Devon Horse Show

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also part of what drew competitors and spectators alike to the event. Additionally breeding

classes, barrel racing, and carriage racing were a part of the Devon experience.

Devon also featured vaulting,



Seated in the wagon is Robert Weaver of Weaver Enteprises, four-time champion of prior coaching competitions at Devon and 26-year veteran of the Devon show ring. Weaver, from Peoria, Illinois, brought seven Gelderlander geldings to compete. The breed, from Holland, combines power and common sense, according to one of Weaver's aides, Marie Martiz.

Storage Shed

the sport of gymnastics on a moving horses. The sport began in as a training technique so that soldiers could fight from any direction on the horse.

The Friendship Vaulting Team U.S.A. performed several times during the 10 days of the show. The routines feature compulsory moves and freestyle routines performed to music.

The coaching competitions drew competitors with shiny antique coaches and teams of highstepping horses. As a mode of transportation the coach faded in England in the 1830s, when it was replaced by the railroad, according to Harvey Waller.

Several antique coaches, however, have been restored to their original beauty and competed in several classes.

Waller's own coach, made in England and raced in 1888, was a "subscription coach," where passengers paid by the trip. A clock to time the trip is still affixed to the coach.

Outside of the ring, blacksmith Joe Alfano works behind the scenes to make sure the equine



"Pony Joe" Alfano, as shown on the license plate, takes care of shoeing many hunters and jumpers during the competition.

athlets perform to the best of their ability.

Alfano may give the horses four new shoes, but more often he does repair work or replaces shoes worn from the competition.

For the hunters and jumpers, Alfano puts aluminum shoes on

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Morris Kerr, Shelbyville, Kentucky, shines up harnesses for the evening's coaching event. Kerr is a trainer at Walnut Way Farm, which brought six Friesan geldings to the show. Kerr was readying for the "appointment class, so everything has to be spotless," said Kerr. The coach must also have extra halters, harness parts, or a tool kit - extras that a working carriage may have needed on the road, according to Kerr.



Member of the National Horse Carriers Association

EMAIL schürer@sunlink.net

Tel. (570) 594-4984