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Summer 2012

A Sport for
All Breeds

Bring in Those
Junior Riders

40th Annual
Indian
Territory CTR

Dressage on
the Trail

Safe Travels
and Trails

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National
Convention



Newsletter of the
North American
Trail Ride Conference

Important: Year-end Awards Information

The ride year ends the second Sunday in November -- Nov. 11, 2012.

FOR ELIGIBILITY FOR YEAR END AWARDS, IT IS THE RIDER'S RESPONSIBILITY TO HAVE THE FOLLOWING REQUIREMENTS COMPLETED AS INDICATED BY NOV. 11, 2012.

- (1) NATRC Membership dues must be received and
- (2) Horse's accurate breed information must be **on file with the NATRC Office. www.natrc.org**
- (3) In addition, National breed associations sponsoring year-end awards require that all the equines must be registered with the "association" and "participant(s)" must maintain their "association" membership.

Any doubt? Email Laurie (natrc@natrc.org) for NATRC membership verification and Cheri (Jeffcoat_cheri@gmail.com) or Colleen (colleen@myedl.com) for breed verification. Contact your own breed association if you have questions for them.



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Refer all address changes to the NATRC office, NATRC@NATRC.org or NATRC, PO Box 224, Sedalia CO 80135



On the cover:

Greg Fellers, DVM, R2, checks metabolic parameters on the trail at the R1 Mt. Diablo Ride. Jae Koenig riding Halimaar Tu. Photo by Jamie Dieterich with permission.

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NATRC Ride Schedule

Please see current ride schedule at www.natrc.org/RideSchedule/.pdf



President's Message

Gary Clayton

Largely due to advances in technology, there have been significant changes in managing and conducting the business of NATRC over the past decade. We are no longer tied to land lines or snail mail for our means of communication. As a result NATRC has had to reach out to members with technical awareness capable of utilizing the many new tools available to us.

Promotion and Fund Raising are two important components of our organization that have gone high tech

thanks to a small group of individuals who have stepped up to meet the challenges that face us in this ever changing world. These volunteers are spending an ever increasing amount of time on NATRC business. We cannot continue to ask them to shoulder this load by themselves. There is a need for others to come forward and ask what they can do to help. You do not have to have great skills or a technical background, just a willingness to pitch in and do what you can to help ease the burden on those that are now

carrying the load. This is just the beginning, as there are many challenges that will have to be addressed in the future.

E-news is one of the advantages of the computer age. It has been set up through Constant Contact as an effective tool for communication with the membership. If you have not already done so, you can join by going to the NATRC web site and click on "Join/Renew". You will be pleased with the quality of the announcements.

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We appreciate and applaud our sponsors. Their support helps us succeed. By purchasing products and services from these companies, you are supporting the sport you love!



A Sport for All Breeds

Priscillia Lindsey, Co-Chair, Breed and Organizational Liaison, NATRC Horsemanship Judge

Allowing all breeds to compete against each other is just one of the unique concepts of distance riding sports. The “designers” of the sport of competitive trail riding were wise in recognizing that any equine breed could be a good long-distance mount. Just read through the list of winners of the NATRC President’s Cup and High Average award. Include the high-mileage horses and there is hardly any American breed that is not represented. Once uncommon to long distance competition, breeds such as Paso Fino, Peruvian Paso, Norwegian Fjord, European warm bloods and even draft-crosses are making their mark.

Many of the American breeds of horses were developed to be a comfortable ride for a long distance. Saddlebreds, Tennessee Walking Horses, Missouri Fox Trotter’s and other gaited breeds have shown their expertise against the original long-distance horse, the Arabian. Additionally, the all-American Morgans, mustangs, Quarter Horses and Appaloosas have shown their mettle. And, not to be overlooked—the mules that have competed successfully and earned top awards, as well!

Years ago it was commonly said, “Want to do distance? Get an Arab!” Yes, Arabs and Arab-cross horses still have a unique advantage in their genetic make-up that allows them to be easy to condition for long-distance riding. They still dominate the sport of endurance racing, given the centuries of being bred specifically for the combination of stamina and speed. However, the slower, controlled pace of competitive trail, compared to endurance, has allowed a greater variety of breeds to compete with the Arabs. Conditioning and individual talent can offset genetic differences that give advantage in stressful performance conditions.

The conditioning and soundness of an animal are key to its performance success, not to mention intelligence and temperament that are suited to the trail. Then there is the dedicated training by, and partnership with, a trusted rider that puts it all together!

Observing a competitive trail ride as a volunteer worker gives one a thrill to see the great variety of horse breeds and types competing successfully against each other.

What a way to enjoy the unique design and spirit of the equine!



Richard Stone with his Belgian, Zeus. Photo by Becky Pearman Photography, with permission, <http://beckypearman.smugmug.com>



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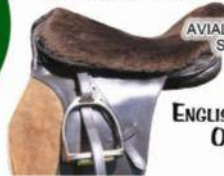
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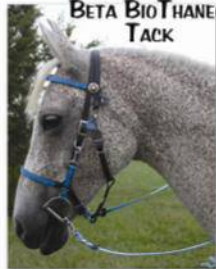
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Secure Your Judges Early

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Michael Peralez, DVM
Veterinary Judge Co-Chair
626/446-8911
msperalez@roadrunner.com

Patsy Conner
Horsemanship Judge Co-Chair
H: 501/663-1477
Cell: 281/381-8189
Fax: 501/663-6781
connerpatsy@yahoo.com

Veterinary/Horsemanship Judges

Has your address or phone number changed? Please notify the NATRC office of any changes. Indicate home and office numbers. Thank You. Remember, apprenticing must be done with an **approved** judge that has agreed to judge and supervise an apprentice. The following are applicants, apprentices or provisional judges. Members may submit comments to the Judges Committee.

Provisionals

Veterinary Judges

Natalie Goldberger, DVM (R4)
Kate Jacob, DVM (R6)

Horsemanship Judge

Jerry Sims (R3)

Apprentices

Veterinary Judges

Cathy Ann Ball, DVM (R5)
Phoebe Smith, DVM (R2)
Valerie Bixler, DVM (R4)
Carrie Porter, DVM (R5)
Natalie Morris, DVM (R5)

Horsemanship Judge

Becky Rogers (R4)

Applicants

Horsemanship Judge

Sharon Dehart (R4)

Marketing -- Novel Ideas

Bev Roberts

Out of the box thinking abounds in NATRC.

You have already heard about the permanent sign erected at the Rabbit Valley ride site in Colorado (Region 3) showing our partnership with the Bureau of Land Management in improving the parking/camping area.

Did you know that Bob and Margie Insko, with their Region 2 board's approval, will be placing ads at the Ramona Café in California? What's cool is that the NATRC ads will be under the clear tabletop surface on 18 tables in the café for a *minimum* of two years!

There will be two simple 4" x 4" ad styles - one style for each of nine tables. One ad will emphasize CTR not being a race and the other how much fun CTR is. They both will have eye-catching photos.



Sample of what a table ad might look like.

And you may have heard that in Region 4, NATRC members are monthly contributors to the "Competitive Trail Riding News" page

in a regional all breed magazine, *Southwest Horse Trader*, as part of the magazine's Affiliate Program.

A club called the National Competitive Trail Horse Association pays \$10 per member to the magazine to have their "newsletter" in the magazine. With 30 - 50 members, that is \$300 - \$500 per year for what turns out to be a FULL page that covers NATRC, AERC and TTC news and educational trail articles.

Are you or your region doing something unusual in promoting NATRC? Tell me (matefey@gmail.com) about it and we'll share it with the other regions right here in marketing news.

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NATRC 2012 Performance Scorecard

Results Through May 2012

	Region One			Region Two			Region Three			Region Four		
	2011	Goal	Actual	2011	Goal	Actual	2011	Goal	Actual	2011	Goal	Actual
No. of Competitions	6	6	0	4	5	1	9	9	0	12	12	7
Avg Competitors per ride	24	24	0	25	25	34	40	40	40	40	42	42
No. of Members	156	156	140	107	107	86	236	236	195	226	226	187

	Region Five			Region Six			National			Total		
	2011	Goal	Actual	2011	Goal	Actual	2011	Goal	Actual	2011	Goal	Actual
No. of Competitions	12	12	3	6	6	0				49	50	11
Avg Competitors per ride	30	32	45	37	38	0				34	36	42
No. of Members	238	238	197	157	157	125	100	100	100	1220	1220	1030

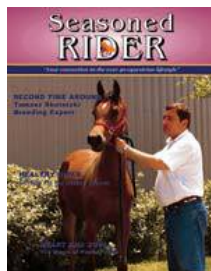
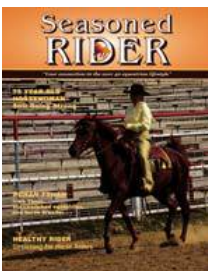
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Goals: For NATRC and For You

Elaine Swiss

It's generally much easier to avoid setting goals than it is to set them and then fail to achieve them. Disappointment can result from either working hard and failing, or not working hard enough and the outcome reflecting insufficient effort. So why bother with goals and risk such disappointment?

Every one has a different answer to this question, but your National Board of Directors sets goals each year to insure that the organization stays focused on the critical factors that insure long term viability of the sport. For you.

Each year since 2009, NATRC has set regional goals for the number of competitions, average number of competitors and number of members, plus total revenue and total income. As reported in the Winter issue of Hoof Print, last year NATRC surpassed some goals, met others and did less well on a few.

At its February meeting, the Board established conservative goals for 2012, with most set at the same

levels as the actual 2011 results. Because the national economy is still unstable, and fuel and hay prices are still impacting pocketbooks around the country, projecting growth did not seem appropriate or realistic.

Even with this conservative approach, the results through May are disappointing; all regions are falling significantly short of membership objectives, and several regions have not had any competitions yet this year. There are some positive results in Regions 4 and 5, who together have held 10 competitions and have met or exceeded average number of competitors per event goals. But, all in all, NATRC is not doing as well in 2012 as it was in 2011.

So which is it? Working hard and failing, or not working hard enough? Your Board of Directors will spend many hours on this question in July. Your representative needs your input and your ideas -- for the long term viability of the sport and for you.

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Bev Roberts

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Indian Territory 40th Anniversary Ride

Phil Broderson

This past Memorial Day weekend riders enjoyed another successful competitive trail ride at one of the longest running rides in NATRC – the Indian Territory CTR on the John Zink Ranch north of Sand Springs, Oklahoma (just west of Tulsa). Great weather, excellent working relationships with the Ranch management, and well-planned trails contributed to the success and enjoyment of this 40th anniversary ride.

The John Zink Ranch comprises some 31,000 acres and hosts permanent facilities for Boy Scouts, Girl Scouts, and Cub Scouts, as well as the Red Castle Gun Club and Scout Aquatic center on Skiatook Lake. The trails wind through open meadows and scrub oak forests, along Skiatook Lake and Tallchief Lake, and frequently white tail deer, wild turkey, coyotes, and the occasional feral pig are seen.

Indian Territory CTR, held since 1973, was initially a B ride with 22 riders starting. In the early years of the ride, Skiatook Lake had not been created, and the trails were on the far northeast end of the ranch. The embankment work for the lake began in 1977 and was completed in 1984, requiring a move of venue to the current southeast area. In the early 1990s the decision was made to permanently hold the ride on the long Memorial Day weekend.

Indian Territory was scheduled in 1985 and 1986, but end of year results in the Hoofprint indicate that the ride might not have been held or was held as a Benefit Ride in '86 instead. Historian “helpers” are still trying to determine what happened those two years, if anything. (If you know that history, and especially if you have documents or records, please send them to Laurie DiNatale!) Whatever happened in 1985 and 1986, Indian Territory is one of the longest continuously running rides in NATRC.

Continued page 11



A typical Indian Territory trail situation with a vet judge, horsemanship judge and driver observing backing instructions. Photograph by Thomas Mills, with permission.

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Indian Territory Ride, *cont.*

Phil Brodersen became a NATRC member in 1992 with the encouragement of Frank and Stacy Bowman. He moved to Oklahoma that year and connected with Ann Burnsed who got him in touch with Larry McFarland, Trailmaster for the 1992 IT CTR. Larry needed trail marking horses and help, and Phil began his journey with IT CTR. In 1993 Phil rode his first NATRC ride on Traveler's Glory B, a Missouri Fox Trotter purchased from the Bowmans. Phil and Glory did very well for first-time competitors, and the John Zink Ranch, the Indian Territory CTR, and NATRC became "home" for Phil. This year he celebrated his 20th anniversary with NATRC and his association with IT as Ride Chairman.

In 2003 Region 4 hosted the Championship Challenge ride at the Zink Ranch. The experienced trail workers and hardworking volunteers of Region 4, aided by the exceptional weather, produced one of the most-enjoyed CCs. Other non-NATRC rides involving several of the same ride management team have been held over the years at the Zink Ranch, including D-Dent and other charitable rides.

For the 2012 ride, Phil decided he'd try to budget in feeding everyone in camp rather than just for key workers. With a combination of smart-shopping, donations from local bakeries, and the sponsorship of the Friday evening stewpot by Indian Territory long-timers Art and Dee Byrd (Dee first rode IT in 1976), the goal was met and everyone in camp enjoyed the simple but plentiful meals. Camp Cook Gail Goins enjoyed preparing the meals as she has for the past dozen or so years.

Forty-five riders started on Saturday morning. Judges Dr. Pat Regier (Kansas) and Shirley Parker (Texas) were enjoyed by the "old hands" as well as several first time competitors. First time ride secretary Kris Hapgood put together a few "fun facts" about the competitors.



Dr. Pat Regier and Shirley Parker at check-in for the Indian Territory 40th Anniversary Ride on the John Zink Ranch in Oklahoma. Photograph by Jim Edmondson, with permission.

There were 11 different breeds of horses ranging in age from 4 to 22 years, including 3 stallions. The riders represented 8 states and 3 NATRC regions (4, 5 and 6), with the farthest distance traveled by a first time competitor from New Jersey. There were 5 first time competitors and 3 mother / daughter pairs, all riding Open.

Due to the moderately high temperatures and humidity, and the mix of rocky trails and smooth paths, timing for IT is always a challenge. Many riders are initially skeptical of the typically slower pace set for the ride. On-trail water was lacking this year, which required some water stops to be located off trail. Trailmaster Shirley Brodersen set the trail close to minimum distance and a modest pace for both Open and Novice/CP. Conversations with riders confirmed that the pace was excellent, comfortable for riders, and challenging for horses. P&R results showed no horses in trouble but points accumulating for some.

Phil, like most competitors, had been asked occasionally by

horsemanship judges to show his trail equipment, hoof pick, trail knife, lead rope & halter. Phil suspected that many riders had knives that were dull or could not be safely managed. For a non-judged demonstration before Saturday evening's briefing, he asked competitors to bring their trail knives to a pre-briefing demonstration. With help from local Boy Scout and Scoutmaster William and Gary Friedel, they set up a section of lead rope and after a brief talk on knife use and safety, competitors were invited to try their trail knife at cutting the lead rope. To Phil's surprise, most of the riders' knives did an excellent job! In a side conversation, Shirley Parker told Phil she had used that very situation as a trail observation in Region V, and would like to do it the next day on trail! With the stress of an actual judged observation, and with a less-than-taut rope piece to cut, most riders found it harder to "cut the rope and free the hung-up horse" (actually small sections of rope tied to a tree) than the evening before!

Continued page 12

Indian Territory 40th Anniversary, *cont.*

Early arrivals on Thursday were treated to Phil's now traditional movies. His business LED projector and "Lunchbox Acoustic" 200w amplifier produced an outdoor theater with a 250" screen size and adequate sound to reach the whole camping meadow! "Dreamer" with Dakota Fanning and Kurt Russell was enjoyed by the half-dozen or so early arrivals.

After awards on Sunday, those who had decided to use the long weekend's Monday to start their drive home were invited to the dutch-treat after ride meal in Sand Springs. This year's venue was El Maguey Mexican restaurant, and a record attendance of about 40 joined in the celebration.

At dusk back at camp, Phil again projected a movie on the pavilion

wall. Those in attendance collectively voted on the non-equine but certainly exciting riding movie "How To Train Your Dragon" (upon second thought, that's not a bad name to describe some horse training situations!)

Monday saw the final cleanup of the pavilion, which houses the flush toilets, hot (sometimes) showers, and cooking preparation areas. By noon all the ribbons and markers had been pulled from the ranch, and we awaited the final inspection from ranch manager Bill Pride.

We were rewarded this year by Bill's comment that we had cleaned up our camp and the pavilion better than any previous group! This attention to detail and the needs of the hosting facility will help guarantee the next 40 years of

having our NATRC rides welcomed on the John Zink Ranch.

By Monday evening the last of the rigs and workers had left the ranch, and at about 10pm the usual rains swept through. Some years we have showers all weekend; some years they show up just at awards time; and some years, like this successful 40th anniversary year, they wait for us to finish and then come in for the final cleaning!

We hope you consider joining us next year. It won't be an "anniversary" year, but we can assure you of friendly competitors, quality management, and exceptional trails at the Indian Territory Competitive Trail Ride.



Ride briefing from Art Byrd, with the camping meadow in the background. Photo by W. Thomas Mills with permission.

Bring in Those Junior Riders!

Susan Peters, National Junior Rider Chair

Ride management for many rides is focusing on attracting more riders and more volunteers - and a great source of new riders is junior riders!!

Here are my top reasons for wanting to attract junior riders:

1. Junior riders bring a real sense of fun to a ride – no worrying about the tiny details of competing – they tend to just be delighted to be out riding.
2. They often bring along a parent or two and maybe a sibling – a great source of those valuable volunteers.
3. They go back to their various horse clubs and recruit more kids!
4. Some of these riders grow up and become adult riders – and some even become judges!! Isn't that cool?

There are some things that Region 3 and our ride managers have done to make our rides attractive to kids.

1. In Colorado, Competitive Trail (as of last year) is an approved 4H project. Some 4H kids really welcome the opportunity to ride a trail instead of going to a show. One of our NATRC riders who is also a 4H mom, scheduled a series of competitive trail clinics last year. Many of the 4H kids who attended those clinics did their first ride last year and are entered in more rides this year.
2. Region 3 provides a discount for junior members for up to 3 rides in a ride season which helps make it more affordable.
3. Ride managers also provide a discount for junior members.
4. Many rides offer a one day 15 mile B ride. These

shorter rides seem to really appeal to the first time riders and to many junior riders.

5. Local rides (where you can draw from a large population of equine owners) seem to be really popular this year (the cost of gas means people are less likely to drive a long ways, and families have always tended to stay closer to their home).
6. One county 4H organization puts on a weeklong riding camp for their kids. One day is western day, one day is English day, and so on. For the first time, we have been invited to do two presentations/demos on Competitive Trail. The week before this camp we have a ride that has 10 junior riders entered. We will take lots of pictures of the kids having fun and create a

PowerPoint Slide Show to showcase at the 4H camp.

7. NATRC sponsors a national year- end high point award for juniors who are also 4H members.

Our focus on juniors is beginning to yield results. For the first time in my twelve years of riding NATRC, we have a novice junior class with more than 6 entries!! And we believe these numbers are going to grow quickly.

As the National Chair for Junior Riders, I would love to hear ideas from other regions on this topic. If you have any insights, suggestions, etc. please email me at sapeters@pcisys.net.



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The Recreational Trails Program: A Lifeline to the Trails in Your State

Erin Glassman, Chair, Trail Advocacy and Grants

We all have budgets. If our expenditures are greater than our income, we all know that trouble lies ahead. Big decisions must come soon. Which important investments do we maintain and which do we sacrifice? Understandably, making these decisions can be very difficult, and I suppose all of us as citizens are not envious of the position our government representatives are currently in. Many different programs are under review to see where cuts can be made. One investment that we as equestrians and trail-users (as well as any other trail users out there that may be reading this) need to urge our senators and US representatives to protect and maintain is the Recreational Trails Program (RTP).

The RTP is a user-pay, user-benefit grant program funded through the Federal Highway Trust Fund and represents a portion of the motor fuel excise tax collected from non-highway recreational fuel use. When the highway fund was created in the 1950s, a concept was developed: the users who pay (i.e. gas taxes) should receive benefits from what they pay in (in this example, new highways and major highway rehabilitation projects). Jump ahead to the early 1990s. The government approached the issue of non-highway gasoline users not receiving any of the user-pay, user-benefit "action." The people paying gas taxes for off-road use in vehicles such as all-terrain vehicles, off-highway motorcycles, off-road four-wheel-drive vehicles, snowmobiles, etc., were not gaining that "benefit" portion of the deal—the gas they bought was not used on off-road trails but on the highways. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 helped to alleviate this disparity by creating the RTP to serve the taxpayer in the form of trails, trailheads, and maintenance, for many user types, such as equestrian use, bicyclists, hikers, off-highway vehicle users, etc.



NATRC and AERC are holding rides this year in Kanopolis State Park in Kansas. Photograph with permission by Christine Shenefield.

The RTP helps provide funds for trails, trailheads, and maintenance for equestrian and many other user-based trails for every state in the country. At present, half of the funds are distributed equally among all states, and half are distributed in proportion to the estimated amount of non-highway recreational fuel use in each state.

One example of trails that has used the RTP is located at Kanopolis State Park, in Kansas, where NATRC and AERC rides are being held this year. Our organization benefits from these funds directly by what the park is able to do with them.

Continued page 15

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The Recreational Trails Program, cont.

At this particular park some of the RTP funds have been used to put in permanent trail markers and ribbons, which is useful to me as a ride manager in computing my loops and mileages. The park has also been able to use the funds to purchase equipment for trail maintenance, which has obvious benefits to our riders, and has plans for improving the existing corrals in the campground. You can contact your state administrator for the RTP funds to find out how this program has helped your local trails. More information on the RTP can be found at www.fhwa.dot.gov/environment/recreational_trails/.

At the time of the writing of this article, the Senate has just approved an amendment to the Senate transportation bill (MAP-21) to retain funding availability for the RTP. This is great news, but it does not mean that we can rest at this time. Remember that anything approved in the House or the Senate must also receive presidential approval. Those of us involved in the trail advocacy chairs and committees will do our best to alert you when it would be especially vital to communicate to your Washington representatives. If you wish to keep a tighter watch on the current events with the RTP, a great

website is: www.americantrails.org. Calling your Senators and Representatives now to let them know of your support for the RTP is always of benefit. Help them realize that this is one of the investments in our country we cannot afford to sacrifice! (Find out who your current public servants are at www.senate.gov or www.house.gov.)

A special thanks to Christopher Douwes with the FHWA for information and for ensuring accuracy for the article regarding the RTP, and to Rick with Kanopolis State Park, for information regarding usage of the funds.

Cardiac Recovery Index Explained

The cardiac recovery index (CRI) is a valid tool to help evaluate the overall status of a horse's condition. It is a useful and easy measurement of fatigue at the end of a ride.

The CRI is very simple to perform. First, the horse's resting heart rate is taken. Immediately following this pulse reading, the horse is trotted out 125 feet and back 125 feet. This trot-out can be used by the veterinary judge to evaluate movement, attitude, and willingness. At exactly one minute from the time the horse starts the trot out and back, the heart rate is taken again. The horse usually completes the 250-foot trot in less than one minute, so that allows some time to examine other parameters. A horse that isn't having metabolic problems should recover to the resting heart rate taken before the 250-foot trot or preferably 4 bpm less than the starting rate.

Most of the veterinary judges scoring the CRI count one point off for each final 15-second beat above the initial heart rate and above 12 according to NATRC P&R scoring guidelines. For example, a horse that started at 48 (12) and ended at 52 (13) would lose 1 point. A horse that started at 40 (10), ended at 48 (12) would lose no points. A horse

that started at 52 (13), ended at 64 (16) would lose 4 points.

If the situation warrants (on the trail), it's permissible for the rider to remain mounted. The pulse it taken, the horse is trotted out 125 feet and back, then allowed to just stand quietly until the minute is up. As long as it's done uniformly for all the riders, the method is fair.

A downside of the CRI is the one minute time frame needed to perform the procedure. If the ride has 60 horses, this automatically adds 60 minutes to the total exam time. A time-saving option is to have a competent P&R person perform the CRI while the veterinary judge is doing a regular check.

A proposed rule change would add the cardiac recovery index (CRI) to the list of parameters used to evaluate condition. Condition is currently evaluated by observing fatigue, P&R recovery, attitude and willingness, muscle soreness, mucous membrane, azoturia, thumps, hydration and capillary refill, bowel sounds, colic, respiration character, sweat and salivation, coordination, eating and drinking, etc. A recent study on endurance horses that has clinical application to competitive trail horses affirms the importance of the

CRI in identifying horses with potential metabolic failure. The CRI has been used at the discretion of our veterinary judge for several years; this proposed rule change would simply increase the awareness.

NATRC vet judges (like AERC control judges) should look at all metabolic parameters in our horses. By doing so, we can appropriately evaluate the health/condition of the horses. Full examination also helps us score and separate horses based on condition.

Fielding, C. Langdon, DVM, DACVECC; Chloe A. Meier; Olin K. Balch, DVM, PhD; Phillip H. Kass, DVM, PhD, DACVPM; Risk factors for the elimination of endurance horses from competition. JAVMA, Vol. 239, No. 4, August 15, 2011.

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NATRC Mission Statement

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The North American Trail Ride Conference (NATRC) promotes horsemanship and horse care as they apply to the sport of distance riding by offering a variety of challenging and educational experiences designed to strengthen horse and rider partnerships.

Proposed Rule Change to Allow Portable Panels

Susan Peters

NATRC's rules on stabling have evolved over the years. For a long time, the main option was for all horses to be tied to a stationary object. Stalls or paddocks could be used if available, but all horses had to either be tied or free as instructed. Then the use of sliding tethers was added as an allowed option which meant that horses were no longer kept under the same conditions. The current rule allows all these options, if available for all, at the discretion or regulation of ride management or the ride facility. The rider is able to choose what is best for his/her horse within these limits.

At the March board meeting, prompted by input from a number of riders and potential riders, I proposed a rule change that would expand the definition of allowable horse containment to include sturdy portable panels securely attached to the trailer/tree, etc. My proposal also included that electric fencing would continue to be prohibited as I do feel electric fencing poses a danger to both the contained horse and other competitors' horses. Consistent with the current rules, the ride manager would have the ability to decide which of the allowable containment methods is available at their particular ride.

I am proposing this rule change for the following reasons:

- Many potential competitors are hesitant to try the sport (or have quit our sport) because they just do not want to tie their horse to the trailer.
- Many potential competitors won't compete (or have quit competing) because they are exhausted from getting no sleep because their horse is noisy when tied to the trailer or their horse rocks the trailer during the night.
- While the majority of horses do fine using the current containment

methods, these practices pose a hazard for some horses. For example, the horse that I competed for the past three years was injured three times on a high tie. One incident could have been fatal if I and a fellow rider had not been around the trailer and were able to cut the halter off. I know of many other competitors whose horses have been injured (rope burns, caught under the trailer) while being tied to the trailer.

Portable panels create concerns:

- Are portable panels really safe? All horse containment methods have some risk, and portable panels are no exception. But this option provides riders greater choice in deciding what is best for their horse. In the case of my horse that was injured at a NATRC ride every year on a high tie, I would put her in a portable corral. She has camped in my portable panels attached to my trailer on non-NATRC rides with no incident for three years.

Continued page 17



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Proposed Rule Change to Allow Portable Panels, *cont.*

- Could portable panels pose a risk to other horses in camp (if for example, they broke through their portable panels and dragged them through camp)? This is a common hazard of electric fencing (and we need to continue to prohibit electric fencing). However, if portable panels are securely attached to the trailer/trees, I see little possibility of this happening.
- Do portable panels offer horses a competitive advantage? A horse on a high tie can walk about a 13.1 diameter circle (133 sq.ft.). A 12 x 12 portable corral offers a similar area (144 sq ft). In both situations horses can lie down, roll, etc. A large corral could offer a competitive advantage, and that is one reason why the ride

manager has the authority to restrict portable corral size.

- Not all rides have enough space to allow portable panels, especially if the corral size is significant. This is true, which is why the containment method is at the discretion of the ride manager. If space is an issue, the ride manager can limit the size of the corral or prohibit portable panels.
- Horsemanship judges might be hesitant to go inside a portable corral where the horse is loose. A valid concern, but when asked, many horsemanship judges say that this is a manageable concern. For example, riders using portable panels could be required to be at

their trailers when trailer check is in process.

Many competitors might feel that tying is not an issue, but I personally believe this rule change is important to give riders another option. Wherever you stand on this issue, please give this rule change some thought and provide your National Board members with your opinions so they can represent you at the upcoming Board Meetings.



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What are Rules Interpreters?

Liz Scott, Chair, Rules Interpreter Committee

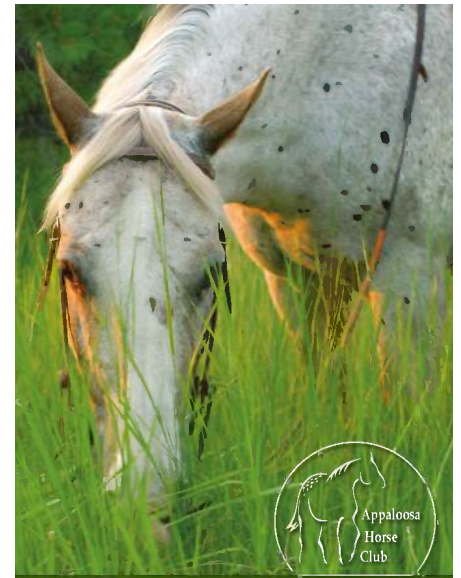
You're probably aware that every ride has a Rule Interpreter (RI), but you might not realize what they do or how important they are. This volunteer position has evolved over the years. Some of us have been guilty of thinking that any warm body who is a member of NATRC can be a RI. While it is true that being a member is a requirement, it is really only the beginning. One must be thoroughly familiar with NATRC rules and have a positive, friendly, helpful attitude even in the midst of controversy.

The Rules Interpreter must be present for all aspects of the ride including check-in, briefings, obstacles, P&Rs, check-out and awards. In many cases, just being there gives the RI opportunities to explain rules and answer questions. Complex issues can arise due to inclement weather, maps, mileage, inconsistent stabling, P&R issues, unsafe obstacles, penalty points, etc. In the event of a dispute, the RI facilitates prompt decisions with judges and ride management. If no agreement can be reached, the RI provides a ruling.

The Rules Interpreter does just that – **interprets the rules**. The RI is not responsible for enforcing the rules, or for making decisions without consultation. If there is a rule violation in progress, the RI is responsible for notifying ride management and judges so the situation can be corrected.

RI's get a complete view of a competition from start to finish. Following the ride, they provide valuable feedback to NATRC and ride management in the form of a report that is submitted within 72 hours. This report includes praise for jobs well done, suggestions for improvement, and provides a valuable tool to help improve rules, judging practices and administration of rides.

Interested in being involved with this important aspect of ride management? More information is available in the NATRC Rule Book and on www.natrc.org (see "Management's Responsibilities to the Rules Interpreter").



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Dressage on the Trail

Catherine de la Cruz, R1

I ride with a group of older women (ages 50-75), and we call ourselves the Mature Ladies Riding Club at White Dog Ranch. All of us have had some physical or emotional issue dealing with riding, and we provide great support for each other as we work through them. Our trainer is Angie Meroshneoff. Weekly lessons in the arena are supplemented with monthly trail rides where we are introduced to the procedures and obstacles we would encounter on a NATRC Novice ride.

While our arena work addresses individual riders' problems, we are regularly introduced to introductory dressage movements and, regardless of the experience of the rider, the age or breed of the horse, we are all expected to become proficient at them. Although I felt this made sense for the few riders who were interested in competing in dressage, I thought, "I just want to trail ride. How will this ever benefit me and my Fox Trotter?" Today I found out.

Angie took us out to nearby Lake Mendocino to ride a trail we had never ridden before. We started at what used to be part of the public campground at the south end of the lake and set out over the top of the dam. It's wide enough for two cars to pass, but it is paved and has a steep slope on one side and the wind-blown lake on the other. We had to share it with walkers, dogs, strollers and bicyclists. How to get the horse to pay attention and walk out safely? Ah – collect at the walk.

Once off the dam, the trail ascended quickly on a steep hill with sharp switchbacks. Hmm – engage hindquarters for the climb; turn on the forehand with good collection at the 180-degree switchback. There's a steep drop on one side requiring leg pressure on that side to keep the haunches toward the bank. As the trail went up, risers had been placed every so often to stabilize the soil and the horse had to step over them. Yes, it's like the cavaletti practice we

did yesterday. There's a ditch at the bottom of a hill with a turn and a steep uphill after it. I needed to use rein and leg aids to show the horse where I wanted each foot placed to safely cross followed by a 90 degree turn on the hindquarters to be firmly on the uphill trail.

Could the trail be ridden by a horse and rider who don't use dressage? Of course. But the training had given my horse and me a means of communication that made us both more confident. Although I have yet to do my first competitive ride, I am developing the skills to do so, and I plan to do a NATRC ride this summer. Meanwhile, we'll keep up the dressage lessons.

Glossary:

Impulsion: Energy from the hindquarters as they reach under the horse to push forward.

Collect at the walk: With light rein contact containing the horse and light leg contact asking the hind legs for impulsion, the front end and the back end of the horse are brought together.

Turn on the forehand: The horse's hind legs move laterally in an arc as the fore legs stay on one place.

Cavaletti: Small rails set on the ground or as jumps. Set closer together, they encourage a horse to shorten its stride. Set farther apart, they encourage a horse to lengthen its stride.

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Thoroughbreds are known for their heart, for being fiercely loyal. They just want to know what their job is — and then to be allowed to do it. Trail is a perfect activity that embraces, and rewards, their strengths.

Become Recognized Nationally With Your Thoroughbred

NATRC offers breed awards. And North American Thoroughbred Society offers its members a Region 4 cash award, as well as trail recognition in two separate programs. Details can be found at www.hellohorse.com

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Safe Travels and Trails

Patti Hicks, Safety Committee

In NATRC we think of safety as radio equipped riders following behind us, ready to come to the aid of lost or injured competitors and their mounts. But recent events that happened to some of my dear Region 4 friends prompted me to share their stories and point out other, often overlooked concerns that threaten the safety of all who travel with trailers and horses. Situational awareness is taught and encouraged in most work places. Preventive maintenance can not only save money and time, but lives. I would like to look at some instances and ways that these two elements of safety can be practically applied to our trail riding travels.

One of R4's newer competitors, Barbie Van Order, was preparing for the Louisiana Purchase CTR in January. As she started backing toward her gooseneck trailer, Barbie realized the truck was off center but most importantly, her tailgate was

still up. She opened the truck door and started to exit the vehicle when it suddenly started moving backward, dragging her off balance. Apparently the truck transmission was not fully engaged in park. Barbie managed to hang onto the steering wheel as the truck continued, pulling her under its running board. Since the truck was off center to the trailer, it finally slowed down as the open door frame made contact with the nose of the trailer. This allowed Barbie an instant to pull herself back up into the seat area, grab the shifter and put the transmission into park. The nose of her trailer was badly dented, and her door was mangled and crumpled. Miraculously Barbie was not seriously hurt. It was late at night, and she was tired. When we are tired, our sense of awareness is often diminished.

More recently, R4 competitors Larry Gould, Richard Widon and daughter

Callie were traveling together to the distant Pole Canyon CTR when a car came alongside and alerted them of a problem with the trailer. They pulled over to discover the wheel studs had loosened and broken off, so they were traveling with only 3 wheels and tires on the heavily loaded trailer. Fortunately they were near a tire shop in a small town, and the employees came to the rescue. The needed repairs were made and the competitors were soon on their way.

A few weeks later Larry and his wife were enroute to the Wimberley Wayfarer ride when a bearing seized up on the opposite side. They lost that wheel and tire off the trailer. They were close to the ride site, so management came and hauled the horses in while their trailer limped 3-wheeled to camp. Fortunately, no one was injured by the lost wheels.

Continued page 21

New Sport Horse Awards

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Safe Travels and Trails, *cont.*

Mechanical failure can happen to any of us at any time. Pulling heavily loaded trailers great distances is hard on the moving parts. It puts a lot of stress on tires, lugs and axles that carry the weight. We should all have a qualified mechanic service our rigs at least once a year to replace worn parts. Don't put off preventive maintenance or repairs. Make sure your lugs are torqued to the proper specifications every 500 to 1,000 miles to prevent road vibration from loosening them.

One other word of caution: if someone motions for you to stop, check your mirrors to see if you can spot a problem. Don't pull over unless you are in a safe place. It's better to proceed slowly to a safe area where there are other people. Even if you do spot a problem, don't pull over on a lonely stretch of road. It's better to dial 911 for help than risk being a victim.

Returning from a recent trip to the west coast, experienced traveler, Jonni Jewell, was pulling home her newly acquired trailer when the outside tire on her dual wheeled truck blew out, ripping off her fender.

Here is Jonni's story: "A blow out on a truck or trailer can be unnerving for even the most veteran driver. But being prepared can make the situation safer and less stressful. I was recently hauling an empty trailer back from California. Before leaving home, I tossed my star lug wrench and jiffy jack used for changing trailer tires into the truck. (These items usually stay in my other horse trailer) I was traveling on the highway and started to feel the slightest vibration that seemed to be coming from the rear truck tires. I thought I was imagining things. WRONG! About 3 miles later, I heard a loud bang, felt a tire blow, and as I looked in my driver's side mirror, I watched tire shreds and my dually fender (in pieces) fly up in the air as a car began to pass me. Everything flew over the top of it but missed the car.



Barbie's truck

When a tire blows, hold your steering wheel steady, don't panic and slam on the brakes. Put on your signal and start slowing and moving over to a safe spot. I was lucky that an exit ramp was there, and I had a wide spot to park the rig. If there is not a wide spot, think safety first, and consider driving slowly on the shoulder to get to a safe spot. If it is a trailer tire, or a dually tire as in my case, you will usually not damage the wheel on the tire that blew.

Because I had tossed in my tire changing tools, I could grab them quickly. A dually can be driven up on a jiffy jack like you would a trailer if you need to change an outside tire. I had the lug wrench handy, knew where the tool was to lower the spare tire down from underneath the truck, and had the tire changed in about 15 minutes. Because I still had about 850 miles to go, I decided to replace all 4 tires on the truck's rear. They were about due to be replaced anyway. Discount Tire Shop was four miles away so I was back on the road in record time. There were some wires on the truck and trailer that were damaged, so I

used some zip ties to secure them back in place. I needed a small wrench to get the mud flap off and out of the way when it was no longer attached to a fender. I carry a full tool box. Having the basic tools you might need, and KNOWING where they are and how to use them is important. Having to remove half of the contents of a trailer tack room to get to what you need puts you more at risk. The less time you spend along the side of the road the safer you will be."

Continued page 22

NATRC Ride Schedule

Please see current ride schedule at www.natrc.org/RideSchedule/.pdf

Safe Travels and Trails, cont.

Did you know that heat created from the road during summer driving is often a culprit in tire failure? Keeping your tires on both truck and trailer inflated to the manufacturer's rated limit will help eliminate this issue. Check your tires periodically for blemishes, bubbles and foreign objects in the tread even though they are properly inflated.

When traveling with your horses and rig, there are precautions you can take that will make for a safer trip. Packing emergency and first aid supplies including water for you and your horse is always a good idea. You should have a spare tire for vehicle and trailer, a lug wrench to fit both, a good working jack and some wheel chocks and blocking boards. A can of large tire fix-a-flat can sometimes get you to a nearby town.

I also carry a kit that contains jumper cables, road flares, a good flashlight and assorted tools. Included are spare fuses, a tire air pressure gauge, wire pliers and repair kit for electrical issues. Have emergency numbers written down in a handy place in case your phone is disabled and you need to use someone else's or have them call for you.



Jonni's fender

You should always do a pre-trip walk around inspection, even if you have only stopped for fuel or lunch. Check hitch, tires, lights, door latches, and glance under the trailer for hanging wires that could have worked loose. On a long trip last season I had a wire come out from the conduit under the trailer and get dragged apart. It was the wire that connected

my trailer brakes. During your preventive checks, if your trailer door latches and hinges are attached with bolts or screws, make sure they are tight. Applying lock-tite can prevent them from backing off.

Don't forget your tow vehicle. Check your fluids regularly and have them changed at the recommended times in your service manual.

Have your brakes serviced, and make sure your hitch ball is tight. Replace worn wiper blades so you can keep your vision field clear.

Another way of keeping yourself safe is to stay alert and aware of your surroundings. When you stop for fuel, look for a busy place that is well lit. I always prefer stations that appear clean and neat. I don't like a lot of distracting signs or things blocking the parking area or along the sidewalk and doorway. Before you exit your vehicle, look around and take notice of people that might be a danger to you.

Continued page 23

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Safe Travels and Trails, cont.

Watch for someone approaching your rig. Be aware of people intently watching you. Make sure you lock everything so no one can stow away in your rig. Park where you have a clear view of the business doorway. Don't offer to show your horse to people. It's best to go directly into the business where you have stopped. I also prefer to park where I can easily maneuver out onto the road.

Have your form of payment ready so you don't have to dig around in your purse or wallet, allowing those near you a chance to see what or how much money or what cards you are carrying. It's a good idea to lock extra credit cards or cash in your console.

Practice good judgment and follow your intuitions of what feels safe and right. Many of us carry some form of personal protection such as a handgun or pepper spray. Be sure and check with the laws regarding this where you will be traveling, learn the safe and proper use, and acquire any needed permits.

Carry personal identification and emergency contact person information. Make sure you also have information regarding your horses and who will be responsible for their care in the event of an emergency. Consider joining US Rider, a roadside assistance plan geared to those traveling with trailers and horses.

Many of us take safe traveling for granted. It's often not until we are in an accident, broke down beside the highway, or unable to attend a ride from such circumstances that we really think about how safety affects our traveling.

Most importantly, take the time to stop, look, and listen.

Wishing you happy trails and safe travels,

Patti & Star

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Changes to the 4H Junior Rider Year End High Point Award

Susan Peters

To encourage participation by 4H members, NATRC has offered a 4H Junior Rider Year End High Point Award for many years. For 2012 some significant changes were made as follows:

- The award goes to the high point rider and high point horse **regardless** of the rider's division.
- The award is a self-nominating award. The nomination must occur before the end of the ride year, which is the second Sunday in November. This year, it will be November 11, 2012. The rider must (1) be a member of NATRC (2) send Laurie DiNatale an email (natrc@natrc.org) stating that they are a 4H member and (3) have their 4H leader verify that they are a member with an email to Laurie DiNatale (natrc@natrc.org).

In a number of states (Colorado is one example), 4H now recognizes competitive trail as an activity that qualifies as a 4H member's project.

Questions? Contact Susan Peters, sapeters@pcisys.net.



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Historic Memorial Weekend Ride Breaks Records

Susan Peters

I have been a part of ride management for over 12 years and more than 15 rides, and I don't usually write an article for *Hoof Print* about them. But this year's Air Force Academy Ride had some important historic aspects worth sharing.

Among those: (1) General Albert P. Clark, the first Air Force Academy Superintendent who approved of the premier ride held 40 years ago, passed away in March 2011 at the age of 96. (2) Ike "Iris" Mosgrove, ride manager for over 30 years, passed away in December 2011. (3) This year's ride management created a format that perhaps has never been done in NATRC (at least not in Region 3).

General Albert P. Clark

General Albert P. Clark ("Bub" Clark), a West Point graduate, was a young pilot when World War II began. He was one of the first American pilots to enter the war and accompanied British pilots into combat. Unfortunately, on his first mission he was shot down and captured by the Germans. He was eventually sent to a German prisoner of war camp where he spent the remaining 33 months of the war.

While imprisoned, he, along with a number of other pilots, did everything they could to disrupt the Germans by planning multiple escapes. His watchful diligence, making sure the German guards and "moles" didn't know what the prisoners were up to, enabled prisoners to build the longest escape tunnel in history. Dozens of prisoners made their way to freedom in the last months of the war. If this sounds like a movie you may have seen, it probably is. *The Great Escape* was the story of Bub Clark and his fellow prisoners. But his story doesn't end there.

Bub Clark returned home and built an illustrious career in the Air Force where he eventually became Superintendent of the Air Force Academy. An avid horseman, he rode his first NATRC ride in the early 1970's, with a respectable second place win in his



First-time competitor Linda Johnson-Conne on her Spotted Saddle Horse Showboat Cheyenne. Photo by Steve Galchutt, with permission.

division. The current Air Force stable manager also rode in that first ride which was held at Fort Carson, an army base in Colorado Springs.

Deciding the Air Force Academy would be an excellent place to hold an NATRC event, Bub Clark approved the first ride to be held on the academy grounds, establishing a 40-year tradition. The amazing history of General Clark prompted us to rename this annual ride The General Albert P. Clark Memorial Ride.

On an "I can't believe it" note, two of our NATRC riders, Dan and Beth Lincoln were related to General Clark. Dan shared with us at ride briefing some of his memories of his uncle. One of General Clark's daughters donated General Clark's autobiography for all first place horse and first place horsemanship awards.

Ike "Iris" Mosgrove

Ike was the epitome of much that is good about NATRC riders and volunteers because she was both. She competed vigorously and successfully for years, and when she no longer competed, she continued to give back to her beloved sport by volunteering. She often managed the Air Force Academy ride and carefully kept ride records for 30 years.

The Ride Format

Ride management decided to do something "never before tried" at this ride. We had a number of ideas:

- To teach riders how to use GPSs to ride a CTR (many of us had them, but most of us had little knowledge on how to use them)

Continued page 26

Historic Memorial Weekend Ride Breaks Records, *cont.*

- To make this a ride that would really attract new members/new riders

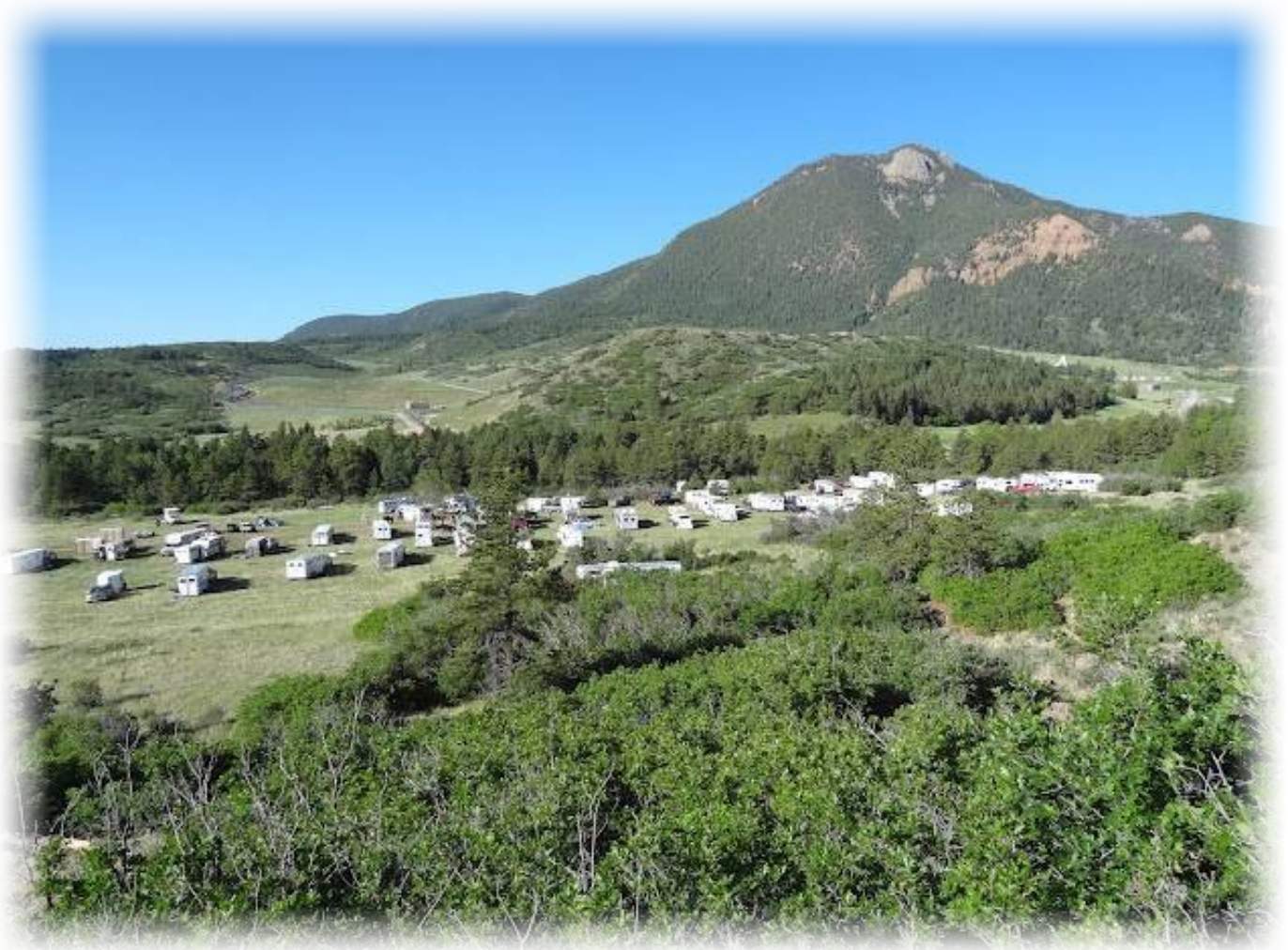
We combined a day of clinics on Saturday: “How to Use Your GPS” in the morning for all riders and “How to Ride an NATRC Ride” in the afternoon. We then had a one-day B ride on Sunday where all clinic participants could practice their newly learned skills.

From all appearances, the riders had a blast and learned lots of new things. Isn't that what NATRC is supposed to be about – learning while having fun?

The statistics speak to the success of this kind of event:

- 94 riders registered for the ride (so 94 riders wanted to come).
- 66 riders started.
- We saw a 50 percent increase in riders over the previous year
- 25 first time riders (out of a Novice Division of 38) learned about the sport of NATRC.
- 11 juniors participated. Eight of the 11 were first time riders; 7 of the 11 were 4H members.
- All riders who started the ride also finished.
- Two sets of judges were brought in to devote personal attention to the riders.
- The two horsemanship judges teamed up to cross judge, resulting in 6 obstacles for each rider in just 15 miles of trail and about 5-6 hours of ride time.
- Over a dozen safety riders, trail guides, pre-riders, and point riders rode the trails to make sure riders had a positive experience.

Continued page 27



AFA Ride Camp below Blodgett Peak. Photo by Steve Galchutt, with permission.

Historic Memorial Weekend Ride Breaks Records, *cont.*

The logistics of running essentially two rides and two clinics in two days were monumental, but my management teams made it LOOK easy. I am sure if there are questions about what we did, any of them would be happy to share that information.

My ride co-chair and the best NATRC secretary ever – Pam Galchutt

Intro to NATRC clinic (4th year in a row she had done this clinic) – Susie Witter

GPS Clinic – designed and taught by Bill and Diane Wingle

Novice “Coaches”/Judges – Dr. Kay Gunckel and Pat Montgomery

Open Judges – Dr. Darlene Wehr and Judi Tobias

And I would like to express my gratitude to my many, many volunteers, including my husband who tolerates my horse habit! While I haven't counted up the volunteers yet, I think there were around 50 not including all the experienced NATRC competitors who jumped in to help in any way they could.

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NATRC Student Loan Program Available

Student loans are available up to \$5,000 per person /year, at the discretion of the NATRC National Board of Directors, after proper application has been submitted.

Preference will be given to a full-time student who has been a member of NATRC or whose family has been an active member for at least three years. Consideration will also be given to a student or a student's family who has been an active member of NATRC for less than three years but more than six months.

A loan will be made based upon financial need, scholastic achievement, and character of the applicant as determined by the Student Loan/Scholarship Committee.

A loan is to be repaid in monthly installments with an annual interest rate of 3 percent charged on that loan, beginning not later than six months following graduation or when the recipient ceases to be a full-time student.

For an *application*, contact the NATRC Executive Administrator at natrc@natrc.org. It is also available at http://www.natrc.org/documents_other.htm#Student_Loan

Please complete the form in Word or as an interactive PDF and submit via email to the NATRC Executive Administrator at natrc@natrc.org.

NATRC Ride Schedule

Please see current ride schedule at www.natrc.org/RideSchedule/.pdf

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Proposed Rule Changes for 2013

1. Section 2A.5.f. (page 2-2) reads:

f. To maintain sanctioned ride status:

- (1) A ride must be listed in Hoof Print with the correct date at least once.
- (2) Entry forms must be pre-approved by Sanction Chairman before mailing to members

Change to read:

- (1) A ride must be listed **on the NATRC official web site (with the correct ride date) at least 60 days prior to the ride.**

Purpose: To correct an error in the Rule Book. The Hoof Print is no longer published often enough for ride managers to abide by the present wording.

2. Section 5 I.4. (page 5-3) reads:

4. Riders must remain in the saddle when the horse is in forward motion over the course but may dismount and rest themselves and the horse anytime, provided they do not advance. At any location designated by the trailmaster as hazardous, riders may be instructed to dismount and proceed on foot for a specified distance.

Change to read:

4. Riders must remain in the saddle when the horse is in forward motion over the course but may dismount and rest themselves and the horse anytime, provided they do not advance. At any location designated by the trailmaster, **ride manager, or judges** as hazardous, riders may be instructed to dismount and proceed on foot for a specified distance.

Purpose: To correct the Rule Book since this is often presently done on rides.

3. Section 6 B.1.e. (page 6-2) reads:

e. P&R scoring will be according to the Judges Committee guidelines.

Change to read:

e. P&R **procedures and** scoring will be according to the Judges Committee guidelines.

Purpose: To clarify that both the process of taking P&R and the scoring of P&R must be according to the Judges guidelines.

Continued page 30

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Proposed Rule Changes for 2013

4. Section 10 B.2.a. (page 10-1) reads:

- a. National Championship – In Open Division in heavyweight, lightweight and junior classes a horse shall be declared a National Champion when both of the following requirements are met within any three- year period in which rides are held.

Change to read:

- a. National Championship – In Open Division in heavyweight, lightweight and junior classes a horse shall be declared a National Champion when both of the following requirements are met within any **consecutive** three-year period in which rides are held.

Purpose: To clarify the three-year period must be consecutive.

Note- this is only for Region 1A (Alaska)

5. Section 5 B.4. (page 5-1) reads:

4. Stabling Options **Not Allowed** during competition as primary containment:
 - a. Hobbling of any kind
 - b. Portable pens/corrals
 - c. Staking out in any manner

Changed to read:

4. Stabling Options **Not Allowed** during competition as primary containment:
 - a. Hobbling of any kind
 - b. Portable pens/corrals that are not securely anchored to a trailer or a tree**
 - c. Portable pens that are constructed of electric fencing or are flimsy in nature (examples of approved corrals are CarriLite, Preifert or equivalent panels).**
 - d. Staking out in any manner.

Purpose: to provide the use of certain types of portable corrals/panels.

6. Section 6. B.1. (page 6-1) reads:

1. Condition 40%: The evaluation of condition shall include, but not be limited to, the following: fatigue, P&R recovery, attitude and willingness, muscle soreness, mucous membrane, azoturia, thumps, hydration and capillary refill, bowel sounds, colic, respiration character, sweat and salivation, coordination, eating and drinking, etc.

Change to read:

1. Condition 40%: The evaluation of condition shall include, but not be limited to, the following: fatigue, P&R recovery, **CRI**, attitude and willingness, muscle soreness, mucous membrane, **myoglobinuria**, thumps, hydration and capillary refill, bowel sounds, colic, respiration character, sweat and salivation, coordination, eating and drinking, etc.

Purpose: to include the ability to use CRI (cardiac recovery index) in the evaluation of condition and correct terminology (myoglobinuria instead of azoturia).

PLEASE USE UPDATED LIABILITY WAIVERS

Jean Green, Management Chair

Ride Managers and Ride Secretaries:

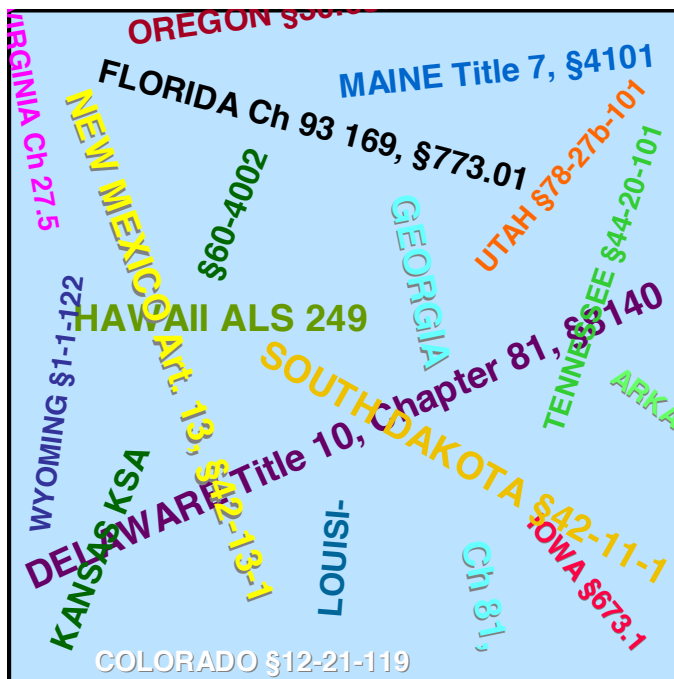
We have updated the Rider Liability Waiver, the Worker Liability Waiver, each of the fifty state waivers, and the waiver use instructions. The changes to the waivers include insurance requirements for signature of a junior's legal guardians' (if no parents), the name of the adult responsible for the junior at the ride, the junior's birth date, and a signature of the equine owner if different from the rider.

Please start using the updated waivers immediately.

They are critical for proper insurance coverage and legal protection. They are on the website at www.natrc.org/documents_ride.htm. Go to the bottom of the 'Forms to be printed For the Ride' section and click on 'Click to Select State.'

The folks at Equisure have also uploaded a revised insurance application form on their website. Note that there is a \$3.50 per day premium increase. The coverage has changed to now include off road vehicles!

So that you do not get the forms mixed up, please be sure to recycle or compost ALL your blank paper copies and to delete ALL your digital copies of older versions of our waivers!



NATRC Welcomes New Judges

We are thrilled to welcome two new Apprentice Veterinary Judges who were recipients of NATRC's *Bev Tibbitts Memorial Scholarships* through veterinary school.

Carrie Porter, DVM, R5, competed over 2,000 miles in Novice CP and Open Divisions. She won the Junior Grand Champion Horse & Horsemanship Awards in 2001, and the *Shannon Memorial Youth Achievement Award* 2001. Carrie went to veterinary school at NCSU College of Veterinary Medicine and graduated in 2011. She is now working as an equine veterinarian.

Natalie Morris, DVM, R5, participated in NATRC as a rider and volunteer. She is currently a mixed animal practitioner, which she expressed as her goal on her scholarship application. Natalie also attended veterinary school at NCSU, graduating in 2011.

Other judges have benefited from our student loan and scholarship program. Donna Johnson, DVM, R3, was a NATRC scholarship and student loan recipient. Mike Peralez, DVM, R2, and co-chair of the Judges Committee received a NATRC student loan as did Kay Gunckel, DVM, R3. These programs are obviously a good investment.

Because NATRC is trying to preserve the principle in the scholarship fund, we have limited ability to offer scholarships at this time. Student loans are available as explained in a separate article in this issue.

NORTH AMERICAN TRAIL RIDE CONFERENCE

Mike Peralez, DVM -Patsy Conner, Co-Chairs Judges Committee
PO Box 224, Sedalia, CO 80135, 303-688-1677, Fax 303-688-3022
www.natrc.org, natrc@natrc.org



Riders' Response to Judges' Comments

In an effort to improve the informative and educational aspects of judges' communication to riders through comments on the scorecards, please review your cards, either historical or current, and respond to the following. This can be done individually or as a group. Please send your comments to the address above.

Informative comments (types of comments) that I like to see on my card, either horse or horsemanship.

Judging Procedures (or lack of) that concern me.

Other Comments:

Welcome New 2012 NATRC Members

Through June 1, 2012

Region 1

Mary Ellis Arnold	Oakland, CA
Janene Axt	Burien, WA
Tom Barnett	North Fork, CA
Sonya Diaz-Junior (rejoined)	Redwood, CA

Region 1A

Karen Harvey	Talkeetna, AK
Jimael Lawson	Anchorage, AK
Morgan Skye Parsley-Junior	Fairbanks, AK
Rebecca Romine	Anchorage, AK
Pamela Schambler	Anchorage, AK
Vickie Talbot-rejoined	Palmer, AK
Shirley Wilson	Wasilla, AK

Region 2

Patricia Achilly	San Diego, CA
Ande Bergmann	San Diego, CA
Vicki Conkle	Arroyo, CA
Suzanne Shawl	Chandler, AZ

Region 3

Steven Bishop-family	Denver, CO
Devon Daney	Durango, CO
Briana Fett-junior	Co Springs, CO
Margaret Glasco	Peyton, CO
David Judson	Pine, CO
Mark Kohlman	Co Springs, CO
Amanda Kute	Co Springs, CO
Merry Lester	Steamboat Spgs, CO
Donna Lewis	Oak Creek, CO
Thomas McLaughlan family	Wellington, CO
Donna Miller	Breckenridge, CO
Susan Shook-rejoined	Pine, CO
Deborah Steddom-rejoined	Grand, CO
Lorrie Todd	Divide, CO
Karen VanHaverbeke	Canon City, CO

Region 4

Sharon Dehart DVM(vet apprentice)	Troup, TX
A'Lissa DeVorss	Stillwater, OK
Kelley Farmer	Austin, TX
Barbara Ganzel	Claremore, OK
Dana Martin	Dallas, TX
Diane McSwain-rejoined/family	Winona, TX
Cynthia Ojeda-junior	Alba, TX
Gayna Smith	Austin, TX
Erin Williams	Navasota, TX
Tommi Young	Georgetown, TX

Region 5

Madeline Busby	Leeds, AL
Nancy Crutchfield	Odenville, AL
Michelle Daniels-rejoined	Columbus, GA
Juliegh Dowdle-family	Franklin, NC
Samantha Dunaway-junior	Cairo, GA
Jill Givler	Glenmoore, PA
Allison Graham-junior	Cochran, GA
Mimi Griffith-family	Rogersville, AL
Linda Harrison	Franklin, NC
Amy Long	Dublin, GA
Morgan Price-O'Brien-junior	Pilot, VA
Lisa Moye	Blackburg, VA
Andrew Murray-family	Kingston, TN
Donna C. Schwind	Johnson City, TN
Susan Shuman-rejoined	Dublin, GA
Susan Smith-family	Blacksburg, VA
Lindsey Templin	Elberta, AL

Region 6

Maryann Donoghue-rejoined	Wichita, KS
Janet Kester-rejoined/family	Wentzville, MO
Betty Newton	Madrid, IA
Amanda Platt	Ames, IA
Katy Vernon	West Plains, MO


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Use of a Whip During Check-In and Checkout

Many of you have probably heard that if you want to use a whip at the final vet check-out, you had to have used it at the first vet check-in. The rationale for that was consistency in presentation.

This concept is a myth. The use of a whip at check-in was never a rule and was always difficult to enforce fairly. The important thing is whether or not the handler uses a whip appropriately. A whip should really be just an extension of the arm.

The veterinary judge needs to see the horse move freely to evaluate way of going, MAW (movement, attitude and willingness) and soundness. The horsemanship judge needs to see if the handler presents the horse to meet those goals and to maintain control. For many horses, just seeing the whip in the handler's hand encourages them to behave better or move along better.



NORTH AMERICAN TRAIL RIDE CONFERENCE

PO Box 224, Sedalia, CO 80135, 303-688-1677, Fax 303-688-3022
www.natrc.org, natrc@natrc.org



MEMBERSHIP FORM - RENEW, JOIN OR PURCHASE ITEMS ONLINE AT WWW.NATRC.ORG

Memberships run from January 1–December 31. We offer eight membership plans: four Regular; two Lifetime and two Platinum. The Platinum plans receive all the benefits of the Regular plans plus personal excess liability coverage with a \$1,000,000 policy limit.

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REGULAR MEMBERSHIP: All memberships include: electronic national newsletter-*Hoof Print*, your region's newsletter, E-News subscription, eligibility for annual national and regional high score awards and championships, horse and rider mileage awards, reduced ride entry fees, sponsor discounts, and automatic membership in your region.

- ___ **FAMILY**..... \$90 /yr Household of 1 or 2 adults & children under the age of 18 as of Jan 1 (2 votes)
- ___ **SINGLE** \$60 /yr Single adult member (1 vote)
- ___ **ASSOCIATE**... \$50 /yr Equine-related groups or businesses only (no vote)
- ___ **JUNIOR**..... \$40 /yr Single Junior member under age 18 (no vote)

LIFETIME MEMBERSHIP: One time membership payment.

- ___ **FAMILY**..... \$10,000 Household of 1 or 2 adults & children under the age of 18 as of Jan 1 (2 votes)
- ___ **SINGLE** \$ 5,000 Single adult member (1 vote)

PLATINUM MEMBERSHIP: Platinum members receive insurance benefits through Association Resource Group-ARG. Platinum members receive personal excess liability coverage with a \$1,000,000 policy limit. Coverage is for claims brought against members of NATRC (Platinum) arising from the use and /or ownership of a horse and for horse-related accidents involving third party bodily injury or property damage. Coverage will apply when engaged in any horse related activity, and coverage is in excess of any existing valid and collectible insurance. There is no deductible. Professional Liability is not included. Business exposures are excluded.

- ___ **FAMILY**..... \$130 /yr Household of 1 or 2 adults & children under the age of 18 as of Jan 1 (2 votes)
- ___ **SINGLE** \$ 80 /yr Single adult member (1 vote)

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 _____ Jr(s) Birthdates _____
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 State, Zip _____ Phone (_____) _____
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Friday, Feb. 22

Saturday, Feb. 23

Saturday, Feb. 23

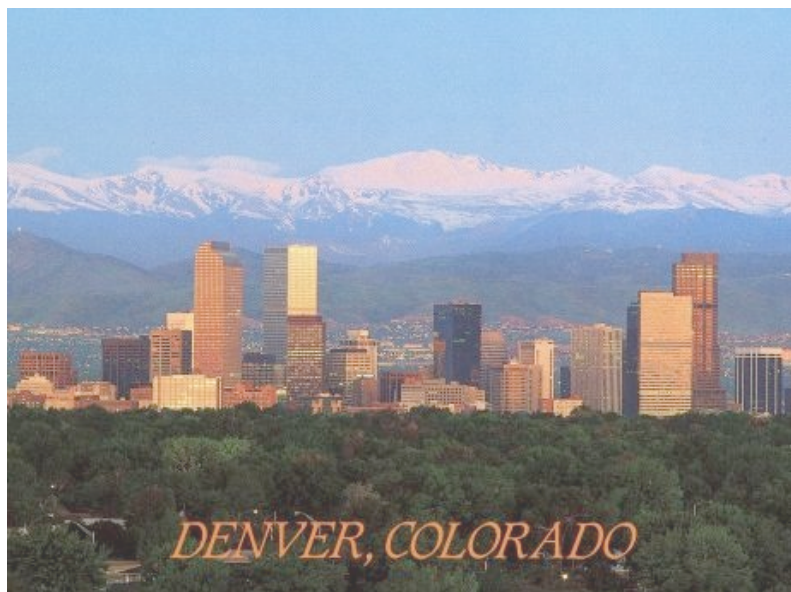
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