to develop the feel of what the changes are really like.

Depending on both the rider's talent and that of the horse, it may take weeks or even months to perform the flying changes. As already mentioned, in the beginning the single flying change should not be practiced too often. Sometimes it is also a good idea during the learning phase to give the horse breaks from this exercise and not practice it every day. **It is also very important not to demand more than the horse can give.** What is taught in a wrong way is very difficult and time consuming to repair and correct later. Sometimes it is even impossible.

Sometimes it happens that a young horse will volunteer a single flying change by himself, when the rider is not asking for one. **It is most important at this point not to punish or even correct the horse. It's not the time to make the horse feel bad about having performed what is asked for in the future. More, it would be foolish, because mostly these changes are of good quality.**

There are **various methods** of teaching the single flying change. The rider needs to know exactly what the advantages and the disadvantages are of each and must meet an experienced instructor to discuss which method is best suited to the horse he is currently training.

There is no universal method. With single flying changes, the different methods and exercises and all the problems which can arise, show how important it is for an inexperienced rider to be accompanied, supported and supervised (and stopped if necessary) by an experienced instructor. On the other hand it shows as well the importance of the rider's experience when teaching a green horse this exercise. It easily can end up in a nightmare for both horse and rider; the heave-ho method is the worst and doesn't work. **There is no room for short cuts.**

Create confidence. This confidence is most important for the quality of the single flying change and, later on, even more important for the quality and execution of the sequence flying changes.

I wish all of you good luck and clean flying changes.



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On the road again... Feeding horses on the move

by Dr Nerida Richards - Equilize Horse Nutrition Pty Ltd



Horses in modern day society travel a lot. In fact it is amusing to think that throughout history, a horse's most basic function was to transport humans from point A to B, and yet now we spend so much time and money transporting them. Transport for horses can be stressful, both physically and mentally. But as with all things, having a well prepared horse at the start of a journey means you have a far better chance of having a healthy horse at the end of the journey. Feeding and nutrition have a big role to play, both in preparing horses for a journey and keeping them healthy and content during the journey. The following article provides help with feeding before and during travel with horses.

Feeding before a journey

If you will be travelling less than 4 to 6 hours there is little need to do anything special before a trip aside from ensuring your horse is healthy and well fed prior to the trip and will have suitable feed and water available as soon as the journey has ended.

If you will be travelling more than 4 to 6 hours some special adjustments to the feeding routine can be made to assist horses during long-haul transport. These include:

1. Increase the forage component of the ration – Forage is valuable to a travelling horse because it holds a large reservoir of water in the gut that can be used to keep the horse well hydrated during a long journey. Forages like hay and haylage are also a wonderful source of potassium and magnesium, two important electrolyte minerals. Feeding additional forage in the 2 to 3 days leading up to a long trip means your horse's gut will be full of water holding, electrolyte rich fibre to help them get through long haul travel without becoming dehydrated. Additional forage also helps provide extra energy to reduce weight loss during a long trip.

2. Moderate protein intake – Diets high in protein lead to an increased excretion of urea in the urine which is then converted by bacteria to ammonia. When confined in a transport situation, be it road or air transport, this ammonia accumulation in the air can damage the airways and lungs. To avoid large amounts of ammonia in the air, the amount of protein in the diet needs to be moderated. If your horse is on a diet with large amounts of lucerne hay or high protein pasture or feeds it is a good idea to reduce protein intake for 7 to 14 days before a long journey. Swapping some lucerne hay or high protein pasture for oaten or grassy hay and switching to a lower protein feed can help to achieve this.

3. Reduce grain intake – High grain diets fed right up until a horse is transported can in some situations cause problems. They may lead to fractious behaviour and unnecessary stress during travel, they can precipitate tying up in susceptible horses and they also reduce gut fill and the amount of fibre a horse will consume. Reducing a horse's grain intake by half for 2 to 3 days prior to travelling and increasing high energy fibre (see below) and forage intake will help to keep horses calm during travel, reduce the risk of tying up and maintain good gut fill and water storage in the gastrointestinal tract.

4. Add high energy fibres to replace grain – some horses will lose weight if you reduce their grain intake. Many horses travelling long distances are also required to perform at a high level at the end of a journey, so maintaining energy intake is crucial. If you reduce grain intake, consider replacing the amount of grain removed from the diet with a high energy fibre. High energy fibres maintain energy intake, but also assist with water holding and maintaining gut fill.

5. Work out your 'water strategy' – horses are notorious for not drinking at the most critical times, and during travel is no exception. Our equine friends often have no hesitation in turning their noses up at a bucket of water offered during travel, especially if it smells or tastes different to their water from home. Getting your horse to drink is critical during a long trip so you need to work out how you are going to achieve that. Taking your own water, using a flavour in the water so it tastes and smells the same regardless of where it comes from or using an electrolyte supplement to stimulate thirst are all possibilities. Whichever you choose, get your horse used to what and how it will be drinking at home prior to travel. If you will be taking your own water, start putting water in the bucket your horse will be drinking from while on the road and have it drink out of that for 4 or 5 days before you leave. If you are going to use a flavour, add it to your horse's water for

several days prior to the trip and again use the bucket you will use during travel. If you are going to use an electrolyte, talk to your vet or the products manufacturers about the best strategy in administering an electrolyte. Remember; never give an already dehydrated horse an electrolyte. And once you do administer an electrolyte, allow your horse free access to fresh water for at least 1 to 2 hours.

Feeding during the journey

If you are travelling more than 4 to 6 hours you should plan to stop every 3 to 4 hours to allow horses access to water and feed. Keep your horses feed routine on the road as close to what he would be fed at home as possible. So if you feed a hard feed morning and night with forage during the day, stick to this same routine.

Ideally horses should be allowed access to hay or haylage while travelling during these longer trips. If you are feeding hay, it should be thoroughly wet (submerge it in water for 5 to 10 minutes) before being put into the feed manger or hay bag for feeding to reduce dust and mould spore contamination of the air.

Where possible, hang the hay feeder low so the horse has to put its head down to reach the hay, but be sure to attach it to the transport vehicle in such a way that should the horse become entangled it will break free easily.

Any type of hay is suitable for feeding during long trips, though feeding a small amount of lucerne hay at each rest stop may help to provide better buffering of the stomach and reduce the risk of ulcers, which can be a problem for some horses travelling long distances.

If you are travelling over multiple days and your horse needs to perform at the end of the journey, you will need to continue with feeding at least some of its normal high energy ration. As discussed above, current recommendations suggest the amount of grain based feeds fed should be halved during travel days. If weight loss is an issue for your horse during travel you should add high energy fibre to its diet to replace the energy removed from the diet when the grain is reduced.

Other things that will help

There are many other management strategies you can put in place to help your horse stay healthy during long-haul travel, including:

1. Monitor rectal temperature twice daily for 2 days prior to a long trip to establish your horse's normal rectal temperature patterns and ensure your horse is healthy at the beginning of the trip.
2. Monitor feed and water intake for 2 days prior to travelling to determine your horses normal feed and water intake amounts and patterns.
3. Once your journey is complete, again monitor rectal temperatures and feed and water intake for any sign that your horse may be getting sick. The faster you recognise any symptoms and have your horse treated the less likely serious complications will arise.
4. Stop every 4 to 6 hours for at least 15 to 30 minutes to allow your horse's muscles to relax and have a break from constant movement. If possible, it is ideal to unload horses during these rest stops and allow them to put their head down and feed for 15 to 20 minutes to help clear their airways and reduce the risk of pleuropneumonia or travel sickness.
5. Allow your horse a minimum of 6 to 8 hours of untied rest every 8 to 12 hours of travel and during this time feed your horse from feeders placed at ground level to keep their heads down and facilitate the clearing of inhaled debris and microorganisms from their respiratory system.
6. Allow a minimum of 12 hours of untied rest with as much feeding at ground level as possible at the completion of the journey to allow your horse to completely clear its respiratory system before any sort of strenuous physical activity is undertaken. Working horses before they have a chance to clear their respiratory tract will increase the risk of pleuropneumonia.
7. Be very careful not to overheat your horse during travel. It is our tendency to want to rug horses up and keep them cosy while travelling, but this can do far more harm than good if they get overheated. Overheating causes them to sweat, losing valuable water and electrolytes. It also makes travelling very uncomfortable. Remember that travelling does take quite a lot of physical effort for a horse so they can get very hot quite easily.

8. Avoid the 'head-up' position during travel as much as possible. Avoid cross tying horses and where it is safe to do so, allow horses the ability to stretch their heads right down to ground level to allow them to clear their airways.

Happy travels ...

Being well prepared with a healthy horse that is set up well to travel means you will have a very good chance of having a horse fit and ready to do what is required of it at the end of a journey. Subtle changes to the diet to increase forage and fibre intake, moderate protein intake and adjust grain or grain based feed intake all help to keep your horse content, healthy, well hydrated and at less risk of dehydration, impaction colic and injury or sickness during travel.

Taking adequate time to complete a journey, giving your horse regular rest stops and allowing it to feed in a head down position for good periods of time to clear its airways will also significantly reduce the risk of your horse developing pleuropneumonia.



Time to think about fly products, and dry hoofs!

We carry Effol; The Farriers Hoof Dressing; Plusvital; Stride; Equinade and Farriers Choice. Fly products include Muscaban; Repel X; Flyaway; Buzz-off; Swift and 2 from Veredus – “Bite Off” and Defender gel “Eco-Repellent” – for both horse & rider – a non-toxic product specially formulated for delicate skin.

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Claire Ballantyne Dressage Clinic



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Joy Fricke and Rakino Z



Claire on Rakino Z



Claire on Coco Miskin



Liz on Monty



Rae Ansell on Jazzabelle

Claire Ballantyne is a competitive Grand Prix rider, trainer and British Dressage listed judge. She has been visiting Australia to teach regularly since 1997. She lived and worked in Germany for 10 years (until 2000) including undertaking her Bereiter exams at Warendorf in 1997.



Claire has a long association with Judy Smith from Cranbourne and competes Judy's horse Fame successfully at Inter 1 in the U.K. and won the Advanced Championship at the Hartpury Dressage Festival in April this year. Claire also has an equally long association with Judy Gronn, having met her at Aachen Show in 1996.

At this clinic Claire was pleased to see continuing progress from all her pupils and their mounts. She has an intense interest in their further training and competitive careers. Claire often rides the horses for her pupils in order to help teach them the correct basics

which then makes it easier for the rider to continue learning themselves, while adhering to the scales of training.

There are no fancy tricks or horses pushed too early to learn complex higher level movements in Claire's Clinics, just solid basics which must always be correct. Claire is a stickler for the rider's position and effectiveness too – and you had better make sure that your hands are not carrying your horse around the arena – or else!

The two October clinics were fully subscribed and Claire will be returning to teach again in February 2012 – so keep your diaries close at hand!!



Contact Judy Gronn cgja.gronn@pacific.net.au

if you would like to be placed on the mailing list for future clinics with Claire in 2012.



Equestrian Centre
205 Victoria Road Wandin
Phone: 5964 4493
www.glenbraeequestrian.com

Proudly presents

Antony Bartlett

Dressage Clinic Sunday 13th & Monday 14th November

Antony is a full time coach who operates a training stable in the Dandenong Ranges.

Antony is a member of the Victorian Dressage Development Squad. He has been having great success with his two horses Lexington Nite Kap & Kaptain Jack.

Antony has been training horses for 20 years and has a great passion and understanding for bringing them through the ranks.



Cost is \$90 per 45 minute lesson
All bookings made with Tracey 0408 311 132

Hay Sale

SQUARE BALES HAY & STRAW	\$5
ROUND BALES	\$28
SILAGE BALES	\$35

Yarra Valley location.



Contact: Jill Sinclair on 0418 386 771

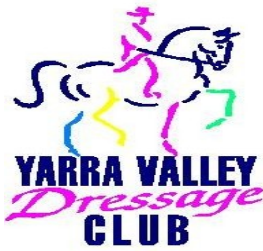
Recycling Handy Hint Thanks to April Kerford for this great idea!!

Use your old floating boots with Velcro, to pad up the chest bar, centre pole, breaching door pole in your horse float to prevent damage to your horse if he paws, kicks or fusses around when floating.



Club Day Competition – Sunday 20th November 2011

Tests are ridden once under EV rules. Ribbons are awarded to 6th place.



Entry Form

RIDER _____

HORSE _____

ADDRESS _____

PHONE _____

EMAIL _____

1st Test Level _____ 2nd Test Level _____

ENTRY FEE
ENCLOSED _____

I will assist with:

RING SET UP RING PULL DOWN
PENCIL SCORE SHEET COLLECTION
OTHER

Neither the Yarra Valley Dressage Club Incorporated, it's agents not the owners of any property used by the YVDC Inc. accept any liability for any accident, damage, injury loss or illness to horse, riders, spectators or grounds or any person or property whatsoever.

Sunday 20th November 2011 GLENBRAE EQUESTRIAN CENTRE, VICTORIA ROAD WANDIN

Tests – 1D, 2D, 3D, 4B, 5B, Prix St George, Inter1, Inter 11, Grand Prix

Entries Close – Friday 10th November 2011

Fees – Club Members - \$20 per test

Event Secretary – Janice Herzig
P.O Box 297 Wandin North Vic 3139

**Scratchings on the day to
0412 170 566**

- ◆ **All competitors are required to assist before, during or after competition. Please indicate your preferred job.**
- ◆ Points awarded to club trophies
- ◆ Ribbons to 6th place
- ◆ Each test is ridden once
- ◆ EA Rules apply
- ◆ 2nd level may be entered if sufficient time
- ◆ Clean and neat attire
- ◆ Open to current YVDC members only
- ◆ **NO DOGS ALLOWED**
- ◆ **Yummy free lunch!**

