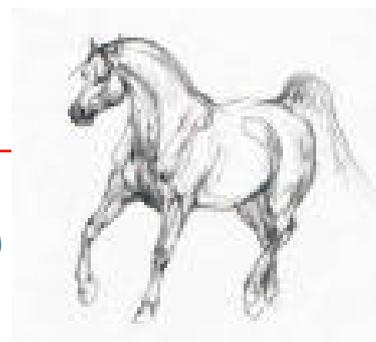

K & C* Newsletter



C* & K Camp - Helping you to achieve your goals

There is always heaps happening on the Pony Club Calendar. The April C* & K Camp is crowded with activities to suit the Compulsory and Option Choices for your Certificates.

Jacky Thomson, will be giving a talk on saddle fitting and how your riding style will affect the way that your horse moves. I have published some of Jacky's notes on saddle fitting in this newsletter.

Jacky is an Equine Myofunctional Therapist. If your horse is not working well, she may be able to help you. Her phone number is 0413 978 108.

To help you, we have in-

cluded some K Certificate Exam Questions. Read through them and see how much general knowledge you know, and worse still—what you need to brush up on.

Written Exams are usually held on the 1st Saturday in July and December. If you wish to sit your written exam, your application must be submitted two months in advance to Diane Baxter, the North Metro Zone Examining Secretary. If you are sitting K Certificate, Diane will also need to see your Efficiency Sheets, showing that you are well on the way to completing your K Options.

Some riders are about to complete their 40 K Ride. This must be done before you can do your written exam. Some basic information on preparing for the Ride, and what to expect during the ride, can be found on Page 8.

I have included some information on different Projects that you could do for your Certificate. Just remember that your Project Examiner will be looking for something pretty special, with lots of information on how you did it, or history about it. You may be required to give a presentation to your group, about your project.

The Horse as a Road User

40 K riders need to read this article and think about their training program. If you are living on the Urban Fringe area, you may be better doing laps of your paddock, than roadwork.

The problem of horses and cars sharing the road has intensified with the encroachment of city suburbs. The popularity of riding is continually growing—hundreds of horses are agisted in pockets of suburban land so that chil-



Well, this is one way a horse could travel on the road.

dren can be driven to the paddock after school.

Continued Page 6

Ringwood Horse & Pony Club

Issue 9

April 2005

Special points of interest:

- ☉ 40 K Ride - requirements for horse and rider
- ☉ Horse Brasses, an unusual project for your K Certificate
- ☉ Saddle fitting and horse care
- ☉ K Certificate Exam Questions.

Inside this issue:

Exam Questions	2
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Saddle Fitting	4
Horse Brasses	5
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40 K Ride Information	8
Horse Auctions	11

K Certificate - Written Exams

Your written exam is usually marked out of 100. A pass rate is 65%, but I am sure that you would prefer to have a much higher score than that.

Each question will have a mark in brackets after it, indicating the depth of knowledge required for that particular answer.

Questions could include:

What are the normal Temperature, Pulse and Respiration rates for a horse at rest? (6 marks)

List five rules of feeding. Explain why each is important to the wellbeing of the horse. (20 marks)

Give the age of the following horses;

- (a) A full mouth of permanent teeth. Each with a distinct black mark.
- (b) Six milk teeth in both the top and bottom jaw.
- (c) Four permanent incisors, corner milk teeth.

(6 marks)

Name two important vaccinations

your horse should have. (4 marks)

What steps should be taken to control worms in your horse. Include both internal and external control. (8 marks)

List three safety procedures to follow when loading or unloading a horse into a float or truck. List three things that must never be done. (12 marks)

Briefly outline how you would bring your horse back into work after he has been turned out for 3 months. He is unshod, un rugged and has been in a large paddock with several other horses. Include your feeding and exercise program and any other maintenance programs you would follow. (10 marks)

What are the symptoms and treatment of the following conditions;

- Seedy toe
- Strangles
- Colic
- Laminitis

(16 marks)

Give Brief answers to the following;

- What is a Zone? How many are there in Victoria?

- What Zone are you in and who is your Zone Representative?
- Where were the following State Level Events held this year? Dressage and Show jumping Championships, State Horse Trials Championships, Zone Teams Challenge and State Games and Flat Teams
- Which of the following bits are not allowed in a Dressage Test? Dr Bristol Snaffle, Rubber coated Snaffle, French Snaffle, Egg Bit Snaffle

(16 marks)

Who is the President of the PCAV?

(2 marks)

Over the next year, we will be publishing the answers to most of these questions - but you should be able to use the Pony Club Manuals, current text books and the PCAV website to find the answers.



Section C (d) PROJECT

Candidates to make their own choice, but it must be related to horses. Suitable subjects include painting, leatherwork, needlework, pottery, macramé, carpentry, or any other craft work such as plaiting, welding, etc. NOTE: Any article used for a previous Section of this Test, may not be used again for the Section.

The History of the horse, back to the Darley Arabian, the building of a miniature set of show jumps or a cross country course, some jump wings, rug, head collar, are all worthwhile and useful projects. The finished article/s must be presented for assessment by the Examiner on the day of the Practical Test.



Woodwork - Rocking Horse



Rope Project - a knotted head stall

A well documented Work Certificate must be presented, showing materials used, costs therefore, the time taken to complete the Project, and why this particular Project was chosen. The Work Certificate must be signed by the appropriate person/s.

Project - Start your own collection

There are lots of interesting items related to horses that you can collect.

Horse Shoes - There are more different shapes and subtle differences than you realize.

Bits - An interesting hobby. Saddle auctions often have strange bits which you can purchase quite cheaply.

Horse Brasses (see article on page 5) Often found in antique shops and second hand dealers.

Once you start collecting, and let other people know of your interest, you will be amazed about what you may be given.

Caring for the Competitive Horse

This article is part of a booklet, "Competition Riders—a guide to massage" written by Jacky Thomson an equine Myofunctional Therapist. The areas covered in this article, should be common sense, but do read it and check that you are doing your best to help your horse perform at his peak.

Maintain regular foot and dental care. Unbalanced hooves will put extra stress on the muscular system, predisposing it to injury. A painful mouth will cause tension and pain in the jaw muscle and the joint of the jaw.

Ensure all tack fits correctly. Tight nosebands can cause damage to the nasal muscles and affect breathing. In extreme cases the nasal bone (which is very thin at the end), can be broken.

Badly fitting saddles will cause damage to the back muscles. Check the tree of the sound, broken trees cause horrendous damage when they dig into a horse's back. Ensure the padding is even and not compacted in hard lumps, compacted stuffing will cause pressure spots on the horse's back.

Badly fitting rugs are notorious for causing damage to the withers and in front of the shoulders.

Ensure the saddle is placed in the correct position on the back. The most common mistake most people make in saddle placement is to put the saddle too far forward. The tree of the saddle must be located behind the shoulder blade. The shoulder blade moves back as the foreleg moves forward and the tree must still be behind the shoulder blade when the leg is in the forward position. The tree of the saddle hitting the cartilage at the top of the shoulder every time the legs move results in damage and pain.

The horse will shorten his stride in an attempt to stop the damage.

Always pull the saddle blanket well up into the gullet of the saddle. Saddle blankets pulling down on the withers will restrict circulation; reducing oxygen and nutrient flow to the area. It also puts pressure on the bursae and spinal nerves. This can result in a number of things: dull pain, sharp stabbing pain, pins and needles, or a sensation of deadness to the area.

Do not pull up girths too tightly. The ribs need to expand for the horse to fill the lungs with air. If the lungs cannot fill, oxygen levels in the body will be depleted and performance will be lowered. If oxygen levels in the muscles become very low the muscles will be forced to work anaerobically, which has the side effect of releasing lactic acid, which is toxic.

A well fitting saddle should not move around. The girth needs to be tight enough to hold in place, not to strangle the horse. Check for tightness between the front legs. If you can't get your fingers under the girth from between the front legs, then the lungs are unable to expand fully due to the restrictions of the girth.

Always use a mounting block or a bank to mount. If nothing is available mount from the uphill side of the horse.

Mounting from the ground causes damage to the soft tissues of the withers and abdomen, no matter how light, agile or fit you are. For those that alternate the side they mount from each time, you are damaging both sides of the horse instead of

only one.

The use of a mounting block reduces this damage by 85%, a leg up reduces it by 97%



This saddle is not sitting down on the horse's back. It needs restuffing.

Always warm up your horse before strenuous exercise. Cold muscles are not as elastic as warm muscles and are therefore far more likely to overstretch or tear. Warm up the horse for an absolute mini-

mum of 15 minutes before commencing fast or strenuous work. This can be achieved by a warm up massage, walking or lunging the horse or riding at a walk on a loose rein.

Cool down the horse by walking after strenuous exercise, so muscles don't cool down too quickly. Muscles that cool too quickly recoil and shorten.

Do not wash a horse down with cold water when they are warm or hot from exercise. As the cold water hits the warm elastic muscles they will instantly contract to conserve heat, risk damage to the muscle fibres. This response will also cause a recoil and shortening of the muscle fibres.

Sweat can be left to dry and groomed out later. If the horse must be washed and only cold water is available, use a bucket and sponge. Wring the sponge out as dry as possible to reduce the chilling effect.

Use caution when using boots and bandages. Tendons have no internal mechanism to regulate temperature and if temperatures reach critical levels the tissues degenerate. A bowed or ruptured tendon can result. Boots and bandages hold in heat and the heat generated from hard exercise added to this can

Caring for the Competitive Horse, continued

cause critical temperature build up. Fit boots and bandages just before they are needed and remove them as soon as they are no longer needed.

Allow plenty of time when floating to a venue. Arrive early to give the horse time to recover from the trip.

Legs and feet take a lot of stress from balancing in a moving vehicle and absorb a lot of vibrations through the floor of the float. The longer the trip, the greater the amount of stress is placed on the body. Horses must also find long trips very tiring.

Rubbing the legs from the hoof upwards and walking the horse will help

to restore normal sensations to the legs and feet and will assist to dissipate any swelling that has occurred in the limbs from the trip.

Expecting a horse to step straight from a float and into a competition is both inconsiderate and unreasonable.

Increase training slowly over a period of time. Never increase both the time and intensity of exercise at the same time.

As fitness increases, muscle fibres



Well fitting boots will give the horse's leg support, but remove them as soon as pos-

increase in size, which enable the fibres to store more energy.

Muscle fibres are bound together by a fibrous membrane known as fascia, which does not have the elastic properties of muscle fibres. Fascia is slow to stretch to the in-

creased size of muscle fibres, so if fitness levels and increased muscle fibre size is achieved to quickly, the

fascia will be squashing the muscle fibres. This will result in pain in the restrained muscle fibres or the fas-

K & C* Horsemastership - Saddle Fitting



Remember that the horse needs to breathe!

e.g. laying ears back when you approach, swishing the tail, biting or kicking when it's put on or girthed up.

Regular checks:

You should regularly check whether your saddle fits, even if your horse is not exhibiting the signs described above. Horses change shape all the time and what fitted once may not fit now - and some horses are amazingly stoical about tack that doesn't fit.

If possible, have a qualified Saddle fitter check your saddle every six months.

There are some simple tests that indicate a saddle's fit. Use a thin white dressage saddle blanket and ride your horse without, before you groom him. The marks on the underside of the saddle blanket will indicate how much of your saddle's bearing surface is actually in contact with the horse's back. Talcum powder dusted on the panels or sweat marks will give you similar clues. If the markings on the horse's back are uneven, i.e. not in the shape of the saddle's panels—then you could have a problem.

The saddle itself should be symmetrical - the two sides exactly the same. It should have broad, soft, smooth panels,

not lumpy with old flocking, or over stuffed so they are like rolling pins which will sit painfully on the horse's back. The gullet should be wide so that it does not impinge on the horse's spine.

With the saddle girthed, can you lift the back of the saddle? If you can, it's likely to move when you ride, which will be extremely uncomfortable, if not painful for the horse.

When we fit a horse, we fit the saddle without anything underneath, straight onto the horse's back - we want to see it without a disguise. We know of course that most people will put a thin quilted numnah or saddle cloth underneath and we'll have a look at it - it shouldn't affect the fit, just keep the saddle clean and maybe a bit more comfortable for the horse.

There is a place for gel pads etc. for horses with historic, chronic sore backs - it makes life a bit easier for them. But if you have a horse like that, you should have the saddle fitted with the gel pad at the same time.

If you add a thick numnah or saddle pad after fitting, it will just make the saddle 'off fit' - like wearing very thick socks in your shoes!

Signs of an ill-fitting saddle:

- * Hair rubbing off when its not the usual moulting time, baldness.
- * White hairs which indicate the blood circulation has been cut off for lengths of time due to pressure.
- * Soft blisters, hard painless lumps.
- * Saddle sores and girth galls.
- * Horse is short striding, hollow-backed, resistant, he may go lame.
- * Horse uncomfortable and unwilling to do certain things under saddle, e.g. jump, go down hill, make transitions.
- * Showing signs of disliking the saddle,

COLLECTIONS - Strange Amulets for Horses

Man has always liked to decorate the things he uses. When he had only animals to help him work and carry him to market or to war, he used gay harnesses, embroidered velvet or silk saddle-cloths or armour.

However, not everything was for practical use or for decoration. The small polished bits of metal called "horse brasses", which became so popular in Britain, had a much deeper meaning.

The custom of decorating animals began in the East many centuries ago. It is even mentioned in the Bible. In those days men were very superstitious and believed evil spirits could harm them.

Because evil was associated with darkness, they thought that hanging shimmy bits of metal on their animals would protect them. To make these amulets even more useful, they were carved to look like the sun, the sun's rays, the moon or the crescent moon.

Precious metals too

As the custom spread, different designs became popular. Not only brass was used. In early times, bronze, tin and even gold and silver were used. Small bells were added

to harness. It was believed that by ringing as the animal moved, the bells also helped to frighten evil spirits away.

The custom of decorating horses with amulets may have been brought by Britain by the Crusaders, who copied it from the Turks. Perhaps it was brought by gypsies from Spain where these amulets were used.

It had become popular in Britain by the 16th century and were continued until machines took the place of horses for work and transport at the beginning of the 20th century.

About 1200 different horse brass designs are known. Each one tells a different story. Most popular designs are the oldest ones representing sun, moon or stars. There are geometrical designs and animals, birds and objects such as the whirligig wheel.

The three horseshoe design meant that the horse's owner belonged to the Worshipful Company of Farriers. The three feathers meant "good thought; good deed; good word". Breweries, ducal estates, the Church and the army all had their own special designs.

All these amulets were made of brass. The oldest brasses were cast and weighed about 100gm. Later

ones were cut out of sheet metal and were lighter.

Horses heavily laden

About a century ago the custom became so popular that teamsters and ploughman, to whom the brasses generally belonged, sometimes had several hundred to polish. Some horses had to carry 3 or 4 kilograms weight attached to the different pieces of leather harness.

If you want to collect horse brasses, look out for brasses which are heavy and show signs of wear at the back where they have rubbed against the harness. This means they are genuine—some people nowadays make imitation horse brasses just for sale to souvenir shops.

Although the older and rare brasses can cost quite a lot, most brasses only cost a few dollars. You can get books about the history of brasses, their meaning and how to tell the old from the newer ones.

To show your collection off well, hang several pieces on a polished leather harness strap and then hang it on a wall. Always keep your horse brasses highly polished so they look their best.



Individual horse brasses, with various designs

Horse Bells

In some areas, bells were popular. Each horse had four sets on its back. They were called the *lead*, the *lash*, the *body* and the *thrill*. The first had up to five tiny bells, the next two had four bells each, while the thrill had only three. Each little bell made a slightly different sound as the animal moved

There were also fliers or swingers. At first there were bells mounted on small

"jingle bells, jingle bells..."

square boxwood stands that were fixed to the strap between the horse's ears. Later they were made of flat, round bits of brass. Some 260 designs are known.

Studs were round bits of metal without any design, while ear bosses, which stuck out in a point, sometimes had a small bell attached to them as well.



The Horse as a Road User, Continued from Page 1

The horse is a living creature prone to spontaneous and unexpected actions and car drivers are often thoughtless or ignorant when passing horses on the road. The rider must recognize the imminent danger of riding in traffic.

Current Safety factors include: that all horse riders under the age of 21 must wear a hard hat whilst riding on or beside the road, and their must be (horse) signs erected on roads with a high horse usage, warning motorists of the presence of horse riders.

Legally, the horse rider must behave like any other road user—traveling on the correct side of the road, giving way to the right and indicating an intention to turn. Theoretically this should work, but few car drivers recognize the horse as a vehicle.

A weakness of the "vehicular" horse definition is the unlicensed child rider. The child doesn't understand the road rules he is restricted by. Visualise a group of children out for a fin ride on a Saturday afternoon, their horses frisky through lack of exercise. Now put in the football crowds heading for home... some having celebrated their team's performance with a drink or two. Add rain to make the roads slippery, wind to make the horses shy and you have the perfect recipe for disaster.



Motorists need to take care when driving on some roads.

Sometimes riders are caught far from home and must return in the dark. According to the Road Traffic Regulations riding at night on public roads is illegal unless the horse is fitted with:

A. A lighted lamp attached on the

right hand side

- B. A lighted lamp to show a red light clearly visible from the rear.

A red reflector of a type approved by the Chief Commissioner of Police, affixed to each side of the rear of the vehicle not more than 1.5 metres higher than the level on which the vehicle stands. The lights must be visible from 150 metres

The parents of a child killed by a car driver while riding an unlit horse at night would not have a legal leg to stand on as the "vehicle" was illegal on the road.

There are various products marketed and sold in bicycle shops, which may be used in an attempt to make rider and horse more visible at night. Reflective tape around a white crash cap, a fluorescent

jacket, or fluorescent exercise bandages will also aid visibility.

A conflicting law, which remains with us from the past, states that all motor vehicles must give way to horses, ridden or driven. It harks back to the

day when cars were in minority and were preceded on the road by a man carrying a lantern. Under this law a motorist would probably be found negligent and charged with damages in the event of a horse/car collision.

There are however, problems for

drivers too - a car driver could be forgiven for thinking a rider was "lining him up" if a flighty horse spooked by the oncoming car swings



It is best to ride under supervision on the roads, with a designated leader and end person to warn on coming traffic.

its rump up onto the road even though this is natural horse response to fear. The driver may well feel that the rider is doing nothing to clear the way and is in fact trying to push him off

the road. He races past and honks the horn. The horse will be more scared of the next car and could react violently.

Another hazard for the road using riders are dogs. All statutory liabilities lie with the dogs' keepers and an accident caused by a dog worrying or chasing a horse and rider, even without physical contact being made can still make the dog's guardian liable. According to the law, the owner of the dog or persons keeping or harbouring the dog, or occupier of premises from which the dog came, or person it was following immediately before the attack is treated as the dog owner. The victim may be compensated on "injuries to the horse and saddlery worn by the horse and injuries to himself".

There have been several tragic accidents caused when riders were harassed by dogs. Some years ago in Eltham a seven year old girl was out

40 K Riders need to read all this, and make sure that they are riding with responsibility.

The Horse as a Road User, Continued from Page 6

riding with her mother. A dog ran out and frightened her horse and the girl fell, hit her head on the road and died.

If a rider is harassed by dogs, he should:

1. Note the time of day
2. Get a description of the dog
3. Note the direction the dog came from and which it returned to.
4. Identify and confront the owner of the dog.

It is best if people keep their dogs off the roads and report any dog related accidents. A dog can be killed if caught attacking a horse.

In an ideal situation, all people who want to ride on the roads, would be required to take riding tests, and have an understanding of their responsibility as road users. In past years this had been the case for those people wanting to ride in the native reserve behind YarraBrae, and riders were issued with a bridle tag to wear as proof of having undertaken a "test". It is no longer required, as the park ranger found it difficult to police riders.

By law, horses are not allowed on footpaths, however in many cases, for safety reasons the police "close their eyes" to the misdemeanors of horse rider, unless the pathway is specifically labeled as a non riding area.

The duty of responsible care also rests with the rider. People who leave horses tied up outside milk bars unattended are tempting fate. They should tie the horse up safely with a strong rope.

Legally, there are some requirements of the horse riders and user that have been established through

law cases:

- A person riding or driving a horse along a roadway should be reasonably competent and capable of keeping a horse under control
- Riders should not race their mounts along a roadway.
- A young rider should not be allowed to ride a strong spirited horse along a roadway and both the child and the parent who permitted the ride may be held liable to a motorist or pedestrian who is injured by the horse getting out of control.
- A capable rider should not ride a difficult horse prone to shying at motor traffic or persons or other objects along a roadway.
- The equipment and saddlery used on horses should be proper and adequate for driving and riding.

Any failure to take reasonable care when controlling or managing horses will result in liability of negligence if injury or damage to others occurs.

If you are doing your 40 K ride on the roads, make sure that you are a responsible rider.



A gentle reminder, that a horse riding helmet is very different to a cyclist helmet, and you need to be wearing one that passes all safety standards.

Section A (f) STOCKWORK



The Candidate must have extensive experience in handling and care of horses, cattle or sheep. He must have had experience of driving the

animals in a mob, and must be well aware of how Stockmen Combine and co-operate so that they are able to keep the mob in quiet control. If the choice is "horses:.. The care of the individual animals is not sufficient.

The basic principle of handling stock, is to do so with a minimum of upset and disturbance to the animals. This should be well understood and should be the basis of the Candidate's procedures in handling stock. The Candidate must know the reason for any action he takes. Although the Candidate is required to demonstrate that he can gallop his mount and turn smartly whilst using a stockwhip, it must be realized that the use of fast work in stock handling is the exception and not the rule. When stock are quietly and expertly handled the need for fast work seldom arises. However, should the need arise, then the ability to cope successfully will avert further trouble.

No matter what is his choice, the Candidate must be conversant with the terminology used in connection with stock - i.e. steers, heifers, wethers, stores, marking, drenching, weaners, etc. He must be able to name three breeds of sheep, cattle and working dogs.

Any Candidate with experience in handling sheep, should be aware of the danger to humans and how the parasite is passed on to them.

The Candidate must have an outline of his experience recorded in his Work Certificate, which must be signed by the appropriate person. There must be details of the property/use where the experience was gained, the type of animals handled, and the use to which they are put - i.e. Fat lambs, beef production, stud stock market, racing industry, wool production - or whatever the use may be. Include a brief account of the normal husbandry procedures followed during the year.

The Candidate must have three months accumulated experience with the stock chosen. If unable to gain this amount of experience, it is impractical that he chooses this subject.

The 40 Kilometer Ride - K Compulsory Activity

Although 40kms is not such a great distance, the horse and rider must have adequate preparation to ensure the ride does not cause them any real effort or stress.

Preparation:

The horse needs to be ridden on most days for three to four weeks before the date of the actual ride. Start with walking and slow trotting over distances of six to nine km for six to eight days, so the horse becomes accustomed to a gradual build-up of exercise.



If your horse is fit, the forty K ride is easily achieved/

After this, the horse should be ready for some more active work over longer distances. A good steady trot is the best way to build wind and muscle - and the trot is the easiest gait/pace for the horse. Be sure to change diagonals regularly in all trot work. During this preparation work, learn to pace your horse, so you know the average speed that must be maintained to complete the ride in the required four (4) hours, including rest periods. Nearing the end of the preparation, some of the rides should cover 25-35 kms.

NOTE: If the horse is in work for Eventing or a similar activity, it will take less time to build up to the 25-35

km distances. If horse is in work, record in the work certificate the procedure followed in preparing for the 40 km ride.

During all the preparation work, the horse must be regularly and thoroughly checked for any signs of soreness under the saddle and girth, in the legs, mouth and lameness.

The feeding programme can and does vary from horse to horse - however in all instances, hard feed must be introduced gradually, otherwise there could be digestive problems such as colic.

As the work increases, so does the feed - both bulk and concentrates.

The rider really is the person best able to judge how the horse's fitness is progressing and how much work it can take. The rider should constantly study this - adjusting both the feed and work programme so the horse is not "bounding out of his skin" and difficult to control or is tired and sluggish - but rather that he is going willing and freely and able to do the required work without being tired or stressed. The feeding program should not alter in the week preceding the ride - nor on the day of the ride.

Shoeing:

The horse should be shod some 8-10 days before the 40 km ride - and certainly not less than three (3) days before the ride, as some horses are tender in the hooves for a couple of days immediately after being shod. During - and

after all rides, the horse's feet should be checked for stones, bruised soles, risen clenches, etc.

Planning the route for the 40 km ride:

The Actual route for the ride needs to be planned carefully and travelled by car some time before the day of the ride. The Ride supervisor and the Candidates should be well involved in this exercise. The Candidates will need to compile a map of the route, with rest points, walk, trot and canter areas marked - likewise for any other matters relevant to the ride - e.g. condition of the terrain at a certain spot, a creek crossing, riding on/crossing private property - and so on! The Ride Supervisor needs to be familiar with the route.

Candidates should file the map of the ride route with the Work Certificate in the appropriate section of the Work Certificate Folder.

There is usually a 40 K ride organized for Pony Club Riders in the North Metropolitan Zone. This is usually held in April, starting at Glenbrae, Victoria Road, Wandin. It is a set course on quiet country roads. To register, please ring Narelle Baxter on 9720 1266.

The Day of the Ride:

On most occasions a group of Pony Club members do the 40 km ride together - and sometimes members from different Pony Clubs Combine to do the ride.

The 40 Kilometer Ride - K Compulsory Activity

Everyone involved must be at the start point well before the scheduled starting time, to prepare for the start - and to ensure all gear needed at rest points is ready for the "Helpers" to transport to the rest spots.

The horse must be clean and well groomed - and well turned out in soft clean and correctly fitted gear - including a good thick absorbent, non-synthetic saddle cloth. The riders must be suitably attired for riding (as directed by their respective Pony Clubs) and they must wear approved equestrian helmets and fully soled riding boots for safety reasons.

Total time for the ride not to exceed four (4) hours - including rest periods. During the ride maintain a steady pace, changing from walk, trot and come canter. Don't do sitting trot. Keep a check on the time and progress made. This ride is not a race and the aim should be to progress to each rest point - and the finish by the scheduled time (worked out when planning the route and compiling the map) without undue hurry and stress.

The Ride Supervisor should record their observations of the ride - ie. the Candidate's care and consideration of their horse during the ride, rest periods - and at the end of the ride. These details should be recorded and filed with the Work

Certificate in the appropriate section of the Work Certificate Folder. (See *sample Ride Report Form*)



The horse will need to pass a vet check, before, during and after the ride

The Work Certificate:

This document must include an account of the preparation of the horse, the work and feed programme, and general care of the horse throughout

- from the start of preparation to let down after the ride.

The account of the horse's preparation, needs to include:

- the gait/pace at which the horse was ridden; the distances covered in the training sessions and the time taken on these rides.
- The exact quantity of feed (bulk and concentrates) given the horse at the different stages of his preparation.
- Information on the care of the feet - and shoeing in preparation for the ride.
- any other information relevant to the care of the horse.

Planning the route for the ride

- this should be documented satisfactorily if each Candidate follows the procedures suggested earlier in this section under "Planning the route for the 40 km ride", and this work is filed in the appropriate section of the Work Certificate Folder.

The day of the actual ride - the record of this starts from the time the Candidate gets out of

bed in the morning until bedtime that evening. Notes to include the preparation of the horse at the beginning of the day, feed, travel to the starting point for the ride the actual ride, what procedures were followed at the rest points, general care of the horse during and after the ride (Cool down, travel back home - and procedures following on arrival home which were relevant to the horse's well being and comfort - up until he was put away/bedded down for the night.)

Letting down the horse - some notes to be included on procedures followed the day after the ride and in the days and weeks following. Was the work and feed programme gradually reduced?

Or was he kept in work but with a different amount of exercise and feed programme? Include an account of what happened in this period after the 40 km ride. Also include any treatment for injury/illness that may have been associated with the ride - or any other matter relevant to participation in the ride.



It is a great feeling, coming in at the end of the ride!

RIDE REPORT FORM

PONY CLUB 40 KM RIDE FOR "K" TEST

Name of Rider

Club:

Name of Horse:

Date of Ride:

Time of Departure:

CHECK POINTS

	10 km	20 km	30 km	40 km
Time taken for each stage				

CONDITION OF HORSE

	Heart rate	Respiration	Temperature
Start			
Lunch			
After 10 minutes			
After 20 minutes			
End			
After 10 minutes			
After 20 minutes			

Time taken for rest periods:

Total rest time:

Time Ride Completed:

Total time taken, including breaks:

Ride Supervisor's comments:

(Type of horse/pony - thoroughbred, Arab, etc, weather conditions, type of terrain for the ride, condition of the horse at the end of the ride, etc)

.....

Signed:(Ride Supervisor)

Signed:(District Commissioner)

THE HORSE AUCTIONS AT PAKENHAM

If you are looking for a cheap horse, for yourself, or to “do up” and resell, this may be the answer for you.

I recommend that you go with someone experienced at selecting suitable riding horses, able to look at conformation faults and pick a good-natured animal.

Also do set a spending limit, and stick to it, there are “dummy bidders” in this field!

The sale of Saddles, rugs, etc, starts at 9.30 am. I suggest that you come by 9am at the latest, if you want to go down into the sale ring to have a look at the goods offered for sale (some things look good - but are dodgy). If you want to sell anything, you will need to have your goods there by 8.30am at the latest. If they have heaps to sell, they stop accepting goods for sale.

The horse sale starts at 1.30. You can walk around the sale



The kind at heart, should stay home, as there are some sorry cases at the Sale yards.

yards in the morning, watch the horses being unloaded and led in (very interesting if you want to

buy a horse), and go into the horse yards and have a good look at them. You can get some good bargains, but be warned - many people send their horses to the auctions for a good reason.

A note on selling saddlery and rugs - You can set a reserve price on your goods, so that if no one bid's high enough, you get them back to take home. You do have to pay a commission on goods sold, etc. The auction company will need your name and address, so that they can send you the sale cheque.

A note on buying saddles, rugs, etc - You need to pay cash (on the spot) unless you are a registered buyer. None of us are! Check out any thing you are thinking of buying before hand. At 9.30 they close the Saddlery ring, and you then cannot go down and have a close look at anything.

Have a good idea of the current price of items at Horse-land or Saddle-up, or you will get tricked into paying more. Have a set price in your head and don't get excited and go over it.

A note on buying horses - Don't believe everything that is written on the note boards about the horse or what the seller tells you. Don't go too high in your bidding. Remember that you may need to bring the horse back next month. Look for obvious faults with the horse. Don't let your heart rule your wallet and buy something that you feel sorry for, just to save it from the meat market. Horses bought for meat, still have a chance to be saved later, as they are usually checked over again at the meat factory yards in the following week, and I have heard of good horses being noticed, recovered and having a successful riding career. Finally, if you do buy something, and did not bring a float, there are people there who will transport your new horse home for you (at a fee).

PCAV State Events for 2005

Just what every C* & K Certificate person needs to know - The following events are on the 2005 Calendar:

February	Dressage & Show Jumping	Tonimbuk
April/May	Grade 1 & 2 Horse Trials	Rosedale
July	National P.C. Championships	Perth
October	Games & Flat Teams	Weribbee



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Share this Newsletter with your
Pony Club Members



Web Sites - The way to go!

There are heaps of great web sites for you to get lots of information, for Projects and answers to Written Exams.

The information on SADDLE FITTING in this newsletter came from:

<http://www.saddleworld.co.uk/Fitting.htm>

Check out this site, as there are heaps of pictures and information on how to fit a saddle correctly.

K * C* Exam Dates for North Metropolitan Zone:

- Ridden Exams - 1st Saturday in April and September
- Written Exams - 1st Saturday in July and December

Horse & Rider Checklist:

A quick list of items for the horse and rider who may be going away for a weekend. You will have more to add to it, especially if you are doing a Two Day event. (i.e. you probably need two different saddles)

Write out your own list, and refer to it before leaving for any major event. Include it in your K Certificate Folder.

Rider:

- Event entry form / Program with riding times
- Sleeping bag
- Sheet

- Mattress
- Air bag pump
- Pillow
- Raincoat
- Tooth brush, tooth paste
- Video
- Change of underwear, socks, jodhpurs, etc.
- Long boots, jodhpurs boots
- Hair brush, hair tie
- Pyjamas
- Helmet
- Gloves
- Insect repellent, sunburn cream, lip gloss
- Nibbles, cakes, to share

- Water bottle
- Pony Club Grading Card

Horse:

- Headstall, lead rope
- Float Boots, tail bandage
- Saddle, bridle, martingale, breastplate
- Jumping boots
- Horse feed & Hay
- 2 buckets - feed & water
- 2 saddle cloths
- Horse Rugs
- Brushes & grooming kit
- Dressage whip or crop (spurs)
- Horse first aid kit