

Hoof Print



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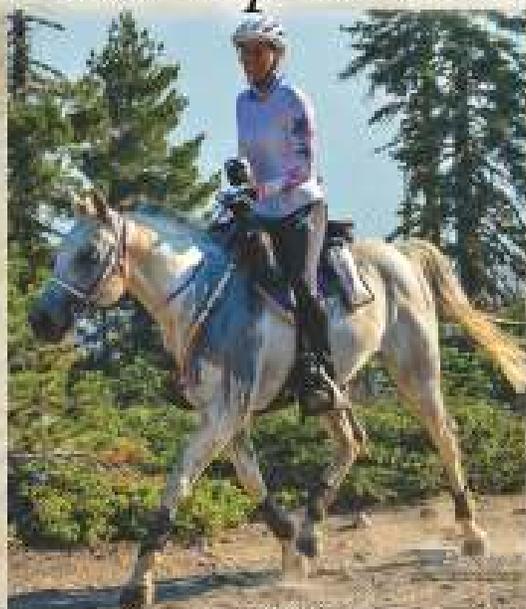


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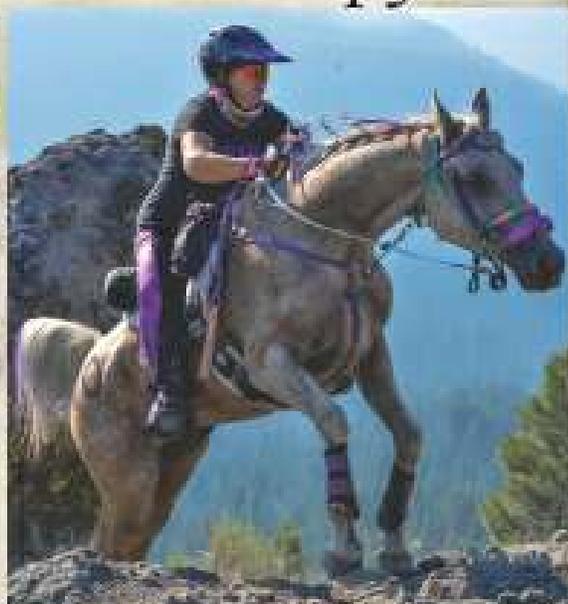
"You can do more than you think you can!"



*Congratulations to Diane Stevens and Tennessee Lane
on their top 10 Western States 100 Tevis Cup finish*



*Tennessee Lane and TM Burning Bridges
7th Place Tevis Cup*



*Diane Stevens and Banderaz LC9
6th Place Tevis Cup*



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*Congratulations to the 2017 Presidents Cup
Winner Jonni Jewell and Tezuby*



Photo by Jim Edmondson

Jonni rides and competes in the Specialized Saddles International model. It is an English hybrid saddle that offers secure knee rolls and a seat with unsurpassed comfort. It features the patented fitting system that allows the saddle to be adjusted to all 3 dimensions of a horse.

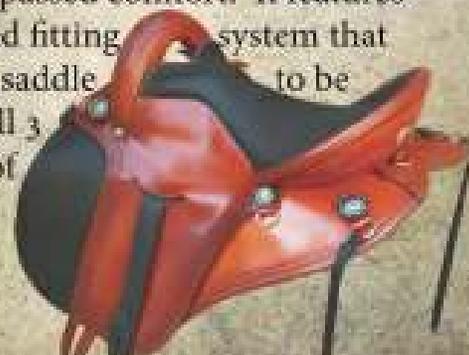


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Hoof Print is the official publication of the North American Trail Ride Conference (NATRC™) and is published quarterly. Each issue contains updated information from NATRC committees and board meetings and informative articles on trail riding and horse care. NATRC and *Hoof Print* are devoted to educating and informing the competitive trail rider. NATRC™ and the left facing, hill climbing horse and rider are trademarks of the North American Trail Ride Conference, Inc.

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NATRC PO Box 969
Beatrice, NE 68310

On The Cover:

Jonni Jewell

(top left, photo by Bill Gore),

Sarah Rinne

(top right, photo by Lori McIntosh),

and Erin Glassman

(center, photo by Lori McIntosh)

conquered Cougar Rock on the Tevis trail while Karen Kafka (bottom) hauled her horse about 7000 miles to participate in the Knik River Ramble ride in Alaska on the same weekend as the Tevis.

Cougar Rock photos by Gore/Baylor Event Photography, used with permission.
Bottom photo by Kay Gunckel, used with permission.

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"The mission/vision/philosophy of NATRC has stood us in good stead for well over 50 years now. Sticking with these guidelines has allowed us to become the best at what we do — educating and informing horsemen and horsewomen about how to care for and manage their horses over long distance trail competitions. This is what we do and *No One Does it Better.*"

—Kim Cowart

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President's Message



You can do it! Yes, you and your horse can do more than you think you can.

For many new competitors, the thought of riding 20 miles in a day is scary and seems insurmountable. Heaven forbid that one could ride 30 miles at a faster pace and come out alive at the end! But with minimum conditioning, you discovered that you and your horse could manage 10 miles. Then with moderate conditioning, you found you could do 15, 17 or 20 miles in a day. So maybe you worked a little harder in between, added some trotting, made your weekend ride a bit longer or steeper or faster. You found you are ready for more than you thought. If you haven't done that yet, take a bigger step and give it a go.

The same thing can apply to taking on a bigger job as a volunteer. I can tell you from personal experience that becoming President of our National Board of Directors was never – ever – on my to-do list. It never occurred to me that it was a job I might be suited for until someone asked me outright if I could do the job. I realized I was ready for that next big step. So what built me up to this?

I prefer to be on my horse at rides, but sometimes he or she wasn't ready, so I volunteered to do P&R's – it's easy to learn how. I was judge's secretary at a few rides; it doesn't require much training, and there is a learning opportunity there for sure. I helped mark trail and learned how to time it from another ride manager. I eased into bigger jobs by agreeing to be the person in charge of food and beverages at a convention; it was one small step.

Then I took bigger steps by taking on more responsibilities for conventions and moved onto co-chairing them for many years. It was good experience for managing events and people. When I and a few other riders found ourselves at a brand-new out-of-state ride that had no ride secretary or trail master, we split the jobs, and I learned even more about running a ride.

What came next? Our region found itself in need of a newsletter editor, and I offered to give it a go. At the time, the editor was supposed to attend board meetings so - Wow - I learned that board members were real people, dealing with important issues in our sport and making it work.

I felt like I wanted to pay our sport back for all the work others had done, so I ran for the regional board and eventually became chair. And finally, after several years of hearing from our national board reps about those meetings and learning more about how the national organization was run, I realized that was something I really wanted to try. And you probably know the rest.

So I'm not trying to tell you the story of my NATRC life, but rather trying to demonstrate that with one step at a time, you can take on greater responsibilities and try bigger things. You can start your riding or volunteering goals one small step at a time.

Respectfully,
Angie Meroshnekoff
President
North American
Trail Ride Conference

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Membership Reminder

Please report any changes in your membership information to the national office. Such changes might include your name, a move to a different region, the sale of a horse, or the addition of juniors in a family membership - particularly if a junior has a different last name. It's your responsibility to keep your information up to date.

Contact Sarah Rinne at
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Executive Director:

Sarah Rinne
natrc@natrc.org

Meet Our New Judges, Judge Applicants, Apprentices and Provisionals

Members: Your comments to the Judges Committee on the following applicants, apprentices or provisional judges are welcome.

Veterinary Judges

Applicant

Catherine Hall, DVM (R5)
Ryan Hagan, DVM (R6)

Apprentice

Vivian Gay McWilliams Quam, DVM (R5)
Keri Riddick, DVM (R5)
Pat Regier, DVM (R6)
Verona Chaffin, DVM (R6)

Provisional

Susan Dent, DVM (R1)

Horsemanship Judges

Apprentice

Lori Allen (R5)
Brenda Messick (R6)

Provisional

Lin Ward (R3)

Veterinary and Horsemanship Judges:

- Has your address or phone number changed? Please notify the NATRC office of any changes. Indicate home and office numbers.
- Apprenticing must be done with an **approved** judge who has agreed to judge and supervise an apprentice.

Ride Chairs:

- Secure your judges early. Remember, you must contact and secure your judges well in advance of your ride date!
- For a current Judges List, please visit the website or contact the National Office.
- If you have difficulty securing an NATRC judge, please contact the appropriate Judges Committee chair:

Veterinary
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North American Trail Ride Conference Mission Statement

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.

Code of Ethics

We, the NATRC National Board of Directors, Executive Director, judges, committee members, and employees are ambassadors of our sport whether at an organized event or informal gathering. There is an implied code of ethics to adhere to. This code of ethics dictates that we behave professionally, courteously and responsibly. This includes:

- Representing the sport in a professional manner
- Being respectful when giving an opinion
- Substantiating information before giving an opinion
- Being kind and courteous to others

Champions Among Us

Tales From Tevis Finishers

Ted's Tevis

By Jonni Jewell

After our last ride in November of 2017, I decided Ted and I needed a break from the road. In April, after 5 months off, I decided to go to the Pine Grove Giddy Up, our only NATRC ride in Arkansas, and one of my favorites. Sarah Rinne and I rode together, and the talk turned towards Tevis as she was prepping Tate. At some point she said, "I wish you could ride Tevis with me."

I had tried a couple times to get Ted ready but had cancelled the entries because of Ted's slight soundness issues in his front feet from all the hard miles in training. However, I had started using Easyboots over his shoes on the rocky or hard packed rides, and the cushioning was helping his feet immensely. At the end of the tough, rocky Arkansas ride, he looked great.

At that point, I put Tevis kind of in the back of my mind, considering it, but not telling a soul (did not want to jinx it). We went to a 50-mile endurance ride a couple weeks later, and he finished sound and looked terrific. I decided to do some heat training but not pound his body and legs with lots of training miles. A month after the 50, we headed to Colo- (Continued on [page 6](#))



Photo by Fran Muench, used with permission

Sarah Rinne at Tevis

Interview by Sheila Christiansen

In August, I had the privilege of volunteering at the "Tevis Cup" endurance ride. Touted as one of the toughest endurance rides in the world, it is held annually on the weekend closest to the full moon in late July or early August on the Western States Trail in northern California in the Sierra Nevada mountains. It has been going on every year since 1955. It's a big deal!

This was my fifth year volunteering. It has always been a thrill, but this year was special because a friend from Nebraska, my old stomping grounds, was going to ride it for her first time! And it was the horse's first time, as well. Neither one had ever done a 100 miler before. On top of that, this horse, Silver Valley Tate, is a MORGAN, not the typical Arabian that is most often seen at Tevis. So they might have been seen as 'underdogs'. But....

After they went right ahead and successfully completed their ride, and earned the coveted buckle, I asked Sarah if I could interview her for an article for NATRC. The following is that interview:

Me: We've all heard of the famous "Cougar Rock" and have seen the pictures. Now that you have 'seen the elephant', what can you tell us about it? What's it really like? Is it as big and bad as it looks and sounds?

Sarah: Cougar Rock! I was actually surprised how quickly (Continued on [page 6](#))



Photo by Kim Cowart, used with permission

Tevis Tales from the Tortoise

By Erin Glassman

"Go on. I'm not going anywhere until she drinks," I told Charlie as he and the pack we had been riding with were gearing up to head to Francisco's.

We had been moving out pretty fast in the California Loop. My dear friend, Charlie, was here from Australia to get his Tevis buckle. He and I tucked behind a seemingly knowledgeable group so we could make time on this treacherous segment of the trail.

Rio and I had kept up all along, but I did not like that she had not been drinking much out on the trail. The air was still quite humid even after the sun had gone down, locking the heat in our bodies. She had drunk well prior to Forest Hill and ate very intently at the mandatory hold, but she worried me as we approached the water tanks at Cal 2.

Other people moved in and out of the aid area at Cal 2 as Rio and I stood at the trough. She still (Continued on [page 9](#))

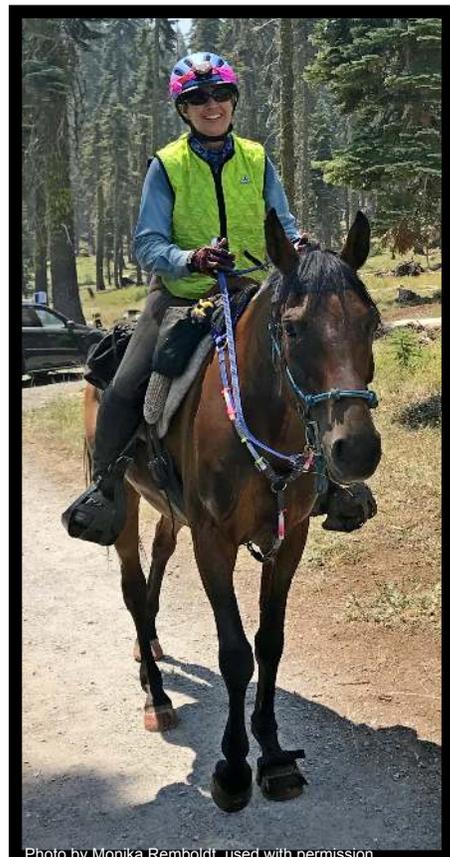


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Champions Among Us

The Adventure Continues

By Karen Kafka

In 2014, Lory Walls and I travelled around the country with the goal of riding in every region. In seven weeks we attended six rides and had an epic adventure. Since then I have been able to go on other outings with the horses (and mules), pony pooling and caravanning. Every one was a great learning experience.

I was bragging at a ride how Smokey and I had ridden in all the regions when the Region 2 fact checker (Bob Insko) asked if I had ridden in 1A (Alaska). I muttered, "I haven't." He said, "So you can't say that you have ridden in ALL the regions." At that point, the challenge was on. Life got in the way for the Fairbanks ride in 2017, so I set the goal of doing the Knik River Ramble in 2018.

I have learned that preparation to the point of flexibility is the best way to ensure a good adventure. However, there were some preparation obstacles. My truck had to have a major overhaul. After finding out that my very large trailer was thousands of pounds over my truck's rear axle capacity, I bought a new trailer and made sure it had two spares. I bought four new tires for the truck and put the four nearly new old tires in the trailer hayrack.

One of the bigger difficult obstacles was finding someone to go with me; someone who wanted to be gone for 5 weeks. Could it be that once they had travelled with me, they didn't want to do it again? I tried to talk my husband and adult children into coming with me in shifts. I was willing to fly them in to a drive point and to fly them home. Still no takers. I knew I took enough showers on the trips. Could it be that being stuck in a truck with my wonderful personality for days was not appealing?

I was getting ready to do it alone when my best friend from grade school called to wish me a Happy Birthday in May (we are 10 days apart). She said she was having a hard time with this birthday (60), but she was determined to come to Phoenix (from Monterey,

California) and catch up. I asked her if she would like to go to Alaska with me and we could catch up on the last 27 years. After a few days of talking it over with her husband she said yes, so the trip was on!

The members of our expedition would be Smokey Sedona (my MFT), Sis (my husband's mule and back up ride if Smokey came up lame), Kaisier (my very protective German Shepherd), Janice Stone (animal lover but non-horse person), and me.

Many things were needed before we hit the road. Luckily my equine dentist, Lisa Barnes, had a place in Alaska and one down here in Arizona. She had made the trip about 40 times and gave me a list of good stops. Her first and best suggestion was to buy a copy of the *Millie Post 2018*. It has a ton of great information as well as a trip-planning map. Getting International Equine Health Certificates wasn't a new experience for my vet. I also got an International Health Certificate for Kaiser, but Canada really only wanted to see that he had a rabies vaccination. And of course passports for Janice and me.

Another indispensable item was a trucker's Garmin GPS (I had the DEZEL model). Using Lisa's numerous

suggestions, I made an itinerary of about 400 miles a day. My son helped me input all the stops. The beauty of the trucker's GPS is that you start by inputting how long and tall your rig is. It automatically avoids side streets or neighborhoods. (I also measured the height of my trailer in feet and meters so I wouldn't get stuck in Canada.) This GPS was also great in converting kilometers per hour to the standard MPH. It was fun telling my husband I was doing 110 (but really only 68 mph).

I knew phone service would be sketchy. Janice upped her Verizon coverage so we thought we would be set. Lesson learned, even with Verizon you will not always have cell phone service.

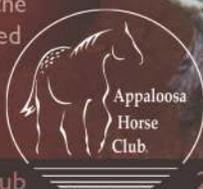
Now on to the harder stuff. Horse feed. Everyone has different ideas, every equine eats differently, and every region has different feed. This is what worked for me. I made up packets to be fed nightly. Each included rice bran, soybean meal, electrolytes, flax seed, beet pulp and Ulcer Guard. The packets were nice. I had them in gallon zip lock bags so just added water and let them absorb before feeding. After driving all day, it was (Continued on [page 11](#))

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(Continued from [page 4...](#)) **Ted's Tevis**

rado for another endurance ride that sounded like a great test of horses over trails that were technical, rocky and had climbs. Our original plan was to do 2 days of 50-mile rides, but my truck had other ideas, and we got to the ride a day later than planned. So we did just 1 day, but he handled it great, looked great, and I decided to send in my Tevis entry. It was just 6 weeks away.

We do not have hills to train on in this part of Texas, so we have to train differently. I continued my riding during the heat of the day, doing a bit more canter work, but rarely doing over 20 miles. Ted had a great condition base from all the NATRC rides the previous year, and he has the build to take on a ride like Tevis (good bone and substance). But, at 18 years old and having had previous foot issues, I knew that would be his weak link.

We arrived in Auburn a week before the ride so Ted could settle in from so much travel. His best bud, Tate, arrived a few days later, and they were happy to see each other. Our crew was mostly NATRC riders, judges and volunteers. We did final prep and talked logistics for the crew, and before we knew it, we were headed up to ride camp.

We woke up around 3 AM Saturday morning to get ready for the ride start at 5:15. As we headed to the start, a volunteer sent us to the waiting area, but no other horses were there. Having a feeling that we were not where we should be, we went back to the road and found ourselves last, behind over 140 horses.

The wait was not long, and we were on the move, breathing dust, passing some slower riders and moving up in the pack. For the most part,

Sarah and I rode alone most of the day. We rarely got stuck in packs or groups of other riders.

Mentally, I ride vet check to vet check. When we got to the first 1-hour hold, I said "We are 1/3rd of the way there!" The boys were eating and drinking well, and our pulse recoveries often were quicker than other horses in the vet checks. Much of that, I believe, was our NATRC training in head-down cues and to be relaxed and stand quietly.

The heat of the day and the brutal canyons did not seem to be as hot to Sarah and me as to some of the other riders. But the air was very heavy. While we could not smell it, the air had smoke from some of the wildfires hundreds of miles away. Nevertheless the horses kept chugging along, passing vet checks, and finally we got to our 2nd one hour hold.

Our crew took care of the horses and prepped them for the 32 miles of darkness we had ahead by getting the glow sticks mounted on breast collars and making sure we had our head lamps on if needed. I had never used my headlamp during the ride, but when we got underway, it was pitch black, so I flipped mine on for a bit to get us on the correct trail. I ended up riding with it on for most of the night. It worked well with Ted who was leading the way, and as we were alone most of the time, we did not disrupt any other horses or riders with our headlamps.

The last 30 miles is when riders start to dig deep mentally. After only a few hours of sleep the night before, we have now been awake 24 hours. We are usually getting sore, but we know we must stay focused to ride balanced and help the horse as much as possible. I think NATRC riders tend to ride

centered and balanced over all better than many riders, and that may be part of our success when we do endurance rides. Riding crooked for miles and miles will often make a horse go lame.

Both of the horses were getting tired, as expected, but their pulses came down quickly at Francisco's, which left us 15 miles to go. Our feet got wet as we crossed the river, marked with floating glow sticks. It was flowing smoothly with the moon reflecting off its surface. One of those memories that stays with you.

We were a tad behind my ideal time, so we moved along towards our final on-trail vet check. Again, the boys passed quickly, and we were on the home stretch. I kept calculating how far we had to go and how long we had to get there. I knew it would be within the last 15 minutes. Ted and Tate trotted across No Hands Bridge and recognized where they were, as we had pre-riden this part of the trail.

A few miles from the end, we came across another rider who was alone and moving a bit slow. We told her to get in behind us, and we'd get her in on time. Onward we trotted.

Finally, we could see the glow of the finish line through the trees! I gave out a call like a peacock, so our crew would know we were arriving. We came across the finish line together with cheers from friends and strangers. Then off to the grandstand arena for our lap around and photo under the banner. But, it's not over until we pass that very final vet check. And yes, horses have been pulled at the end for lameness or not being fit to continue.

We held our breath as we vetted through, and both got nods from the vets. NOW we could celebrate!!

(Continued from [page 4...](#)) **Sarah Rinne**

it was suddenly just in front of me, and I thought wow, the moment of reckoning is here! I watched Jonni Jewell, my ride partner, go ahead of me...and when her horse, Ted, scrambled and went down to his knees while Jonni worked to stay centered, I admit I had second thoughts about attempting it.

I wanted to go for it though, and I trusted Tate to get me up and over safely. If I had been on a fractious horse or one that wasn't particularly

responsive to my cues, I would have taken the bypass.

You have to be able to direct your horse within that momentum, particularly at the last minute where you have to make a right hand turn for that last leap. It was definitely steeper than it looks in any photo or video (and I reviewed and watched many prior to!). The footing is rocky, jagged, and slick granite. Once I made the decision to go for it Tate had no trouble, but I had to really carry myself far forward on his neck and commit my everything to the push up! Would I do it again? Abso-

lutely!

Me: If someone told you they dream of doing Tevis, what would you say, and how would you advise them to prepare?

Sarah: I'm all about supporting people in their dreams of riding Tevis and chasing goals with their horses! With that being said, not every horse is a Tevis horse. This doesn't mean you need to have the perfect \$50,000 horse with flawless conformation or a proven record. It just means you need to know your horse's strengths and limitations, and determine if the strengths outweigh the limitations, and if *(Continued on [page 7](#))*

(Continued from page 6) **Sarah Rinne**

the limitations can be reduced or eliminated through targeted training.

Unfortunately, it didn't work out for me to do the Tevis educational ride in advance of the real ride, but I would highly recommend it so riders can see what kind of terrain they are training for. The canyons are exceptionally tough and by far the most daunting part of the ride, in my opinion. This is where most metabolic issues surface, due to the extreme heat and physical strain of approximately thirteen miles of steep descent and ascent through three canyons.

I would advise they develop a training program specifically for their horse...not one that was designed for someone else's horse, or for a top ten horse. Each horse is different, and you need to pay close attention to each one's specific needs. Know and understand their "norms" in terms of metabolic parameters and movement or soundness. Figure out the horse's feed and supplement needs and be prepared to adjust it with the intensity of training. Excellent maintenance and hoof care is essential. Tate's shoes were reset every five weeks, and he had monthly chiropractic, acupuncture,

and Masterson Method body work. If you're asking a horse to train and perform at this level, your level of care has to match. I realize some horses can get by without all of that, but I see the dream of completing Tevis as an investment and I wanted to do everything in my power to set him up for success.

I would also say, prepare yourself as the rider. You don't have to be an Olympian or marathon runner, but fitness is a huge asset. Tevis is grueling, both physically and mentally. It is dirty, exhausting, and exhilarating! Being reasonably fit will make a big difference in your success. If you're overly fatigued and in pain, you may struggle to help your horse over those long hard miles.

Me: I met Tate for the first time at Tevis. He's a big boy—16.1 hands and well-muscled! What were the challenges to keeping him in good shape as you did this strenuous hot ride? How did you set him up for success while on trail?

Sarah: It is fair to say Tate is rather an anomaly in terms of his metabolic ability in relation to his size. He's a naturally metabolically efficient horse, which makes it much easier. You can have

success in the distance riding venue with a heavier muscled horse, it just might take more time and conditioning.

Long slow distance is key! Once your horse has a solid foundation of condition, it is relatively easy to maintain, as horses do not lose fitness as quickly as we humans do. For Tevis specifically, heat training is essential. Most of us are inclined to ride our horses early in the morning or late evening in the heat of the summer...you need to do the opposite for Tevis.

It is equally important for both you and your horse to be trained and prepared to ride hard in hot weather.

Training your horse in comfortable temperatures will likely set you both up for trouble. The canyons are steep and hot. While training for Tevis, Tate and I most often tacked up around 1:00 in the afternoon and did 10-20 miles at a steady 5 to 6 mph pace. We also did a lot of hill work, trotting and cantering up steeper hills to develop his hindquarters, aerobic fitness and lung capacity.

Me: Coming from Nebraska, where there are no mountains on which to train, what did you do to prepare your horse and YOURSELF for this kind of terrain?

Sarah: I'm lucky to have rolling hills which offer some challenge for my running and Tate's conditioning. I started prepping myself physically two years ago by building up my running distances and lifting weights. I also did targeted plyometric ("jump training") and core training. Strength and stamina both benefited me at Tevis. I also changed my eating and supplementing

(Continued on page 8)

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SCHEDULE
March 7 – NBOD Meeting
March 8 – Speakers; Vendors; NATRC/AERC Country Party w/ **The Country Kickers**
March 9 – Speakers; Vendors; Awards Banquet
March 10 – R1 & R2 Awards Breakfast

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NATIONAL CONVENTION 2019

RIDERS

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(Continued from page 7) Sarah Rinne

habits so I was fueling my body for performance.

It was no different with Tate. Flatland horses can be successful at Tevis with the right training. Now that I've ridden the Tevis canyons I will say you can't truly prepare for them 100%, unless you're fortunate enough to live there and be able to train on the actual trail. But there are many things, such as interval and hill training, to get a flatland horse prepared to manage the canyons.

Me: What part of Tevis was the most surprising to you, or different than what you had expected?

Sarah: Definitely the canyons...they are not at all what I envisioned. While I was told they are very difficult and are ridden in the worst heat of the day, you still can't get the full effect until you're on switchback number 35 knowing there are 37 yet to go! Now that I've ridden it I have better knowledge and know how I would boost my training in the future. Again, I highly recommend the educational ride to anyone planning to do Tevis, if it's an option.

Me: What role do you feel your years competing in NATRC played in your success at this ride?

Sarah: My years of experience with NATRC carried me through this ride. Because of my education with NATRC I know how to manage and care for my horse pre-ride, on trail, and post ride. I know what it takes to get my horse to pulse down quickly and the importance of keeping him eating and drinking on

trail. My equitation training through NATRC resulted in us having absolutely zero problematic surface factors such as sore back, girth rubs/galls, or edema. Safety...number 1! I knew how to manage my horse in a very chaotic, crowded, and fast start. NATRC is my foundation!

Me: When you were out there on that long hard trail, tell us about a moment that lifted your spirits. And tell us about a moment you feel was your lowest point.

Sarah: My lowest point was definitely in the canyons. Tate was really laboring between the heat and smoke-filled air. I was thinking about pulling, until the vet at Deadwood assured me he was looking good, sounding good, and absolutely fit to continue. He assured me that what my horse was experiencing was normal.

Highest point? So many to mention! Sharing all one hundred miles with my great friend and mentor, Jonni Jewell, cresting Cougar Rock, experiencing the beautiful High Country with its incredible wild flowers (and I saw a bear!), fording the American River under the Tevis moon, racing up that last hill to the timed finish with lots of cheering people even at 5:02 in the morning,...and of course the victory lap around McCann Stadium, followed by a successful completion vet out! There is so much more, but those are the highlights!

Me: What would you like to say about the people who helped you realize this dream, thinking of Tate's owners, your crew, and

your ride partner, Jonni?

Sarah: When Dwight and Mary asked me if I'd like to ride Tate at Pony XPress in 2015, I reluctantly said yes, mainly because I was at a point of not wanting to ride horses I didn't know, especially in competition. But when I rode him, we just clicked...and I just thought to myself that with more development Tate had Tevis potential.

Fast forward to 2017...Hanson's put their faith and confidence in me to train and condition this sweet boy for Tevis. They invested in both of us, and I'll be forever grateful for that!

Jonni has been instrumental in my planning and strategy...we spent hours of NATRC rides traveling down the trail together while she shared Tevis tips with me along the way. At the time, neither of us imagined we'd share the Tevis trail together...and what an honor and privilege it was to ride my first Tevis with her!

And my crew....wow! I had an incredible crew consisting of my very dear friends who also happen to be exceptional horse people! They took such great care of us and were a huge factor in our success.

Me: If you were to do it all over again, will you? Is there anything you would change?

Sarah: I plan to do it again someday! I wouldn't change a thing, because each Tevis experience will be different no matter how you plan. Tevis WILL throw you curves.

Me: Last comments, any message you would like to put out there for the NATRC folks? Or anything else you want to say?

Sarah: NATRC is the key to success, whether you are shooting for Tevis, competitive trail competition, or simply recreational trail riding. It is a known fact that Tevis riders with a NATRC foundation have a higher completion rate. NATRC teaches you exceptional horse care, metabolic strategy and management, and how to be a better rider for your horse over long miles and varied terrain. I should also note every one of my amazing crew are a part of my NATRC family...and they were incredible! I would be remiss if I didn't mention the outpouring of encouragement and support I received from my NATRC family all over the country on this journey!

And so, an NATRC-trained "long shot" becomes an endurance legend -- at least in my book!



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Photo by Richard Rosinski

wasn't drinking, but she was at least eating some wet alfalfa off of the top of the water. "That's good, she'll get some water with that hay," counseled the woman volunteer. I couldn't see her face, but she was kind.

As I let her munch for a while, I considered the possibilities. "Probably not easy to trailer out here, is it?" I asked another volunteer. "It's definitely not easy, plus you have to walk straight up the hill to get to a trailer," he replied.

Francisco's would have vets, I reasoned, and I had heard that we could be hauled out of there fairly easily. I decided it didn't seem like a good idea to try to be hauled out of Cal 2. She wasn't acting too tired or like she would be in trouble; she was just not drinking like I thought she should. I vowed that I would do whatever I needed to do to keep her healthy. She's not just a horse, she's my family and a soul companion.

I thought about electrolytes. Our last dose was at Forest Hill. I knew she hadn't been drinking, and no water plus electrolytes could also get her into trouble. I elected to give none. I made the call to move on.

"We're going to walk to Francisco's if anyone is worried or needs to know," I told the volunteers as we checked out. I mounted up and started away. We walked for quite a way. The distance between Cal 2 and Francisco's is only 7 miles, but in the dark by yourself it seems like 70. We found a water trough about 3.5 miles in. Relief swept over me as she drank heartily.

She drank again along the way and I asked her, "We just needed to do Rio, didn't we girl?" I think she would

have assented if she could talk. We kept moving on, and she started putting more spring in her step and willingly trotted forward when I asked her. I looked at my watch. We could still make cut-off time if we could keep pace, but it would be close. "Let's not close this story down yet," I willed my ambition to Rio. "There's still hope."

After an eternity of riding in the dark, we rode into a twinkling town of fairy lights and festivity. Francisco's is truly an oasis, and when we got there, we were roughly 15-20 minutes ahead of cutoff time. She pulsed down quickly and was eating voraciously. We went through the vet check immediately. I let her eat a couple more minutes while I went to the bathroom and Saints Elizabeth, Laura and Karen, volunteers and dear friends all wrapped into three beings, gave me Gatorade, watermelon and some ginger pills for my slightly queasy stomach. It was here that Rio squashed any doubt that we could make it; she seemed as strong as ever and I felt deep down that she would be fine. She told me so in her demeanor.

We got back on the trail shortly after that, and we kept our forward pace, edging up and falling back from other riders as we found our way through the moonlight. At Lower Quarry, I found Charlie again, resting his horse a bit. It's always amazing to me that when you do what pace your horse needs on their own, they tend to catch up anyway, much like the tortoise and the hare. There is no need to try to race in terrain like this, especially when it's a far cry from what you train in. The key to finishing here is maintaining forward motion.

We learned to maintain a pace in North American Trail Ride Conference and have applied these pacing lessons to our endurance career so far. Rio and I both got our start in NATRC; she was my second horse to compete on. In our long slow distance, we got to know one another. She and I took a while to truly bond through our miles and obstacle work, but she taught me in her steadfast patience what her signs were and how I could tell if I was getting too close to her boundaries. She taught me to relax and to overcome fear. Through her kindness, I gained back lost confidence, and I can never repay her. I will do my best to get close.

Charlie and I rode the remaining 8 miles to McCann together, crossing the finish line at the same time and sealing a fraternity we will share throughout our lives. I had to fight hard not to cry as we neared the finish line, when we crossed it, and when we did our victory lap.

Once more, Rio had proven she had what it takes to finish one of the most difficult endurance rides in the world; I have been gifted with an amazing horse!

Erin wrote in an email about her Tevis ride:

"I think so many more of us could definitely do it! I hope that by writing the process and talking about those of us who have it might inspire some others to reach for the stars!! It's such an incredible journey, and I truly think it changes you."

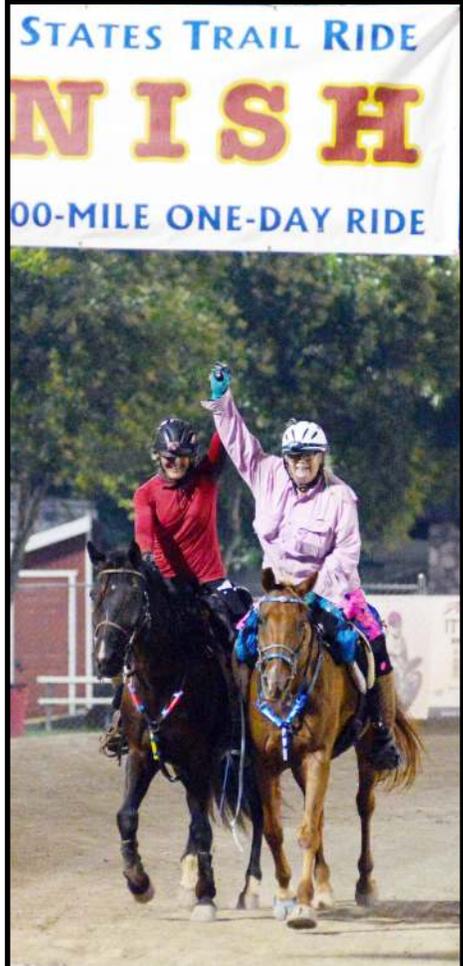




Erin and Rio during their Tevis ride.
Photo by Monika Remboldt, used with permission



Jonni and Ted during their Tevis ride.
Photo by Fran Muench, used with permission



Sarah and Tate and Jonni and Ted at the Tevis finish line.
Photo by Dominique Cognee/kumbavisual.com, used with permission

RMS Reminder

<p>Like to see official ride results after a ride "sooner"? Here's how you can help:</p> <p>Judges Score consistently, check accuracy, check math.</p>	<p>Riders Keep horses' profiles up to date in RMS; use horse's official name on ride entries.</p>	<p>Judges' Secretaries Keep up to date; check that judges' comments are entered correctly.</p>	<p>Ride Secretaries Use the horse's official name and data on the score-card; check for data entry errors in RMS ride results.</p>
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Quick Tips - What Judges Are Looking For...

Uphills

- Angle upper body forward from hips
- Transfer some weight through thighs to stirrups
- Be light in saddle, not out of saddle; Don't stand up
- Maintain soft rein contact
- Allow horse to use head for balance
- OK to hang onto mane

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~ Jamie Dieterich

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nice not having to measure and 'fix' anything. My vet had also supplied me with a fantastically stocked vet kit, which I fortunately had to use only once.

I packed two bales of alfalfa and one Bermuda grass. I also brought along six bags of alfalfa pellets. Tractor Supply has compressed hay and can be found near most highway Walmart stores.

On July 9 we set out on our journey. Our first overnight was Panguitch, UT - Triple C Stables. A huge facility near the interstate. Next night was in Tremonton, UT - Box Elder Fairgrounds. Everything was going smoothly, even the stops at Walmart for food and things forgotten.

Janice would call ahead to our night's stopping place to give them a head's up, and we knew we had a place. Our third night tested our plan. The proposed stop in Great Falls, MT no longer did overnights. They did recommend a place along the way. It was a very nice overnight, stalls opening on to an outside run. This was our most expensive night - \$35 per horse and \$25 for the trailer.

Our next day saw us crossing into Canada. We did have to stop and take our paperwork inside, but everything went smoothly.

Our stop for the night was unique. There is a tack shop 1½ hours north of Calgary. It is the largest in Canada, but it is in the middle of nowhere. We had been told they had free stalls for the night. Covered pipe pens, water, turn out arena. All for FREE! We did spend over \$200 in the store, but we shopped for 3 hours! The place is huge, and it had everything including \$9 bales of timothy/alfalfa and shavings for the trailer. Although they didn't sell bear spray, I did find a string of three nice bear bells I was sure I would need. Irvine's Tack and Western Wear, Crossfields, Alberta, Canada, best stop ever! We stayed there for 3 nights to let the "animules" rest.

Sunday saw us hitting the road again and headed to Grande Prairie, Alberta. We were now traveling through fields and fields of yellow canola. We stayed at Evergreen Equestrian Center, mostly a racetrack facility. I chose an outside round pen away from the crowds instead of being in the huge inside barn.

Our next stop was an RV park that let us park and take out Smokey and Sis. A good stop, water, electricity, and sewer dump for \$45. We even had pizza delivered for dinner!

Next was at Stone Mountain Safaris in Toad River, British Columbia. It was a fantastic bed and breakfast in a beautiful setting. The equines were treated to a lush grazing turn out with a fresh flowing stream for their water source. I hadn't been using sheets or blankets since the weather had been almost perfect, and the "animules" took advantage of a moist hollow to become absolutely filthy.

The next day took us to the Liard Hot Springs. For a \$5 entry fee into the park you got to enjoy an incredible soak in very hot mineral water. Our skin stayed wonderful for days! The horses enjoyed the stop to drink and chill out in the horse trailer. We also started spotting wildlife alongside the road after the hot springs - black bear, brown bear, bison, deer, elk, moose, and stone sheep along with numerous large ravens.

Our next stop was the Continental Divide Gas Station/store and RV spot. It wasn't perfect, but for \$20 we dumped our septic, filled the 70 gallons of horse water, filled the RV water storage, and pulled around to a tree-shaded round pen and spent the night.

We were able to drive past Whitehorse and head for Destruction Bay. This is where it got interesting. The gas station/restaurant had an RV lot next door, but the manager said we could not take the horses out. I was extremely tired of driving and wanted to stop, but he said there was an RV park 1½ hours away that was horse friendly. Janice called them, they said they had stalls, so we went forward.

Two hours later we arrived at a cute little place and pulled in to a nice RV spot. No stalls were to be found, but we could high line them between trees. At this point the manager came out to us and asked the young man who was helping us, "Have you told them?" Told us what?! "A grizzly bear has been visiting the camp."

Outfitters had not had any problems with their pack string, but since the bear had been there 3 days ago, she wanted to let us know. I couldn't drive any further safely, so I high lined Smokey nearest to people and long tied Sis to a tree between Smokey and

the forest. I checked on them about every 2 hours and knew the mule would raise a ruckus if something came in to camp. Luckily, it was an uneventful night. (We did not stay there on the way back.)

The next day we left Canada and entered Alaska, no paperwork glitches there either. We spent the night in Tok, Alaska, and it was there I started noticing that everyone had antlers in their yards - caribou, moose, elk, etc. Janice and I had a chance to go to a market and do our laundry. Curious to us was that there was a long wait for one of the six showers at the laundromat. We came to find out that almost every rural laundromat had showers.

Saturday, July 21 we arrived at the Saddle Up Arena near Palmer, AK. It was a very beautiful place and well maintained. Smokey and Sis thoroughly enjoyed their grass half acre turn out with a lean to. We enjoyed the peace and quiet. Hay is very expensive in Alaska. The local feed store was out of alfalfa and when I saw the \$54 price I asked if it was for a half ton. The gal behind the counter said, "No that is for a heavy 80# bale." I had to pick up my jaw since I pay \$14 dollars for a beautiful 110# bale of alfalfa at home!

I had already changed my feeding schedule to soaked pellets and their protein pack at night because everywhere we spent the night they had grass to eat. They would then get hay in the trailer for breakfast and the day. So while I was in Palmer I fed soaked pellets day and night since they were on grass pasture.

We had a wonderful week getting ready for the ride. I would condition a day and the next day let them pasture, and Janice and I would be tourists. I made sure I got into the Knik River once or twice; being from the desert, I wasn't too sure what Smokey would do with so much water. He handled it like the trooper he has been.

Janice and I had a great time sightseeing and souvenir shopping in Palmer, Anchorage, and Wasilla. We also got to visit at the local reindeer farm. We fed the reindeer herd and petted the moose, yak, bison, rabbits, and elk. Did you know Rudolph had to be a girl? But that is a whole nother story.

Friday morning Smokey got his bath. We had a good check in, sound and a MAW of 4. I (Continued on [page 12](#))

(Continued from [page 11](#)) **Adventure Continues**

felt I deserved a medal for getting him there sound. I was pleasantly surprised at the high level of horsemanship. Not sure what I had expected, but with having only one ride per year, the Alaskans did great.

Saturday morning started off without a hitch. I was excited to try out my new bear bells and a little surprised that very few riders had bells. When I finally asked, I was told the locals called them dinner bells. So much for that great idea.

The well-marked trails were beautiful. No dust, lush vegetation everywhere, and streams. I was able to eventually pair up with Cath who was trying out a Tennessee Walker mare for purchase. The mare was very good about Smokey in the front and the pace he kept. Cath was very gracious to answer all my questions about the vegetation and local animals.

Smokey did very well on all his P&R's - no points lost and even his difficult metabolics like hydration were the best of any of his rides. Pretty good for an 18-year-old. It was supposed to rain on Sunday, but the weather turned out perfect. We did get to do a little river walk with salmon spawning on our right bank and a peek at a glacier before stepping into the woods. What a glorious ride! Well done, ride manager, Pete, and trailmaster, Jen!

We spent one more night at the Saddle Up Arena. The equines enjoyed their turnout once more, and we enjoyed a peaceful night. Monday morning we back tracked home. When we got to Tok, Sis went Native!

Back in to Canada. The international health certificate is good for 60 days, so paperwork was a breeze again. We drove past the Grizzly Bear RV Park and made it to Destruction Bay. There was a barren RV park next to the one that wouldn't let us take the horses out. Janice went up to the office door and there was a note, drop \$30 in the box and you can spend the night. It wasn't very full, so we pulled in way in the back, took the equines out and enjoyed the water and electricity. Another \$20 night at the Continental divide.

After we crossed back in to the states, we took a side trip to Yellowstone. Saw bison and grizzly bear, a few thousand tourists, and Old Faithful.

My truck only gave me a little grief on the last day of our travels. Found out later that pounds of bugs were clogging an air filter causing the engine breathing problems and overheating. But in Flagstaff it began to rain, the most rain we had had on the trip. It cooled the engine, and we made it home. No tickets and no tire damage - a very successful trip.

Teaching me to travel with my horse has been one of the best things NATRC has given me. Knowing that I have a safety net has let me explore the United States with confidence and I have enjoyed the ride!



Karen gets a hug at the finish line from timer Margie Insko (also from R2) while Smokey enjoys the view.

"At my age, it takes a little longer than it used to for me to get back up the hill. But when you aren't in a hurry about things, you're liable to notice more, so I don't mind."

—Bill Dorrance

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Why We Care About Progressive Heart Rate Recovery

Jamie Dieterich, Ph.D.



Competitive trail riding is an aerobic activity, meaning the muscles produce energy for locomotion in the presence of oxygen. This oxygen is delivered by the blood pumped around the body by the heart. As the intensity of the exercise increases, the heart beats faster to deliver more oxygen to the cells. Once the horse stops the exercise, the heart rate of a fit horse quickly diminishes.

The pulse is the most reliable and also the easiest parameter to measure the condition or fitness of the horse. NATRC rides allow a 10-minute rest period at pulse and respiration (P&R) stops before measuring the recovery pulse. A recovery pulse of 12 or fewer beats in 15 seconds indicates optimum conditioning. On the other hand, a persistently elevated heart rate can indicate several things: fatigue, dehydration, electrolyte imbalance, excess heat of metabolism, or pain. The exercise has exceeded the horse's conditioning for the environmental factors and/or terrain.

There are several things riders can do to improve their horse's

recovery pulse during (P&R stops) and after (Cardiac Recovery Index) the ride. The most obvious is to improve the horse's fitness. A heart rate (HR) monitor is a valuable tool to keep track of a horse's HR. The resting HR won't change, but with conditioning, the working HR will gradually decrease as the horse's cardiovascular system becomes more efficient. With aerobic work, the HR should be between 120-150.

After a solid base of long slow distance (LSD), increase the pace OR the distance – not both at once - of conditioning rides. Strength training in the form of hill work, sand work, fartleks (short sprints), and interval training (more intense speed work, say up to 180-200 bpm for 2-3 minutes) can help lower the working HR for a given set of conditions. The muscles and bones will also become stronger which in turn will help prevent injuries that lead to pain and in turn to higher heart rates.

Keeping the horse well hydrated before the ride, travelling to the ride, and competing in the ride will contribute to improved

pulse readings. Pay attention to the numbers the veterinary judge calls out for mucous membranes and capillary refill.

Emotional factors sometimes can't be avoided (golf carts zooming around, the buddy horse leaving), but training and exposure to a wide array of situations can help reduce a horse's adverse reactions.

Conditioning in the heat and high humidity help the horse adapt to better be able to cope in a competition. The rider can help the horse at the ride by using tack that covers as little of the body surface as possible, braiding the mane, pouring water on the large blood vessels of the neck, offering the chance to drink at every opportunity, and using electrolytes before the horse gets dehydrated.

A heart rate monitor is an excellent tool to monitor a horse's heart rate during and after training rides to help keep track of the progress of improved fitness that relates to better adaptation to the stress of the activity. The more you know about how your horse is doing, the more you can do to help.

Reminder About Year-End Awards and Breed Awards

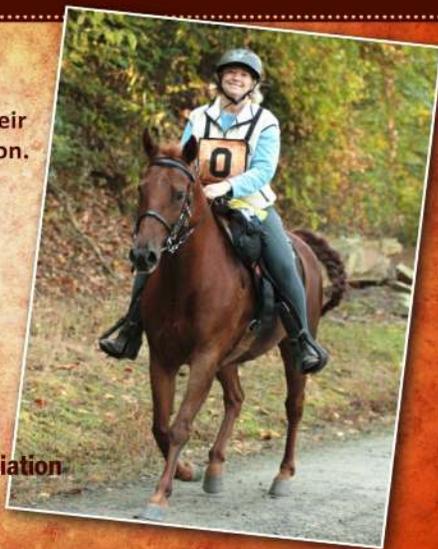
1. To be eligible for year-end awards, NATRC membership dues must be paid by the second Sunday in November, the end of the Ride Year.
2. Many breed organizations sponsor year-end high point breed awards. Memberships in NATRC and the breed association are required, so be sure to keep your breed association membership current.
3. It is the responsibility of the owner of the horse to accurately report/verify the horse's breed to NATRC.
4. Questions about the horse and/or rider records should be directed to NATRC, natrc@natrc.org.

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NATRC Student Loan Program

Student loans are available up to \$5,000 per person per 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% 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 Director at natrc@natrc.org, or download [NATRC Student Loan Application](#).

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

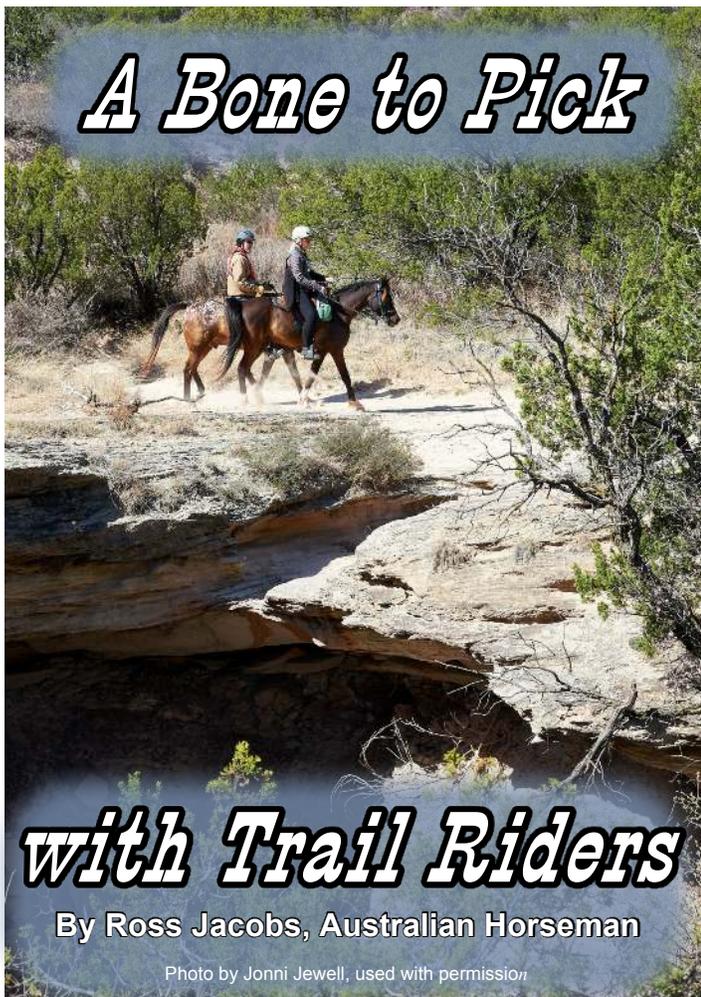


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A Bone to Pick



with Trail Riders

By Ross Jacobs, Australian Horseman

Photo by Jonni Jewell, used with permission

I've got a bone to pick, and it might surprise you to know it is with b-l-o-o-d-y trail riders. I get quite a few trail riders coming to my clinics and so I have enough experience and ammunition to make a legitimate complaint. Actually, I have two complaints. The first is easy and I can deal with it in one short paragraph, but the second deserves a rant.

Okay. First up, about half of those that mainly do trail riding describe themselves as "pleasure riders." Stop it. We are all pleasure riders! I hope we all ride for pleasure – even professional horse people. Being a good horse person is hard and dangerous work, so if you don't love it, the other rewards (financial, accolades, ribbons) are not sufficient enough to make it worthwhile. So trail riders should stop trying to appropriate the term "pleasure rider."

Now the second and more important reason I am cranky at trail riders is their attitude.

Whenever I meet a new student at a clinic, I ask them what do they do

with their horse. I would say four out of five of the trail people say something like, "Oh not much. I just trail ride," or "I just like to putter around on the trail," or "We are not serious. We just like to ride out in the bush (forest)."

They tell me they trail ride as if they have to apologize for it. It's as if there is some sort of shame to being a trail rider and they are the second-class citizens of the horse world.

Well, I'm going to tell you that trail riders are not second-class horse people. They are the WARRIOR CLASS of the horse world.

I have come across plenty of people who have had long and highly successful competition careers that wish they had a horse they could safely ride on a trail. They practice their exercises in the safe confines of a riding facility where the most startling and unpredictable thing that can happen is that the horse gets its tiptoes wet on the water jump, or it has to cope with a judge placing a rosette on its bridle. Heaven forbid those precious gold-plated ponies with their diamante browbands would have any sort of challenge that would cause their makeup to run.

To train a good trail horse is proof of a person's skill as a horseman or woman. Creek crossings, steep descents on slippery ground, swampy ground, branches brushing the sides, carcasses of decaying dead animals, inconsiderate car drivers, and bike riders are the things of nightmares for many horses trained in other disciplines. But, for a good trail horse and their rider with a spine made of tungsten they are nothing more than another point of interest on their sightseeing tour.

To be able to calm a horse that is losing its manure on a trail is a badge of honour that is worth more than any blue ribbon. When on the other side of every new turn in the trail lies in waiting a horse-eating emu, it is the experienced trail rider that will see them to safety. When behind every bush hides the shadow of the grim reaper ready to unleash mayhem and death, it is the trail rider that will slay death.

Nobody should ever apologize for being "just" a trail rider. Stand proud. Be the best you can be at what you do and you will never have to feel second-class to any other horse person.

Remember you are the WARRIOR CLASS.

Ross Jacobs began his horse interest at an early age working at a riding school in Sydney, Australia. By the age of 15, he was starting horses and teaching show jumping. At 18, he attended a university and earned a PhD in physiology. His horse life took a hiatus while he pursued a career in medical research. After 15 years, he returned to horses and began starting and re-educating horses, as well as teaching horsemanship.

Jacobs has traveled many thousands of miles up and down the eastern half of Australia on solo treks. There is nothing he enjoys more than to be camping in the bush for months at a time with his horses. A different form of bond forms between human and horse when spending every day being co-dependent on each other.

These days, Jacobs primarily teaches horsemanship and travels throughout Australia and North America teaching clinics. He has penned several horsemanship books and numerous articles. Learn more about Ross Jacobs at <http://www.goodhorsemanship.com.au/>.



Please Volunteer!

By Angie Meroshnekoff

So you say you love our sport? Then show it. Please Volunteer!

The short version is that we need more volunteers. It takes almost as many people to run a ride as there are riders, although some multi-talented ride managers can make it work with fewer. It takes a village as the saying goes. The biggest struggle for ride managers is usually where to find people to help, so they are on the phone and email begging for help from a generally small pool of non-riders.

So, if you want to “pay it back” to those who put on rides, call them up and offer to help. You don’t need a fancy skill.

If you have don’t have time on the ride weekend, offer to help mark trail before the ride or take down markers after the ride. Offer to assist the very busy ride

secretary with paperwork, stuffing ride packets, wash – fold – and collate rider bibs.

Have time on ride weekend – even one day? Do P&R’s, it’s easy to learn how. Be a gate minder (bring a good book and relax for a change), be a camp gopher helping the manager, secretary or judges with small details.

If you have the whole weekend available, offer to cook, be a judge’s secretary – you can get on-the-job training for this one and will learn a whole lot. If you are a current member and can read a rule book, offer to be the rules interpreter; it is not a technical job, and you will be chauffeured and fed the whole weekend.

Ride managers usually don’t know who might be willing and available, so they’ll send out a

bulk email but rarely get a response. If you can do any of these jobs and have a bit of time, don’t wait for someone to call you – please call them.

The other side of the coin is getting more ride managers. I often hear riders wonder why there aren’t more rides to attend. Why doesn’t “somebody” put on a ride in this beautiful park or on that great ranch? Why? Because it takes someone like you who knows the location and has ridden there to realize that a ride could happen there. Then you can ask other ride managers in your region for help and mentoring to get that job done. You don’t have to go it alone for this part.

Don’t just assume “someone” else is going to do the job. Step up and offer to do it yourself, large job or small. It takes all of us.



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From the Sanction Chair, Patsy Conner.

Please remember to submit the ride information/entry form to the Sanction Chair for approval **before you publish or post on RMS or no later than 8 weeks before your ride.**



Honorary and Appreciation Nominations due Thursday, October 25, 2018

Ruth Mesimer, Honorary and Appreciation Chair

October seems like a long time off, but that date will be here before you know it. Begin now thinking of whom to nominate and preparing write-ups for that nomination for the following awards.

- Jim Menefee NATRC Lifetime Achievement
- Workers Hall of Fame
- National Appreciation
- Regional Appreciation for National Recognition

Brain storm with your fellow region members and prepare write-ups for deserving folks in your region. The nominations and write-ups need to go through your region's BOD for approval. A person designated by the region's board forwards the approved nomination write-ups to the Honorary and Appreciation Chair. **PLEASE**, keep the word limit in mind on each nomination, and submit in Word format.

Your national board members receive all of the approved nominations and make their selection at the November 10, 2018 meeting. NATRC presents the awards at the following national convention.

Jim Menefee NATRC Lifetime Achievement Award - awarded one time only to an individual. Each region may nominate one NATRC member for the award. The national BOD selects one. The recipient gives a brief speech upon accepting the plaque at the national convention. This award honors Jim Menefee, a favorite judge who was especially encouraging to Novices and first-time competitors. **Nomination limited to 400 words.**

Workers Hall of Fame - one time only to an individual, pair or couple. Each region may nominate one member for the award. The BOD selects one or more at their

discretion. **Nomination limited to 400 words.**

National Appreciation Award - each region may nominate one member for this award. The BOD selects three. A recipient can be eligible only once every 3 years. **Nomination limited to 200 words.**

Regional Appreciation Award for National Recognition - each region may nominate up to three members for recognition. Nominees may be individuals, pairs, or groups such as ride sponsors or clubs. **Nomination limited to 200 words.**



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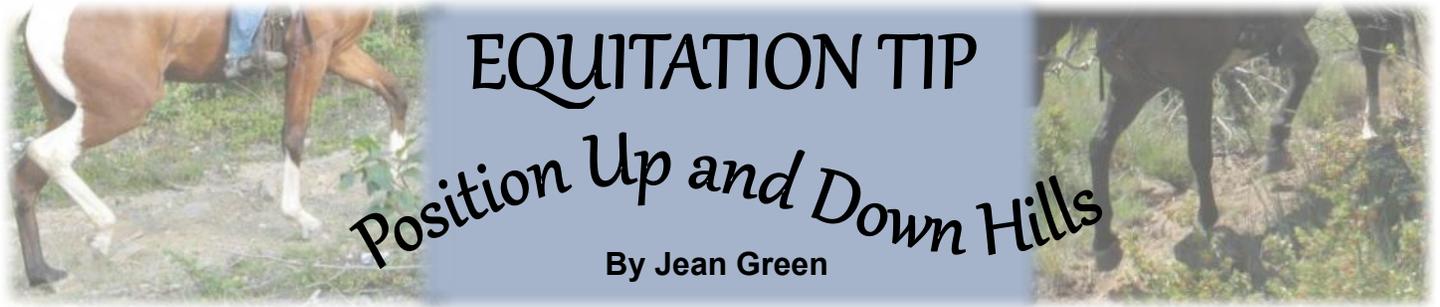
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EQUITATION TIP

Position Up and Down Hills

By Jean Green

We all seem to be constantly discussing the best position of the rider for going up and down hills. The purpose, of course, is to make the horse's job as easy as possible.

A key element is CONTROL of the horse. If you practice keeping your horse under control going up and down hills, then you can worry about the finer points of your body position. If a horse lunges uphill, and you are out of the saddle without holding the mane, you will be left behind, possibly pulling the horse backwards as you pound his back.

It makes more sense to keep your seat close to the horse, despite unfounded fears of losing a few points. Sometimes you just need a deeper seat for control. Also, young horses often need to feel you sitting more

securely.

You can actually be close to the horse's back (have a deeper seat) and still be light in the saddle if you maintain some athletic "poise" and use some support from your thighs. Body sway down hill is best controlled by controlling the horse's hind quarters. If you let him plop down hill on his front end, you will probably sway no matter what you do.

You should go up and down with the ability to stop your horse at any point on the hill. On a short, steep uphill, most horses will instinctively try to use inertia to get them up. On down hills, they will let gravity carry them down. This requires less effort, and without a rider is easiest for the horse.

With a rider, who prefers not to be dragged off on that tree limb, or

who is trying to impress some judge, things change. The horse must submit to the whims of the rider, so he must learn to go at the rider's speed.

As you practice stopping on up and down hills, your horse will develop the muscles required to do this as well as the mental attitude that puts you in control. Once he submits to your control, it is your job to help him as much as possible without relinquishing the control. Only then can you practice the position that works best for you and your horse. Most likely, if you are in a position that allows you to control your horse without hindering him, it is a good position.

Practicing the "mechanics" of a position without regard to control will only get you in trouble.

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Kentucky Mountain Saddle Horse News Stallion Issue 2017

2016 NATRC YEAR END POINTS and AWARDS

President's Cup
TURNER'S WILD CARD
(Kentucky Mountain Horse - 206 Points)
Ridden by Lin Ward (23)

Congratulations Lin & Hooch

It took 12,137 miles to get from the small mountain town of Westcliffe, Colorado to the North American Trail Ride Conference (NATRC) in Ontario, Canada. The President's Cup, Turner's Wild Card, a 2016 NATRC Stallion Award, started his journey in Mount Sterling, Kentucky where he was bred, born, raised and trained by Tim Little. His first job was being a horse for Tim's daughter, where he learned to drive, trail and visit with Tim about him. She looked at after lots of groundwork and riding with Tim about him. She took him out for a short, full moon night ride. As she was getting on, Tim just happened to mention that Hooch was a bit nuts, she really had some reservations. But, Wildcard just listened and did all she asked for. Coming back at all the horses she had provisioned, and after about 1000 miles of driving in 5 days. Wildcard was her choice. His new life began upon his delivery to the Westcliffe, Colorado home the first week of January. With a "Kentucky Full Moon" as their first experience together, he became Hooch. She says if he fits him quite well, he has lots of personality. NATRC is a competitive trail riding discipline that has three divisions: The Motion and Competitive Pleasure (MCP) divisions go about 35-40 miles in a weekend, while the Open division is 50-60 miles in two days. The sport has two judges. A veterinary judge evaluates the soundness, fitness, manners and trail abilities of the horses and a Horsemanship judge evaluates the riders' abilities to camp with, care for, and ride their horses over long distances. NATRC's philosophy is about training and conditioning the best trail horses possible with a strong focus on teaching.

Timer Lunch "Cheat Sheet"

By Weldy Feazell,

I have been a timer on so many rides, I have lost count. This can be a difficult job for old and new timers, alike. Almost everyone always wants to know "when do I go out?" I created a lunchtime "cheat sheet" for our timers at the Island in the Sky CTR this year and they thought it was very helpful.

This is super easy to put together once you have the map times and lunch duration. See the sample at right for the Island ride.

Additionally, I downloaded a free app on my phone to help with the end of the ride math!! It is called Hours and Minutes Calculator!! There are many apps out there but this is just a little extra help. Here's a [link](#) for iPhones.

Island in the Sky 2018 - Timer Lunch Sheet Open

Time In	45 Min Time Out
3:47	4:32
3:48	4:33
3:49	4:34
3:50	4:35
3:51	4:36
3:52	4:37
3:53	4:38
3:54	4:39
3:55	4:40
3:56	4:41
Etc...	Etc....

RULE CHANGE PROPOSALS REVISED – July 14, 2018

1. ADDITION OF A NON-COMPETING ADULT SUPPORTING MEMBERSHIP

SECTION 1 - GENERAL

A. Membership

1. Any person interested in the purposes of this organization may be eligible for membership upon proper application and payment of the required dues.
 - a. Yearly Membership
 - (5) **Supporting Membership: Any person 18 years of age or over. A supporting member is only eligible for individual ride awards if non-member rider fee is paid at the ride, and is only eligible for year-end and mileage awards if adult membership fee is paid before the end of the ride year.**
2. Each membership, except lifetime ...
3. Each Adult, **Supporting**, and Single Lifetime Membership is entitled to one vote. Each Family and Family Lifetime Membership is entitled to two votes.

ONLY NATRC MEMBERS (~~INDIVIDUAL~~, ADULT, JUNIOR, FAMILY AND LIFETIME) ARE ELIGIBLE FOR YEAR END AND MILEAGE AWARDS. (SEE SECTION 9)

2. DELETE OPTION FOR SENIOR AND JUNIOR CLASSES IN THE NOVICE DIVISION IN R1A

SECTION 4 – DIVISIONS, CLASSES AND ELIGIBILITY

A. Divisions

2. Novice

e. Classes

- (1) ~~This division in horse may be divided into Heavyweight, Lightweight and Junior Classes or Senior (combined Heavyweight & Lightweight) and Junior Classes as defined in Section 4 B.~~
- (1) **This division will offer Heavyweight, Lightweight and Junior Classes in horse as defined in Section 4 B.**

B. Classes

3. Junior

- b. Juniors may compete in **Open or Novice Division Heavyweight or ,Novice Lightweight, or Senior** Classes if weight requirements are met. ~~Juniors may compete in Open Heavyweight or Open Lightweight Classes if weight requirements are met.~~

4. ~~Senior, Region 1A only (See Section 10 for year-end awards for Region 1A): The Novice Division may be divided into Heavyweight, Lightweight and Junior Classes or into Senior and Junior Classes at the discretion of management.~~

4. Weigh In

5. Helmets

3. ANY DAY DO

SECTION 4 – DIVISIONS, CLASSES, AND ELIGIBILITY

C. Distance Only (DO) (not in competition)

6. One-day option: only available if both horse and rider are riding DO.

- a. The DO team has the option of riding one or two days of an 'A' CTR. When choosing to ride one day only, the team must ride the first day, **or at ride management's discretion, they may start the second day.** A DO rider must notify ride management of their intent not to ride a second day after post ride examination, but before 8:00p.m. **To start on the second day, the second day's ride distance must also meet 'B' ride minimum requirements.**

4. ALLOW GREATER USE OF EXISTING STABLING OPTIONS

SECTION 5 – THE RIDE

B. Stabling

3. The stabling options ~~used~~ **provided** by CTR management and/or the CTR facility must be available to all competitors **in a division.**

5. ADD A METHOD TO FORGIVE TIME PENALTIES FOR GOOD SAMARITAN ACTS

SECTION 5 – THE RIDE

J. Timing and Time Penalty Points

10. **In the case of an emergency/extenuating circumstance where a competitor's assistance is required, ride management and/or judges may agree to credit part or all of time lost to the assisting competitor's maximum time.**

6. POINT DISTRIBUTION FOR SWEEPSTAKES

SECTION 9 – AWARDS

C. Point Distribution

4. ~~The Open Sweepstakes winner will receive points equal to the highest points awarded in any of the three Open Classes. The Novice Sweepstakes winner will receive points equal to the highest points awarded in any of the three Novice Classes.~~ **The Open, Competitive Pleasure and Novice**

(Continued on [page 20](#))

(Continued from [page 19](#))

Sweepstakes winners will receive the highest points possible based on the number of starters in the largest class of their respective division.

5. The Sweepstakes winner will receive points, in addition to other points won for horse, as follows: 3 points for a Type AA ride, 2 points for a Type A, one point for a Type B.

7. DIVIDING THE COMPETITIVE PLEASURE DIVISION

SECTION 4 – DIVISIONS, CLASSES, AND ELIGIBILITY

A. Divisions

3. Competitive Pleasure

e. Class

- (1) This division will offer ~~Adult (combined Heavyweight & Lightweight)~~ **Heavyweight, Lightweight** and Junior Classes as defined in Section 4 B.
- (2) This division will offer identical classes in horsemanship as offered in horse.

SECTION 9 – AWARDS

A. Ride Awards

4. The horses with the highest ~~total points scores~~ from the Open, **Competitive Pleasure** & Novice Divisions shall be the recipients of the Open, **Competitive Pleasure** & Novice Sweepstakes Awards.

B. Annual Awards

2. National Awards

- n. HIGH POINT COMPETITIVE PLEASURE HORSE: Points shall be credited to horses for the purposes of determining annual high score awards in **each** Competitive Pleasure **Class, (i.e., HWT, LWT, JR)**, first through sixth place. Only the first 12 rides officially started will count. Type A rides count as 1 ride. Type B rides count as ½ ride. The horse and rider will be considered officially started when timed out on the first day of the ride.
- o. HIGH POINT COMPETITIVE PLEASURE HORSEMANSHIP: Points shall be credited to riders for the purposes of determining annual high score awards in **each** Competitive Pleasure **Class, (i.e., HWT, LWT, JR)**, first through sixth place. Only the first 12 rides officially started will count. Type A rides count as 1 ride. Type B rides count as ½ ride. The horse and rider will be considered officially started when timed out on the first day of the ride.

8. REDUCE POINTS REQUIRED FOR JUNIORS TO EARN A NATIONAL CHAMPIONSHIP IN THE CP DIVISION

SECTION 9 – AWARDS

B. Annual Awards

2. National Awards

- k. COMPETITIVE PLEASURE NATIONAL CHAMPIONSHIP: In the Competitive Pleasure Division a horse shall be declared a National Champion when all the following requirements are met within the first 12 rides officially started in the same year. For ride count, points, and first or second placings,
 - (3) Accumulated 75 points (**60 points for Juniors**).

9. REMOVE REQUIREMENT OF CP IF NOVICE IS OFFERED

SECTION 4 – DIVISIONS, CLASSES, AND ELIGIBILITY

A. Divisions

2. Novice

~~a. A ride offering a Novice Division must also offer a Competitive Pleasure Division.~~
~~Paragraphs b - f now become a - e.~~

3. Competitive Pleasure

~~a. May be offered alone but must be offered if Novice Division is offered.~~

~~b.a. Age of Horses~~

~~e.b. Mileage~~

~~d.c. Pace~~

~~e.d. Classes~~

10. PLEASURE DIVISION

SECTION 4 - DIVISIONS, CLASSES, AND ELIGIBILITY

A. Divisions

4. Pleasure

a. **May be offered as a Type A or B ride.**

b. **Age of horses: Horses entered in this division must be at least 48 months of age.**

(1) Registered horses are considered 48 months of age as of actual foaling date on registration papers.

(2) Unregistered horses are considered of eligible age when the central and intermediate permanent incisors have erupted and are in wear as determined by the veterinary judge.

c. **Mileage in this division is 8-12 miles per day.**

d. **Pace**

(1) **The average pace for a ride in this division shall be in the range of 3.5-5 miles per hour; and when determining the timing of the ride, management must consider, among other relevant factors: weather, terrain, season of the year and footing on the trail.**

(2) **“Riding time” used to compute the pace shall not include lunch and P&R stops.**

e. **Class**

(1) **This division will offer Adult and Junior Classes as defined in Section 4 B.**

(Continued on [page 21](#))

(2) This division will offer identical classes in horsemanship as offered in horse. For purposes of awards, the horse and horsemanship scores will be combined for team awards.

- 5. Additional divisions may be added at the discretion of the board of directors.
- B. Classes
 - 5. **Adult Class: (Pleasure Division only) riders age 18 or over that do not meet the Junior criteria as defined in Section 4B. There are no weight requirements.**
 - 6. Weigh In
 - 7. Helmets

SECTION 5 - THE RIDE

- B. Stabling
 - 4. **Competitors in the Pleasure Division are excluded from stabling judging. All other stabling rules apply.**
 - 5. Stabling options *not allowed* during competition as primary containment: ...
 - 6. Stallions: ...
- E. Hoof Protection/ Leg Protection
 - 4. **Competitors in the Pleasure Division are permitted to use all types of hoof boots with no strap, keeper, gaiter or accessory restrictions. Protective devices such as bell boots, splint boots or wraps are also permissible.**

SECTION 6 - JUDGING

- B. Veterinary Judging: Judges shall not discriminate against any animal due to conformation or type as long as the animal performs satisfactorily. Horses are to be evaluated on the following three criteria: condition, soundness and trail ability/manners.
 - 1. Condition 40%:
 - b. There will be a minimum of two P&R recovery readings taken during each day's ride. **There will be a minimum of one P&R recovery reading taken during each day's ride for the Pleasure Division.** The planned number of P&Rs for the day's ride will be announced by management to riders. Unannounced P&R stops may be added but minimum and maximum ride time must be adjusted.
- C. Horsemanship Judging: ...
 - 3. 30%:
 - c. Stabling: The evaluation of stabling shall include, but not be limited to, the following: feed and water, container security; blanket; tie (height, length, quick release knot and security); safety, choice of location, tack and gear placement; horse care. **Pleasure Division is exempt from stabling evaluation.**

SECTION 9 - AWARDS

- A. Ride Awards
 - 1. A sanctioned ride having an Open Division will offer Lightweight, Heavyweight, and Junior Classes in horse and horsemanship.
 - 2. A sanctioned ride having Novice and Competitive Pleasure Divisions will offer the identical classes in horsemanship as offered in horse.
 - 3. **Horse and horsemanship scores for Pleasure Division will be added together to determine placing teams for both Adult and Junior Classes. First through sixth place teams in both classes will be awarded.**

Former paragraphs 3-9 become numbered as 4-10.
- B. Annual Awards
 - 3. Regional Awards
 - a. **Team Awards**
 - (1) These regional awards are given for combined horse and horsemanship.
 - (2) All points for rides in which the same horse and rider combination competed, will be added together and the placings determined by the most points
 - (3) Pleasure Division does not qualify for nationally sponsored team awards.**
 - b. **Regional Championships**
 - (1) These awards are given for horse and for horsemanship in all divisions and classes (See Section 4), first through sixth place.
 - (2) Will be awarded annually on the basis of points awarded *within the designated region* of the horse and rider (See Section 1 B5).
 - (3) Pleasure Division is only eligible for regional combo awards.**
- D. Cumulative Mileage Awards:
 - 1. **Mileage will count as defined in this mileage table:**

DIVISION	AA	A	B
Open	90	60	30
Novice	n/a	40	20
Competitive			
Pleasure	n/a	40	20
Pleasure	n/a	20	10

- 2. 1000-Mile Horse: This award is presented to horses completing 1000 miles.
 - a. ~~Mileage in Open, Novice and Competitive Pleasure Divisions will count as follows: Open: Type AA ride=90 miles, Type A ride=60 miles, Type B ride=30 miles; Novice and Competitive Pleasure: Type A ride=40 miles, Type B ride=20 miles.~~

Former paragraphs b – e become numbered as a - d
- 3. Rider: Mileage chevrons in increments of 250 miles will be awarded to riders.
 - a. ~~Mileage in Open, Novice and Competitive Pleasure Divisions will count as follows: Open: Type AA ride=90 miles, Type A ride=60 miles, Type B ride=30 miles; Novice and Competitive Pleasure: Type A ride=40 miles, Type B ride=20 miles.~~

Former paragraphs b – d become numbered as a – c
- 4. Mileage medallions will be ...

11. CLARIFY HOW POINTS ARE CALCULATED FOR NATIONAL CHAMPIONSHIPS R1A

SECTION 10 – REGION 1A AWARDS

B. Annual/Year-end Awards

2. National Awards

a. National Championship: ...

(2) Accumulated 36 points.

b) When classes are combined for the purpose of establishing points, the points earned by the same horse and rider must be from the same class (Heavyweight or Lightweight) in which the horse was entered at the ride. Points from one weight class cannot be combined with those earned in a different weight class during any given three-year period. If the rider is no longer age-eligible, points earned as a Junior during the applicable three-year period can be applied to the new adult weight class.

c) When the entire Open Di...

b. National Championship: In the Competitive Pleasure Div ...

(2) Accumulated 36 points.

b) When classes are combined for the purpose of establishing points, the points earned by the same horse and rider must be from the same class (Adult or Junior) in which the horse was entered at the ride. Points from one class cannot be combined with those earned in a different class during any given three-year period. If the rider is no longer age-eligible, points acquired as a Junior during the applicable 3-year period can be applied to the new adult class.

c) When the entire Competitive ...

Safety Concerns

Elaine Swiss, Safety Committee

The signs are ubiquitous, posted on the front gate, on barn doors, on tack room walls and ringside. Nearly every state has Equine Limited Liability laws that apply to the facilities that NATRC uses to host competitions across the country. In brief, the message is that your personal safety is your responsibility if you engage in equestrian activities.

Yes, legally, your personal safety and that of your horse is your responsibility, but NATRC and its ride managers take many steps to help mitigate the risk inherent in our sport. I am Elaine Swiss and am the newly appointed National Safety Chair for NATRC. As a ride manager for more than a decade, I consider rides devoid of injuries or accidents to be my most successful events, even if rain, snow, sleet or hail caused havoc, or competitors were lost for miles. Safety is the most critical component of my ride plan.

NATRC publishes its Safety Guidelines on its website and in its Managers Manual. The NATRC safety documents include recommendations for personnel, equipment and emergency services. The horsemanship judges are encouraged to use the "Safety" portion of the scorecard to recognize and evaluate unsafe behavior on the trail and in camp.

But what is safe for one horse and rider team may not be safe for another. Therein lies the challenge for all of us at NATRC. For example, an extremely anxious horse held back at the top of a steep descent to allow for a "safe"

distance behind his buddy may cause a horrendous wreck, avoidable if he quietly followed right behind his buddy down the hill. Points may be deducted, but perhaps the rider should also be recognized for choosing the safest alternative.

There are many examples like this one that occur at every ride either in camp or on the trail. Most are not shared with ride management; however, your board and NATRC leadership teams need to know your concerns about safety in our sport.

Today the official means by which management and leadership is notified of a safety issue is through an Accident Report. The Accident Report includes the details of who, what, when, where and why for human injuries, but not for

equine injuries. Ride managers are encouraged to fill out Accident Reports even if medical assistance is not required because we can learn from near-misses too. And while it is not a requirement, reporting equine injuries requiring veterinary assistance would be very helpful to avoid future accidents as well.

As your new National Safety Chair, I encourage all members, competitors and volunteers to help management and leadership improve the safety of our sport by sending me an e-mail to swissranch@earthlink.net if you have a concern or recommendation to improve our safety processes.

Meanwhile, be safe out there!

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Statements FOR and AGAINST Proposed Rule Changes

(See Proposed Rule Changes in this issue for wording of the proposals)

Please consider these proposals and make your feelings and opinions known to your national directors prior to the November 10th meeting.

1. ADDITION OF A NON-COMPETING ADULT SUPPORTING MEMBERSHIP

FOR Statement

Submitted by Bill Wingle

The idea is to offer non-competing NATRC people (volunteers, ex-competitors, friends) a less expensive option to stay an NATRC member and encourage them to continue to support NATRC. There are non-competing individuals who have said they would like to continue supporting NATRC, but the full membership is too expensive. While this will reduce the revenue for those who would have stayed members anyway, this may allow us to keep some members who would otherwise leave. Also if someone continues to be a member, if circumstances change (new horse, new knee, ...) they are more likely to remember us and return as competitors. Once they abandon their membership, I suspect they are more likely to move on to other interests and forget about NATRC.

AGAINST Statement

Submitted by Linda Thomason

Tracking the membership status of regular vs supporting members would require a yearly review and database update. If supporting members chose to participate as a rider, this would generate another database update and would complicate the ride registration process if the member did not transition from a supporting membership to regular membership prior to a ride. If they did so AT the ride, then the secretary's work would be adversely affected, and the status would need to be updated prior to submitting the ride report. There arises a greater opportunity for errors tracking points and ride results.

There are currently about 200 regular, 1-year members who have not competed for the last three ride years (2016-2018). If those non-competing

members paid, for example, \$40/year for a supporting membership instead of \$60 for a regular membership, that would result in a loss of \$4000/year. It would take 100 non-members paying \$40/supporting membership to make up that loss.

Membership dues provide a means to show support of NATRC's philosophy and the sport of competitive trail riding. Would offering a lower supporting membership fee inspire more non-competitors to join? If they are reluctant to pay \$60, then they will most likely be reluctant to pay \$40 or \$50. One membership fee structure provides simplicity in tracking members/competitors and allows members the opportunity to show that they value competitive trail riding.

2. DELETE THE OPTION FOR SENIOR AND JUNIOR CLASSES IN THE NOVICE DIVISION IN REGION 1A.

FOR Statement (Rationale)

For the Novice Division, the Rule Book offers the usual weight classes (heavyweight, lightweight and junior) or

senior and junior as far back as 1965. When we recognized AK as R1A, we gave them that option. The AK rides haven't used the option for

senior/junior classes since 1991. Using weight classes is more advantageous as it gives more competitors an opportunity to place.

3. ANY DAY DO

FOR Statement

Submitted by Bill Wingle

This offers more flexibility to people who want to attend an NATRC event. Work and other life factors sometimes prevent people from being able to attend the first day of an event, or at least arrive the night before the event. If management is willing, why should NATRC rules force potential riders to be turned away? Under current rules, the only way ride management can accommodate these

DO riders is to open an additional Sunday B-Ride. This potentially adds extra effort and expense (awards) to ride management when they are only trying to accommodate one or more DO riders.

More riders mean more income to the ride manager, to the regions, and to National. Why pass up an opportunity to show NATRC to more people? Maybe some will come back and compete.

AGAINST Statement

Submitted by Lory Walls

Not necessary. The flexibility can be obtained by offering two B rides which would provide flexibility to all competitors and DO participants alike. Why add additional complication/wording to the Rule Book when the solution is already available for all? Yes, it requires longer ride maps by ride management for two B rides, but those would be required for DO to qualify for the mileage anyway.

4. ALLOW GREATER USE OF EXISTING STABLING OPTIONS

FOR Statement

Submitted by Bill Moore

The proposed change would allow ride managers to assign limited, easier

or preferable stabling opportunities to competitors in a single division despite the fact that not every competitor in every division could have that same

opportunity, which is the present requirement. In this way, if a venue has a limited number of "easier" stabling opportunities, those (Continued on [page 24](#))

can be assigned, perhaps, to the Novice Division to assist those not yet comfortable with high lines, high ties, or tying directly to a trailer. The hope is that one more resistance point will be removed for bringing in or keeping competitors who are uncomfortable with caring for their horses without a stall or paddock.

AGAINST Statement Submitted by Elaine Swiss

While this proposed rule change would allow for greater utilization of a facility's assets and maintains parity of stabling within a division, it would create an undue burden on ride management and judges to monitor yet another variable and insure that competitors

comply. Timely communication would also be difficult as it is likely that the stabling decision would need to be made on check-in day itself due to constant fluctuation in the number of entries in each division.

5. ADD A METHOD TO FORGIVE TIME PENALTIES FOR GOOD SAMARITAN ACTS

FOR Statement Submitted by Bill Wingle

The safety and welfare of riders and their horses is a top priority in NATRC. Helping another rider in distress should always be the top priority. This is not a sport where emergency help is 60 seconds away, and you know someone will be there to handle it. This is a sport where the safety riders could easily be 30 minutes away, and real emergency personnel could be hours away. Do we expect competitors to potentially throw their ride, or throw their season, to help another? If

we do, is that fair? Is it less unfair to give the Good Samaritan their lost time back to finish the ride on time, or at least on their previous pace?

This rule change would address unforeseen cases that impact one or a few riders when another rider or horse is in need of serious help. It does not cover waiting for your riding partner to get through a trail challenge, drinking water, using the bathroom, etc. These would be situations where a rider or horse may be injured or in distress, and the assisting competitors currently do not qualify for time relief in the Rule

Book. It is generally felt to be an oversight.

When management or a judge informs a rider on the trail that their time delay is forgiven, the rider also has to be able to trust that decision. Depending on circumstances, having or not having the time forgiven may significantly affect the way the Good Samaritan completes the day's ride. Are they allowed to continue with their regular pace, or must they make up the time?

6. POINT DISTRIBUTION FOR SWEEPSTAKES

FOR Statement (Rationale)

This change would allow consistency with the first rule of point distribution that points shall be based on the

number of starters. This would eliminate the circumstance that can arise when an entire larger class is pulled, and sweepstakes ends up being based

on the points awarded in the smaller class.

7. DIVIDING THE COMPETITIVE PLEASURE DIVISION

FOR Statement Submitted by Esther Diaguila

Where have all the open riders gone?

At its inception, CP was meant as a division between Novice and Open; a place for competitors who ribboned out of Novice but were not yet ready for the longer distance and faster pace of Open. This division's original design was to be a temporary place for riders while preparing to enter the Open Division. Since that time, CP has ceased to be a division to prepare for Open and has become the most popular division in NATRC.

Throughout the 2016, 2017 and 2018 ride years, we have seen CP grow.

The number of Open riders has drastically dropped from the 2016 ride year while Competitive Pleasure has grown. Two examples are Region 1 and Region 5. In 2016, for all rides, Region 1 had 20 Open riders and 31 Competitive Pleasure. In 2018, this

same region had 13 Open riders and 34 Competitive Pleasure for rides through June 30. Region 5 had 131 Open and 138 Competitive Pleasure riders in 2016. So far in 2018 this region had 68 Open riders and 74 Competitive Pleasure.

This shows the general trend toward CP as a dominant division and becoming more popular as time goes by.

Those riding in Competitive Pleasure are now eligible for National Championships. However, grouping heavyweight and lightweight riders together limits the chances for riders to earn these year-end awards at both the national and regional levels. Riders would like that recognition, but having the combined weight classes limits the number of award recipients to half that of Open and Novice. This conveys a subtle message that Competitive Pleasure is less important than the other two divisions.

Many NATRC members feel intimidated by the caliber of riders in Competitive Pleasure, while others are frustrated by having a great ride and good scores, but still not placing.

Dividing the division into weight classes will still have the same caliber of experienced riders, but would give other competitors a better chance of placing. Riders would no longer feel they have to strive for a better ride than X, Y or Z; now they would just like a better ride than Z. We all strive to be better than our last ride, but realistically, many of us also strive to have a better score than Z.

It is time for Competitive Pleasure to evolve into a division equal to that of Open and Novice. It is time to divide it into weight classes as are Open and Novice.

AGAINST Statement Submitted by Gayle Muench

The division of the Adult Competitive Pleasure Class *(Continued on [page 25](#))*

into Heavyweight and Lightweight will result in more work for ride management for the sole purpose that more

people can get ribbons and placings. This will result in smaller numbers in each of these new divisions which

potentially will result in lower points available to the competitors of classes that don't fill up.

8. REDUCE POINTS REQUIRED FOR JUNIORS TO EARN A NATIONAL CHAMPIONSHIP IN THE CP DIVISION

FOR Statement (Rationale)

Requiring 60 points for the Junior Class in Competitive Pleasure would

parallel the requirements in the Open Division. Data show this is a reasonable requirement.

9. REMOVE REQUIREMENT OF CP IF NOVICE IS OFFERED

FOR Statement (Rationale)

This requirement was more important when Competitive Pleasure (CP) started, but not now. Though we currently allow B rides to be Novice Only as long as the A ride offered that week-

end includes CP, many ride managers do not realize this. Due to this misunderstanding, they will choose to only offer CP in the 1-day event with Novice. This rule change would remove that confusion. Since CP is the biggest

division in most regions, we do not have to make this division mandatory if Novice is offered. Ride chairs will already be including CP to make ends meet.

10. PLEASURE DIVISION

FOR Statement (Rationale)

The Pleasure Division would meet the demand for rides that have shorter mileage, are less time consuming and are more affordable. It would be an entry level ride for beginners or a way to stay involved and competing for experienced competitors with time, physical or financial barriers.

30-40 competitors? Do we need to consider modifying the check-in/check-out process to speed it up?

Do we need to consider using unsanctioned judges? We could still require that these "judges" be experienced NATRC riders or people with significant veterinary experience supervised by a sanctioned judge.

Using sanctioned judges only will significantly limit our judging opportunities and significantly add to the expense. Will people feel they are getting their money's worth?

While the Pleasure ride is an interesting concept, logistical issues and the impacts of compressing A/B Rides into a single day have not been fully thought out. Until they are, we may significantly damage NATRC's reputation in the rush to attract new members.

Will adding a Pleasure Division to an A and/or B Ride overwhelm management and the judges? Will this detract from the NATRC experience for all competitors? Is it worth the risk?

Will adding a "Pleasure" Division be confusing when we already have a "Competitive Pleasure" Division?

AGAINST Statement

Submitted by Bill Wingle

NATRC has traditionally been a distance riding sport. Will we lose our identity when we start offering short, slow, morning or afternoon rides, particularly if the Pleasure Division becomes popular? By offering 1-day rides (no overnight camping) will we lose the opportunity of our competitors to bond with each other and become friends; as much as NATRC is about competition, it is also about comradery, and will that be lost at these abbreviated events?

Check-in and check-out take a long time if there are very many riders. Will we need to change check-in and check-out methods so an event can be done in a single day with more than

4-H Junior Rider Year End High Point Award: Just for Juniors

Are you a 4-H member? Know someone who is? Encourage your friends to do competitive trail rides. They and you can compete against each other to win NATRC's 4-H Junior Rider Year-End High Point Award.

To be eligible is simple. Just compete in any division, nominate yourself, and prove that you are a 4-H member! Here are the specifics:

- 1) The award goes to the high point horse and high point rider **regardless** of the rider's division.
- 2) Your self-nomination must occur before the end of the ride year, which is the second Sunday in November. (For 2018, that will be November 11th.)
- 3) You must (a) be an NATRC member, (b) send an email to Sarah Rinne, natrc@natrc.org, stating that you are a 4-H member, and (c) have your 4-H leader also send Sarah an email verifying that you are a 4-H member.

Additionally, in a number of states (Colorado is one example), 4-H now recognizes competitive trail as an activity that qualifies as a 4-H member's project. How cool is that?! A form to use for documentation at the ride is available [here](#) or contact Sarah Rinne, natrc@natrc.org.

Questions?
Contact Cindy Keen,
cindytk@hotmail.com
Chair, Riders and Juniors Committee

11. CLARIFY HOW POINTS ARE CALCULATED FOR NATIONAL CHAMPIONSHIPS IN REGION 1A

FOR Statement (Rationale)

To clarify that Rule Section 9 C.6 applies to R1A rides even when classes are combined for the purpose of establishing points: "Points earned

in one class will not be added to points earned in another class by the same horse or rider." However, points earned as a Junior could be added to those earned as an adult.

NATRC National BOD Minutes July 14, 2018, Kansas City, MO

CALL TO ORDER by President Angie Meroshnekoff, 8:02 a.m., July 14, 2018.

ROLL CALL. Angie Meroshnekoff, Alternate Linda Thomason, Mary Jo Malone, Alternate Lory Walls, Bill Wingle, Kay Gunckel, Alternate Elaine Swiss, Gayle Muench, Bill Moore, Esther Diaguila, Shari Parys and Mary Hanson. Sarah Rinne, Executive Director. John Zeliff, Carolyn Mills, Hannah Clark, Operation NATRC Development Committee members and Ruth Mesimer, Honorary and Appreciation Chair, guests.

MINUTES. February 8, 2018. **Gunckel moved to accept the minutes as recorded, Moore seconded. Motion approved.**

PRESIDENT'S REPORT. Meroshnekoff talked about the need to keep in mind goals of our progressive committee when considering rule proposals and all business moving forward. It is critical we don't spin our wheels and make sure to act on the things we need to move forward as an organization.

EXECUTIVE DIRECTOR'S REPORT. Rinne. Membership numbers continue to decline. The time to act is now; we can't discuss needs at meetings and not follow through. Technology needs to be improved as none of our systems communicate. It is cumbersome and not user friendly.

SECRETARY/TREASURER'S REPORT. Muench. See Treasurer's Report in this issue.

BY-LAWS & RULES. Parys. See Rule Proposals in this issue.

POLICY & PROCEDURE. Dieterich. Report filed.

PLANNED & CHARITABLE GIVING. Swiss. "In lieu of flowers" is still in the works; however, it is on hold until committee work is in place and NATRC direction is known.

HISTORIAN REPORT. Conner. Meroshnekoff will pick up the boxes of historical documentation from Joan Throgmorton and get them to Conner possibly in Reno at national convention.

SANCTION REPORT. Conner, report filed. Noted that mileage is missing from rides. Wingle and Rinne stated it is from rules interpreters not submitting maps with the reports. There was discussion about ride managers switching out at the last minute so they can ride, which could be a liability. It also makes it difficult to determine who is accountable during the ride.

Moore believes the manager is the manager and there shouldn't be a cross over. Swiss stated all of the paperwork should reflect the person who is officially managing the weekend of the ride, even if a "phantom" manager does much of the work behind the scenes. Meroshnekoff stated we need to communicate this to our management whether it's by email or in the ride packet. It was determined Conner will need to follow up and confirm expectations around management changes when the sanction is approved to ensure the person managing the weekend of the ride is the one on the official paperwork.

CLINIC SANCTION. Linda Clayton. No new clinic sanctions received.

MANAGEMENT REPORT. Hanson. Ride Management Facebook group was created and has generated good discussion. She suggested it be an open group, rather than closed as there is little discussion that would be regarded as private. Discussion occurred on the Good Samaritan rule but couldn't locate it to put it into writing. Equisure wants us to track any volunteers over the age of 75 in order for them to be covered under the accident policy. They are covered for liability, but not accident/injury. **Moore moved we add a provision on our worker liability form to include a statement and check box acknowledging the statement regarding no accident coverage over the age of 75. Diaguila seconded. Motion carried.**

RULES INTERPRETER REPORT. Wingle. 22 rides completed to date, but missing four rules interpreter reports. Hold times have been averaging in the 10 to 15-minute range with the longest being 25. Ten accident reports have been received to date, but none were major injury accidents. Wingle stated we need to tighten down qualifications for horses and riders to be safety. Judging issues were addressed that were delivered via riders through rules interpreters. All of these issues need to be delivered to the judge's committee for discussion and action. Thomason suggested that a RI bullet point checklist be given to the RI with the rule book and report would be helpful.

INSURANCE. Rinne. Assets and liabilities policy with Mountain Plains Agency renewed.

SAFETY REPORT. Vacant. Meroshnekoff stated we still do not have a Safety Chair. She would like to see the Safety Chair collect accident report data, review it, analyze it and report on it. They also need to educate on accident prevention. Swiss stated she would accept the position of being

Safety Chair. She stated one of the biggest liabilities is unqualified safety riders. We need higher expectations of our safety riders who are responsible for rider/horse wellbeing. Horses that are unfit/unsafe to do the job are being used at too many rides. Meroshnekoff made the appointment of Swiss official.

E-NEWS. Jean Green. Several E-News have gone out on various topics to members, riders, and ride management. Very timely and well done.

MARKETING. Dieterich/Roberts. We need to remember as we move forward, to acknowledge the work done. Margaret Reynolds recommended that even with a marketing specialist on board, that there is still a marketing liaison on the board. Reynolds recommended the marketing person is on as a contracted party or company, and possibly moved to permanent employment with the organization if appropriate. Hiring a company would be more expensive than hiring a sole proprietor. A job description has been provided to the committee. **Swiss made a motion to approve the \$24,000 marketing expenditure, seconded by Parys.** Meroshnekoff proposed we make the Operation NATRC committee official and have them also as a marketing committee going forward, with Reynolds as the designated chair. **Swiss withdrew her initial motion.** Reynolds proposed the current committee remain in place, and the board approve our subcommittees led by core Operation NATRC committee members. Moore suggested that they are labeled as a Development Committee. **Moore moved to accept the existing committee as the formal Development Committee, seconded by Parys. Motion carried. Moore moved that the Development Committee be empowered to move forward with the plan, seconded by Swiss. Motion carried. Swiss moved the board approve up to \$15,000 technology expenditures as presented by the Development Committee, seconded by Parys.** Muench questioned if we need a vote to enter into a contract. Meroshnekoff stated this motion empowers the committee to take that action. **Motion carried. Swiss reintroduced her motion to approve up to \$24,000 marketing expenditure, seconded by Parys. Motion carried.**

SOCIAL MEDIA. Jonni Jewell. No report filed.

BUSINESS MODEL AND MEASUREMENTS. Muench. Report filed. Ride participation is flat from last (Continued on [page 27](#))

(Continued from [page 26](#))

year and on the number of competitors per ride also. Meroshnekoff recommended continuation of the free memberships in 2019. Parys believed it should be continued, as it will complement the work we are doing. **Motion by Muench to continue free memberships, seconded by Hanson. Motion carried.**

SPONSORSHIP REPORT. Parys. Riding Warehouse is continuing the gift cards for our raffle, and the raffle tickets are ordered. Renegade Boots is changing direction in terms of sponsorship, rather than paying a monetary amount, they will donate boots to each ride across the regions.

MEDIA ADVISORY. Dieterich. Report filed. Dieterich would like each committee chair to submit an article for each *Hoof Print*. They don't have to be lengthy, just something to provide information to the membership.

RIDERS & JUNIORS. Cindy Keen. No report filed.

FOUNDATION. Conner. No report filed.

NATIONAL DRUG TESTING. Kim Murphy. Report filed. Meroshnekoff discussed Murphy's recommendation to test on Saturdays so we can also test B riders. She is looking for guidance on that. Meroshnekoff suggested rather than setting a day to test, just include B riders in the testing lottery and test accordingly whether it is a Saturday or Sunday B ride.

VETERINARY DRUG COMMITTEE. Mike Peralez. No report filed. There was discussion about omeprazole. It is allowed in AERC. Swiss stated she attended the Fort Stanton ride and Dr. Bob Rogers stood up and talked about its allowances within AERC. Moore stated the board should submit a recommendation that omeprazole be allowed, as it is in AERC, to the Veterinary Drug Committee.

TRAIL ADVOCACY & GRANTS. Hanson. Report filed. National Trail conference is scheduled for November 2-4, 2018 in Scottsdale. Hanson was recommending sending someone from NATRC, however the organizers are not sending her requested info so this is tabled. \$100 was requested for us to be a partner in the Equestrian Land Conservation. Funding was already approved. Hanson received one formal grant request for Trail Funds to improve trail signage and camp provisions at Big Hill Lake by BCHA. Currently the board has to approve all trail fund grants, but Hanson would like to see a committee established to make more rapid decisions. Hanson recommends supporting the grant. The grant for \$500 was approved by the board. There is federal funding available through the states via Department of

(Continued on [page 28](#))

Quick Tips - What Judges Are Looking For...

Downhills

- Don't lean back; relax
- Carry weight on thighs, not on seat bones
- Avoid swaying side-to-side
- Maintain soft rein contact
- Balanced side to side

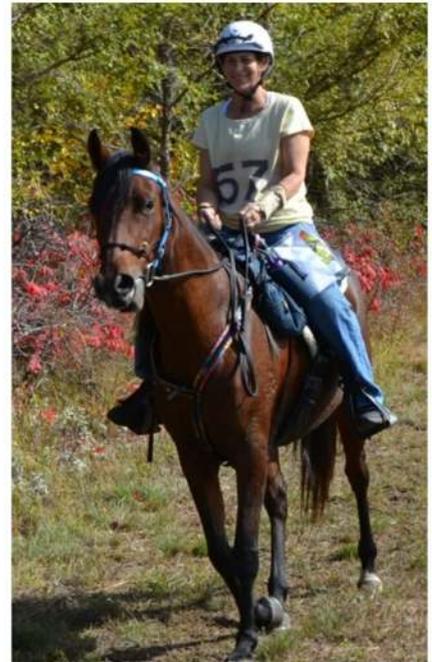


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(Continued from [page 27](#))

Natural Resources, Recreational Trail Grant Program.

EDUCATION REPORT. Dieterich. Dieterich is struggling to get assistance with the Riders Manual, so no progress has been made.

MEMBERSHIP RECRUITMENT & RETENTION. Alice Perryman. No report filed. Swiss recommended tabling this committee work as the Development Committee works on strategy.

JUDGES COMMITTEE REPORT. Kim Cowart/Pam Hess. Report filed. Judges Committee has voted to recommend that Esther Diaguila be approved as an NATRC horsemanship judge. The board voted to approve. Meroshnekoff discussed our need for veterinary judges and that we have many barriers to recruiting new applicants. There are many barriers with time, leaving practices, a lot of work and low pay respective to other judging venues. Thomason inquired if we've contacted vet schools to seek out interested interns.

HALL OF FAME. Rinne. No applicants at this time.

STUDENT LOAN & SCHOLARSHIP. Gunckel. No new applications for loans or scholarships.

BREED ORGANIZATION/A.H.A. Insko. No report filed. We still need a breed liaison.

HONORARY & APPRECIATION AWARDS. Mesimer. Report filed. Mesimer has requested a lead person in each region to submit honorary and appreciation award write ups. She is concerned she may be missing some each year. Swiss recommended that it default to the national directors of each region.

ANNUAL POINTS DATA & RECOGNITION. Andrea Rogers/Rinne. Mid-year audits are in progress. Two rides left to process, and mid-year standings will be posted.

ELECTRONIC MEETINGS. Rinne. R1 conducted a regional board meeting via conference call, and it was reported to have worked very well.

CONVENTION AND NATIONAL AWARDS 2019. Walls. Walls discussed the need for continuation of co-hosting with AERC due to not having enough volunteer support to do it alone. Walls stated she knows there is contention with the late date, however it is the only option for Region 2.

REGIONAL REPORTS. R1, Meroshnekoff, three rides, two held C rides which were successful. Mt. Diablo, their foundational ride, is teetering, but they are looking for outside help. Meroshnekoff advertised on Facebook for their benefit ride, and the boosted Facebook ad had 3,000 hits. This resulted in 17 contacts for interest garnering one A rider, two B riders and most of the C riders. R2, Malone, had one ride scheduled this spring that canceled at the last minute, but Bob Insko arranged for a new location for the ride. R3, Wingle, nine rides scheduled, with one ride recently cancelled due to area fires and safety concerns. Four rides are complete, with two C rides held and other clinics. Four more rides are scheduled this year and one more C ride. Novice numbers are low. R4, Muench identified several ride locations. They are losing Robbers Route, their longest standing ride. R5, Moore, seven rides and two clinics have occurred to date, one was rescheduled from

(Continued on [page 29](#))

Ride Managers!

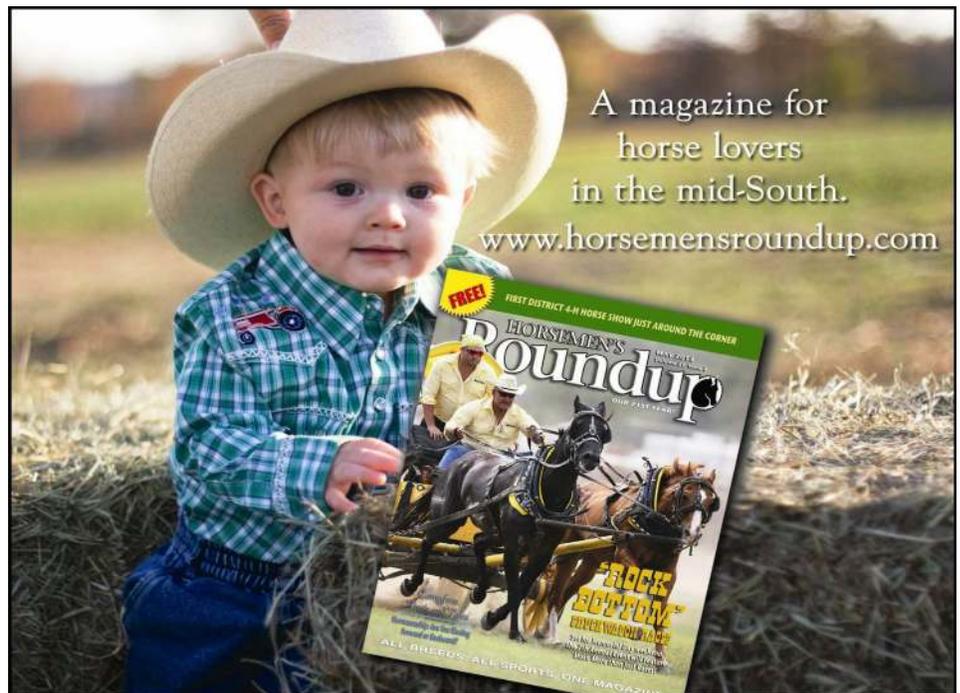
 Apply for a grant of up to \$1,000 to help defray the upfront costs of your NATRC sanctioned CTR.

ONLY 2 REQUIREMENTS

- 1 Managers must be NATRC members.
- 2 1-page applications & supporting papers must be submitted 90 days prior to the ride.

To apply, download application at natrc.org.

RIDE MANAGEMENT SUPPORT FUND



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(Continued from page 28)

spring to fall due to flooding. A trail master's clinic was held to help support ride management as trail master is crucial. Considerable erosion in attendance in their rides that are primitive camping, as opposed to those with electrical hookups. R6, Parys, seven rides are on the schedule, two are completed. Exploring Sandhills had 22 in the C ride. There are C Rides scheduled for PonyXpress and Indian Cave. NECTRA was invited to South Dakota to put on a C ride in conjunction with an AERC ride in August. NECTRA also hosted a clinic at Ponca Hills near Omaha. New R6 President John Zeliff.

Shared BOD amount for July 14, 2018 is \$447.33.

OLD BUSINESS.

1. Electronic Scorecards – covered in technology plan.
2. Riders Manual - on hold.
3. Equitrack – Wingle stated there are glitches creating barriers. It works well with iPhone, but not with Android applications. He is looking into other options such as MotionX. There was discussion about All Trail apps and its limitations. Unfortunately, there is nothing that is really perfect for what we want to do unless an app

is specifically developed for our organization, which is being discussed in the technology plan.

NEW BUSINESS

1. NATRC Development Committee
- Motion by Gunkel, seconded by Swiss to adjourn the meeting. Motion approved.**

Minutes on file at the National Office.

Next meeting to be held November 9-10, 2018, at the Hyatt Kansas City airport hotel, Kansas City, MO.

North American Trail Ride Conference			
Balance Sheet			
As of June 30, 2018			
	Total		
	As of Jun 30, 2018	As of Jun 30, 2017 (PY)	
ASSETS			
Current Assets			
Bank Accounts			
10500 Pinnacle Checking #6399	7,656	3,178	
10600 Pinnacle Savings #6712	119,037	133,548	
10700 Pinnacle Student L/S #6410	78,193	78,110	
F-11000 Foundation Accounts			
F-11150 Foundation Pinnacle #828	8,798	8,791	
F-11200 Foundation—KFB Annuity	37,511	37,511	
F-11400 Foundation Fidelity - Z69-235580	48,513	48,513	
Total F-11000 Foundation Accounts	\$ 94,822	\$ 94,815	
Total Bank Accounts	\$ 299,707	\$ 309,650	
Other Current Assets			
31110 St. Loan-J Klammer-Kansas St Univ 8/14/15	5,000	5,000	
Total 31100 Student Loan Receivable	\$ 5,000	\$ 5,000	
Total 31000 Program-Related Investments	\$ 5,000	\$ 5,000	
Total Other Current Assets	\$ 5,000	\$ 5,000	
Total Current Assets	\$ 304,707	\$ 314,650	
TOTAL ASSETS	\$ 304,707	\$ 314,650	
LIABILITIES AND EQUITY			
Liabilities			
Current Liabilities			
Total Accounts Payable	\$ 0	\$ 0	
Credit Cards			
36050 CapitalOne Credit Card	12	1,312	
Total Credit Cards	\$ 12	\$ 1,312	
Other Current Liabilities			
36500 Ride Management Support Fund	29,181	29,021	
38500 SS/Med Taxes Payable	1,028	514	
Total 38000 Federal Payroll Taxes Payable	\$ 1,028	\$ 1,028	
38900 State Payroll Taxes Payable	168	126	
Total Other Current Liabilities	\$ 30,376	\$ 30,174	
Total Current Liabilities	\$ 30,388	\$ 31,486	
Total Liabilities	\$ 30,388	\$ 31,486	
Equity			
39004 Retained Equity	244,048	244,048	
F-34300 Foundation Equity	11,564	11,564	
F-34350 Foundation Earnings	3	3	
Retained Earnings	17,430	29,976	
Net Income	1,274	-2,427	
Total Equity	\$ 274,319	\$ 283,164	
TOTAL LIABILITIES AND EQUITY	\$ 304,707	\$ 314,650	



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Amazon donates up to 0.5% of the purchase price of eligible items purchased at smile.amazon.com. That's smile.amazon.com, not amazon.com. To select NATRC you must type in "North American Trail Ride Conference". It will come up on a list for you to select. Be sure to select the one at Beatrice, NE. For more information on the program, [click here](#).

If you already have an amazon.com account, all your account information automatically appears in *smile*. How easy is that?!

If you already have a charity set up on Amazon Smile, you can change it. Sign in on your desktop or mobile phone browser and simply select "Change your Charity" in "Your Account."

North American Trail Ride Conference
Profit and Loss
 January - June, 2018

	Total	
	Jan - Jun, 2018	Jan - Jun, 2017 (PY)
Income		
Total 40000 Memberships	\$ 23,342.63	\$ 21,556.72
40010 Platinum Membership Upgrade	1,580.24	1,503.71
41000 Rides		
41101 Rider Fees	4,540.00	5,235.00
41200 Drug Fees	1,325.00	1,470.00
41300 Sanction Fees	1,951.40	2,026.53
41851 Rulebooks	5.08	
Total 41000 Rides	\$ 7,821.48	\$ 8,731.53
Total 42000 Product Sales	\$ 49.55	\$ 61.60
Total 43000 Sponsorships	\$ 1,900.00	\$ 5,964.41
43500 Raffles	1,839.91	3,015.00
44000 Hoof Print		
44100 Subscriptions	343.98	323.52
44500 Ads	380.00	275.00
Total 44000 Hoof Print	\$ 723.98	\$ 598.52
Total 45000 Convention and Awards	-\$ 180.88	\$ 4,293.00
Total 45500 Judge Fee	\$ 0.00	\$ 45.00
Total 47000 Donations	\$ 4,619.23	\$ 500.00
48000 Other Income		
48230 Goodsearch & AmazonSmile		50.08
48785 Rebate from purchases by memb.	198.12	
48800 Shared BOD-001	389.08	0.00
Total 48000 Other Income	\$ 587.20	\$ 50.08
Total 49000 Interest Income	\$ 1,633.40	\$ 1,540.16
Total Income	\$ 43,916.74	\$ 47,859.73
Gross Profit	\$ 43,916.74	\$ 47,859.73
Expenses		
50000 Member Dues to Regions		
72101 Reg.1 Regional Membership Fee	680.00	985.00
72102 Reg 2 Regional Membership Fee	345.00	350.00
72103 Reg 3 Regional Membership Fee	1,250.00	1,105.00
72104 Reg 4 Regional Membership Fee	890.00	935.00
72105 Reg 5 Regional Membership Fee	1,405.00	1,535.00
72106 Reg 6 Regional Membership Fee	930.00	835.00
Total 50000 Member Dues to Regions	\$ 5,500.00	\$ 5,745.00
50500 Platinum Membership Upgrades	1,521.00	1,691.00
51000 Ride Costs		
62000 Drug Testing	1,394.72	606.00
72400 Rulebooks	457.29	450.18
Total 51000 Ride Costs	\$ 1,852.01	\$ 1,056.18
Total 52000 Clinic Expenses	\$ 500.00	\$ 144.00
Total 53000 Product Costs	\$ 164.89	\$ 0.00

54000 Marketing	372.00	
54700 Project NATRC Committee Expenses	3,978.91	
60010 Paid Advertising		875.00
61500 Dues/Mmbrshps that NATRC joins	100.00	50.00
72000 Publicity		2,000.00
75100 Website	86.80	54.15
75150 Website Annual Registration		32.49
Total 54000 Marketing	\$ 4,537.71	\$ 3,011.64
54300 Raffle		1,000.00
54500 Hoofprint		
HoofPrint Editor	2,500.00	2,500.00
HoofPrint Printing	1,234.78	1,354.18
Total 54500 Hoofprint	\$ 3,734.78	\$ 3,854.18
55000 Convention and Award Expenses		
60000 Awards	660.39	10,973.99
60670 Chevrons/National Champions		225.00
61000 Convention Exp-Exec Director	577.22	359.11
Total 55000 Convention and Award Expenses	\$ 1,396.95	\$ 11,558.10
56500 Staff Expenses		
71000 Executive Director Salary	13,431.60	13,431.60
71075 Payroll Taxes	1,027.50	1,198.75
Total 56500 Staff Expenses	\$ 14,459.10	\$ 14,630.35
57000 Administrative		
57100 Contract Labor	1,257.91	1,568.12
57500 Office Expenses	241.49	
64600 Storage Unit Fee	479.40	239.70
67000 Office Rent	2,340.00	2,340.00
68000 Office Supplies		200.89
69000 Postage (non-HoofPrint)	700.31	729.22
70000 Printing	43.40	
75000 Telephone	757.76	770.87
75560 Software Licenses	242.64	
Total 57500 Office Expenses	\$ 4,805.00	\$ 4,280.68
63100 Insurance(Corp Liab)(D&O Ins)	1,634.00	1,704.00
65000 National BOD meetings		
61007 Exec. Dir. Expenses	91.14	0.00
Total 65000 National BOD meetings	\$ 91.14	\$ 0.00
Total 57000 Administrative	\$ 8,901.02	\$ 7,552.80
59000 Other Expense		
61043 Conference CA Corp Filing Fee	39.96	20.00
61044 Conference NE Filing Fee		23.00
74500 Tax Exempt Filing Fee	10.00	
F-10706 Foundation Tax Return Fees	25.00	
Total 59000 Other Expense	\$ 74.96	\$ 43.00
Total Expenses	\$ 42,642.42	\$ 50,286.25
Net Operating Income	\$ 1,274.32	-\$ 2,426.52
Net Income	\$ 1,274.32	-\$ 2,426.52

Quick Tips - What Judges Are Looking For...

Backing Up

- Settle horse
- Think Stop, Settle, Slow
- Check behind
- Soft, subtle hands
- Give and take with reins
- Leg aids for direction control

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Region 1

Eel River - A

June 16-17, 2018 Total Riders: 20
 Region 1 CA
 Chairperson: Meroshnekoff, Steve
 Vet Judge 1: Ormond, Carol
 Horsemanship Judge 1: Rinne, Sarah
 Sweeps Open Horse: Desert Reinbeau /
 Meroshnekoff, Angie 94.5
 Sweeps Nov Horse: Rocket /
 Fansler, Aubrey 93.5
 CP Combo: Desert Whiskey / Cichocki, Claire

Open Heavyweight

P / P Amiraborr / Boicelli, Gene

Open Lightweight

1 / 1 Desert Reinbeau / Meroshnekoff, Angie
 2 / 2 CR Sierra Sunrise / Stidolph, Donna

Open Junior

1 / 1 Spantik Maj / Niderost, Natalie

Novice Junior

1 / 1 Rocket / Fansler, Aubrey
 P / P Bodacious Tailfeathers / Campagnola, Aurora
 P / P Nausicca Maj / Monlux, Anais

Competitive Pleasure Adult

1 / 3 OM El Sharav / Dillard, Ashley
 2 / 1 OM El Shakeeb Dream / Dillard, Joe
 3 / 5 OM El Nairobi / York, Debbie
 4 / 6 MK Vangouh / York, Ron
 5 / 2 Dundee's Playboy Bunny / Berwick, Robyn
 6 / 4 Pop Star / Cannon, Linda
 a / a NHR Bravo / Christiansen, Sheila
 P / P Mogley / Lieberknecht, Kay
 P / P Cledith's Driver / Skoog, Kris
 P / P Lady Tigers Hi Syn / Schlerf, Haley
 P / P Pistol Pete DF / Armer, Jean
 P / P Hot Midnight / Taniguchi, Trisha

Competitive Pleasure Junior

1 / 1 Desert Whiskey / Cichocki, Claire



Eel River - B

June 16, 2018 Total Riders: 5
 Region 1 CA
 Chairperson: Meroshnekoff, Steve
 Vet Judge 1: Ormond, Carol
 Horsemanship Judge 1: Rinne, Sarah
 Sweeps Nov Horse: Pipi / Pilgrim, Maria 95.5

Novice Heavyweight

1 / 1 Pipi / Pilgrim, Maria
 2 / 2 Belesema Magic Moment /
 Naugle, Kimberly

Novice Lightweight

1 / 1 Mable / Duarte, Lorie
 P / P Buster 4 / Farkas, Diane

Novice Junior

1 / 1 Ebony 3 / Kelly, Chesney

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Region 1A

Knik River Ramble - A

July 28-29, 2018 Total Riders: 30
 Region: 1A AK
 Chairperson: Praetorius, Pete
 Vet Judge 1: Gunckel, Kay
 Horsemanship Judge 1: Dieterich, Jamie
 Sweeps Open Horse: Cali 2 / Vroman, Jaida 97
 CP Combo: Wild Lady's Nite / Fisk, Colleen

Open Heavyweight

1 / 2 Cali 2 / Vroman, Jaida
 2 / 3 Indy's Midnight Sun / Knuutila, Laurie
 3 / 1 Willow Bey Star / Grogan, Brenda
 4 / 4 Lady's Midnight Scout / Dorman, Sierra
 5 / 5 RRF's Supernatural / Larson, Jane
 6 / 6 Sedona / Drake, Brad
 a / a Snippy / Murphy, Mike

Open Lightweight

1 / 3 Junior 4 / Long, Francine
 2 / 2 Blackbird / Dent, Susan
 3 / 1 Flash's Gentleman Jim / Forrester, Donna
 4 / 4 Ephrata Cash / Seppi, Zoe
 5 / 5 Cisco 10 / Spangler, Gina

Competitive Pleasure Adult

1 / a Dynamic's Spirit / Mielke, Terri
 2 / 3 Wild Ladys Nite / Fisk, Colleen
 3 / 5 Raudhetta fra Alaskastadir / Culhane, Alys
 4 / 1 Hrimfara from Laough Arrow II / Gotschall, Sarah
 5 / 4 Lady Sydney's Sunlit Path / Kolehmainen, Karol
 6 / a Smokey Sedona / Kafka, Karen
 a / a Watch Me Now / Hayes, Judy
 a / 6 Stony / Haverlikova, Ivana
 a / 2 Path Finder's Yukon Ghost / Moore, Debra
 a / a Chassis / Halley, Catherine

Competitive Pleasure Junior

1 / 1 Path of Arrows / Wolford, Sage
 2 / 2 Charlie 9 / Eklund, Macee
 3 / 4 Kit 3 / Ditmer, Bailey
 4 / a Teddy 3 / Frantz, Mackenzie
 5 / 3 Alaska Wilderness Holy Smoke / Przybylski, Erin
 6 / 6 Pushing the Max / Oshesky, Lily
 a / a Ellie 3 / Beauvais, Kailyn
 a / 5 Cottonwood / McCann, Mia

Knik River Ramble - B

July 29, 2018 Total Riders: 8
 Region: 1A AK
 Chairperson: Praetorius, Pete
 Vet Judge 1: Gunckel, Kay
 Horsemanship Judge 1: Dieterich, Jamie
 Sweeps Nov Horse: Dash 3 / Schamber, Pam 96

Novice Heavyweight

1 / 2 Your So Busted / Crum, Laura
 2 / 1 Bessia's Amalia / Potter, Sandy
 3 / 3 Biscuit 3 / Spangler, Tom
 4 / 4 Diesel 2 / Crum, Richard

Novice Lightweight

1 / 1 Dash 3 / Schamber, Pam
 2 / 2 Sarah's Midnight Skye / Kelly, Lisa

Novice Junior

1 / 2 Cowboy 3 / Shelden, Seth
 2 / 1 A Lil Pepin Dixie / Repnow, Kewaunee

Region 3

Rush to the Brett Gray Ranch - A

June 23-24, 2018 Total Riders: 28
 Region: 3 CO
 Chairperson: Bishop, Stephen
 Vet Judge 1: Emond, Boyd
 Horsemanship Judge 1: Diaguila, Esther
 Sweeps Open Horse: Eduardo el Negrito Knight / Wingle, Diane 97
 Sweeps Nov Horse Mister Dibbs / Larsen, Rachel 92
 CP Combo Cito Mocha Raton / Cleveland, Trish

Open Heavyweight

1 / 3 Wish Upon a Star / Hapgood, Kris
 2 / 2 Regal ET / Muench, Gayle
 3 / 1 Mariah 3 / Wingle, Bill
 4 / 4 Gen's Rockin Shadow / Ward, Jim

Open Lightweight

1 / 2 Eduardo el Negrito Knight / Wingle, Diane
 2 / 4 Sugar Daddie / Smith, Terri
 3 / 5 Silver Valley Tate / Rinne, Sarah
 4 / 1 Rushcreek Darline / Clark, Hannah
 5 / 6 Giacomo / Muench, Fran
 6 / a Lincoln / Combs, Alexis
 a / 3 Turner's Wild Card / Ward, Lin
 a / a Nchantedprincevaliant / Mettes, Cynthia
 a / a SA Souix Z / Combs, Janna

Novice Heavyweight

1 / 2 Midnight 3 / Blake, Michelle
 2 / 1 Moonshine Blues / Schoenecker, Kevin
 P / P Nova Vida / Roper, Cindy

Novice Lightweight

1 / 2 Mister Dibbs / Larsen, Rachel
 2 / 1 Okie Proud / Beyerle, Tammy
 P / P Hershey 5 / Adair, Amelia
 P / P Joey 7 / Donaldson, Tammy

Competitive Pleasure Adult

1 / 3 Cito Mocha Raton / Cleveland, Trish
 2 / a Young Gun Last / Dandy, Donna
 3 / 2 Rushcreek Concho / Parys, Shari
 4 / 1 Khaleesi / Feazell, Julieen
 5 / 4 Stars Colton Bay / Gunckel, Kay
 6 / 6 Windy V / Vasa, Tammy
 a / a Lethal Status / Ankersen, Sharron
 a / 5 KTM Midnight Star / Hanson, Mary

Rush to the Brett Gray Ranch - B

June 23, 2018 Total Riders: 3
 Region 3 CO
 Chairperson: Bishop, Stephen
 Vet Judge 1: Emond, Boyd
 Horsemanship Judge 1: Diaguila, Esther
 Sweeps Nov Horse Casey 8 / Palmer, Michele 95
 CP Combo Levi 2 / Morgan, Dayna

Novice Heavyweight

1 / 1 Casey 8 / Palmer, Michele

Novice Junior

1 / 1 Cheyenne 15 / Nix, Maya

Competitive Pleasure Adult

1 / 1 Levi 2 / Morgan, Dayna

Ride Chairs & Secretaries

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 are obsolete.*

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Region 5

Virginia Highlands

Garrie Bates Memorial - A

June 16-17, 2018 Total Riders: 21

Region: 5 VA

Chairperson: Sluys, Nancy

Vet Judge 1: Hirsch, Lucy

Horsemanship Judge 1: Shanor, Kathy

Sweeps Open Horse: Impressive Red Rebel/
Riley, Paula 95

Sweeps Nov Horse: Maverick 3 / Lent, Mary 89
 CP Combo: Spirit of Spotted Alen / Keen, Cindy

Open Heavyweight

1 / 3 Windstorm Clay / Mitchell, Tommy
 2 / 2 By the Grace of God / Whitehead, Victoria
 3 / 1 Goodnight's Masterpiece / Clayton, Gary
 4 / 6 MHF Prodigious / Whitt, Mary
 5 / 4 Sweet Dumpling Doll / Bass, Patricia
 6 / 5 Ladybug 3 / Peery, Kathy
 P / P Willow 6 / Kurtz, Robin
 P / P Pebbles 2 / Crews, Stephanie

Open Lightweight

1 / 1 Impressive Red Rebel / Riley, Paula
 P / P Denver / Nunn, Mikayla
 P / P Gray Squirrel / Smith, Marcel

Novice Heavyweight

1 / 1 Ace 7 / Bortz, Kathy

Novice Lightweight

1 / 5 Maverick 3 / Lent, Mary
 2 / 2 Jacky B's Spanish Raider /
Humphreys, Kerri
 3 / 4 Cheyenne 12 / Lindberg, Angie
 4 / 1 Paloma's Starr Picasso / Gregg, Kimi
 5 / 3 Rufio / Wall, Rebecca

Competitive Pleasure Adult

1 / 2 Spirit of Spotted Alen / Keen, Cindy
 2 / 4 Cinnamon Toasty / Petelle, Patricia
 3 / 1 DLC Roxies Peponita / Howard, Marsha
 4 / 3 Terradocs Oconee Belle / Kudra, Sallie

Virginia Highlands

Garrie Bates Memorial - B

June 16, 2018 Total Riders: 11

Region 5 VA

Chairperson: Sluys, Nancy

Vet Judge 1: Hirsch, Lucy

Horsemanship Judge 1: Shanor, Kathy

Sweeps Nov Horse: R-Kons Able /
Pollock, Laurel 95

CP Combo: TN Valley Hotrod / Murray, Andrew

Novice Heavyweight

1 / 3 Erin / Whitt, Karen
 2 / 1 Coco 6 / Jones, Jenny
 3 / 2 Elvis 2 / Wertz, Jennifer

Novice Lightweight

DO / DO Denali / Reuss, Katie

Novice Junior

1 / 2 R-Kons Able / Pollock, Laurel
 2 / 3 Scarlet 2 / Bobbit, Tabbitha
 3 / 1 O.H. Perfect Storm / Patterson, Blake

Competitive Pleasure Adult

1 / 1 TN Valley Hotrod / Murray, Andrew
 2 / 3 Luna Girl / Rogers, Cynthia
 3 / 2 Finnigan / Alonso, Heather
 4 / 4 Stanley's Waylon / Tolbert, Wayne

Trail Tip

Stay hydrated. Your horse isn't the only member of your team who is losing salts and minerals while working. Besides drinking water, take salt tablets if necessary. You need to be alert and helping your horse.



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JUNIOR	___ \$40	___ \$105	Single junior under age 18 (no vote)		
ASSOCIATE ...	___ \$50	n/a	Equine groups or businesses only (no vote)		

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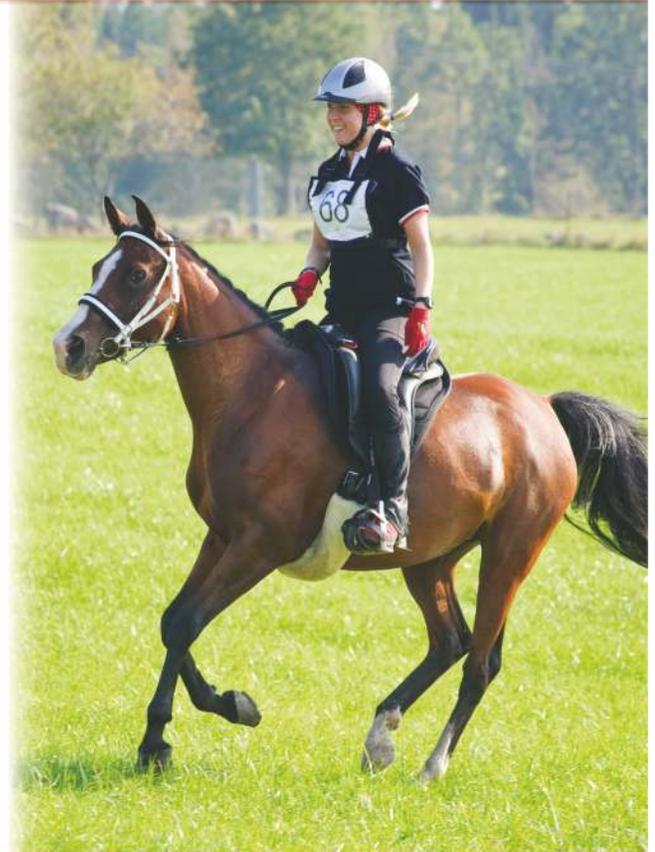
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