



High Desert Horsemen  
 P.O. Box 2263  
 Dayton, NV 89403  
 hdhorsemen.org

# HD Hoofprints

Volume 2 Issue 6  
 June 2006

*Inside this issue:*

Upcoming Events	1
Classifieds	2
Favorite Books List	2
Poetry by Harold Roy Miller	3
Baby News	4
De-Spooking Clinic	4-5
Rating the Speed of Your Horse	6-7

**Contact Information:**

**Acting President**  
 Margy Hamilton 629-0807  
 E-mail [mhamilton@pyramid.net](mailto:mhamilton@pyramid.net)

**Vice President**  
 Vacant

**Secretary/Treasurer/Newsletter**  
 Linda Mulkey 629-0817  
 E-mail [llmulkey@yahoo.com](mailto:llmulkey@yahoo.com)

**Directors**  
 Ricky Bailey 629-0283  
 E-mail [rrmorgans@msn.com](mailto:rrmorgans@msn.com)  
 Mandy Brinnand 629-9696  
[sunstream3@yahoo.com](mailto:sunstream3@yahoo.com)

Kelli Lyon 629-0865  
 E-mail [stevanlyon1@juno.com](mailto:stevanlyon1@juno.com)

Luanne King 629-0361  
 E-mail [designingduo@ableweb.net](mailto:designingduo@ableweb.net)

**Photographer**  
 James Hamilton 629-0807  
 E-mail [mhamilton@pyramid.net](mailto:mhamilton@pyramid.net)

**Webmaster**  
 Bob Retzer 690-9894  
 E-mail [info@hdhorsemen.org](mailto:info@hdhorsemen.org)

**Sergeant-At-Arms**  
 Vacant  
 E-mail [equineherbs@charter.net](mailto:equineherbs@charter.net)

## Upcoming Events

\*\*\*\*\*  
**June 10**—11225 Silver Lane, Stagecoach, Hamilton's Arena. 8:00 a.m. High point awards at end of day (also count toward year end awards if attend all three shows) Contact Linda Mulkey, 629.0817.  
 \*\*\*\*\*

**June 18**— Under Saddle 101 Clinic, 11225 Silver Lane, Hamilton's Arena, Stagecoach. 9:00 a.m. Conducted by Tony Sumner. **Required equipment: Snaffle Bit (no shanks), Loop or Mecate reins, "Progress string" (from training stick) or a dressage whip—to be used for cues.** Recommended equipment: Helmet & Gloves. Contact Margy Hamilton, 629.0807.  
 \*\*\*\*\*

**June 25** De-Spooking Clinic 102 has been changed to **July 9th**.  
 \*\*\*\*\*

**July 4**—Independence Day Ride/Drive and picnic. Double Trouble (Former Pit Stop). Contact Linda Mulkey 629.0817, for start time. Potluck. Bring apple cider as ride fee (to be used for Thanksgiving baskets).  
 \*\*\*\*\*

**July 9** - De-Spooking Clinic 102. Conducted by Vince Pirozzi. 11225 Silver Lane, Hamilton's Arena, Stagecoach. \$10 members/ \$25 nonmembers. Lunch included in fee. Contact Margy Hamilton, 629.0807. Please note: It is possible that fire-crackers and a burning object will be used as part of the clinic.  
 \*\*\*\*\*

**July 13** - HDH General Membership Meeting, 7:30 p.m. Board Meeting at 7:00 p.m.). Stagecoach Community Center. Margy Hamilton (629.0807).  
 \*\*\*\*\*

**July 15**—Formation Riding Clinic 101, conducted by Vince Pirozzi. 11225 Silver Lane, Hamilton's Arena, Stagecoach. 8:00 a.m. \$10/members, \$15/ nonmembers. Contact Margy Hamilton 629.0807.

**We are looking for a volunteer to fill in as club president or vice-president for the remainder of the year, due to the resignation of Marie McIntyre, effective June 6, 2006. Contact Margy at 629.0807.**

**High Desert Barns** 246-3004  
 19 Bruce Way STE 101  
 Carson City, NV 89706

**BREEZEWAY BARNs**



Uncompromised  
 Quality Barns Built  
 With Experience



Customize your barn  
 so it works for you!  
 Decide the number of  
 stalls you'll need,  
 then add a tack room,  
 a hay storage area, or even a place to park your small tractor or farm equipment.



Thinking of something a little less fancy?  
 Economy shelters start as low as \$65000



HEAVY DUTY ENCLOSED 3-SIDED  
 HORSE SHELTER WITH ROOF \$97500



Quality engineered  
 horse shelter & steel  
 buildings of all sizes!  
 Mare Motels With  
 or Without Paddocks

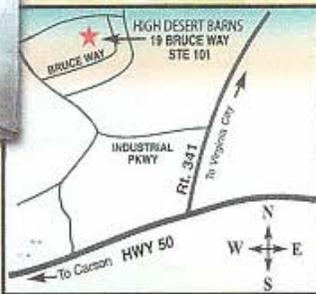


Durable Solid Steel  
 Custom Stall Fronts  
 Tongue & Groove Wood Style



Heavy Duty & Equine Panels up to  
 24 ft., Mare Motels, Round Pens,  
 Arenas, Gates, Custom Stall Fronts  
 and more...call for information!

246-3004



OUR YEARS OF EXPERIENCE SHOWS  
 IN THE QUALITY OF OUR PRODUCTS  
 We are located just 7 miles  
 east of Carson City, Nevada  
**DISPLAY MODELS ON SITE**

**Classifieds**

**At Stud**—3 yr. old Appy stallion, Brite Spirit; excellent disposition; Mighty Bright bloodlines on the top, Prince Plauditt on the bottom. \$500.00, mare care included. natural breeding. Contact Cherie Rye 463-4514, Yerington

**For Sale** - Black leather dressage saddle from Team-S, 18". Recessed stirrup pegs, long dressage billets, matching black 1" stirrup leathers, and a pair of stirrup irons with pads. Includes a matching black English snaffle bridle with matching reins & Navy blue saddle pad and girth. \$150. Linda 629.0817



**For Sale**—new black beta biothane split reins with Conway buckles. \$20 Diana Miller 629-0789

**News Briefs**

Jim Hamilton fractured his hip in May. After surgery and rehab, Jim is doing very well. Margy has been suffering from shingles. Jim and Margy want to thank those of you who have called, sent cards, and/or given support and assistance to them during their convalescence.

If you want an HDH cap or HDH Tank top, you may order one from Linda Mulkey (629.0817). They need to be paid for in advance. Cost of the caps will be \$6.50 and \$10 for the tank tops.

Rick Smith from Lyon County Animal Control is looking for a Disaster Preparedness Coordinator for the Stagecoach/Dayton area. If you are interested, contact Margy Hamilton (629.0807).

**Favorite Book List**

Aimee Sumner submitted these two books for our reading list:

**Born to Rope** by Lee Nelson.

This is based on a true story about a horse that is rescued from a cruel owner by a young man and goes on to become a champion roping horse.

**The Faraway Horses** by Buck Brannaman.

This is a biography of horse trainer Buck Brannaman's life. I enjoyed reading about the horses in his life and how he over-came an abusive childhood to become one of America's more well-known horse trainers.

(If you have a favorite book to list, please send it to llmulkey@yahoo.com).



## Horses and Women

Harold Roy Miller

One day I realized, as I watched my horse herd graze, that horses are like women in a whole lot of ways. They don't like being abused and you must treat them right because if you don't, you'll won't forget the fight. It costs a small fortune to keep shoes on their feet and they both love anything that is sugary and sweet. They prefer soft talk and a soothing, easy touch and neither one can stand my hollering very much. At times they are feisty and somewhat temperamental or alternately calm, very sweet and gentle. Both can be a handful but also barrels of fun and I wouldn't want to live a day without either one. One other thing that I forgot to mention - both of them require a great deal of attention! So if your goal is to create a harmonious bond, lavish them with praise and they will certainly respond. Yes, they both need a lot of tender loving care but just think of the great memories you're going to share. So here's my advice on keeping a horse or a honey: be sure you have plenty of time and a whole lot of money!

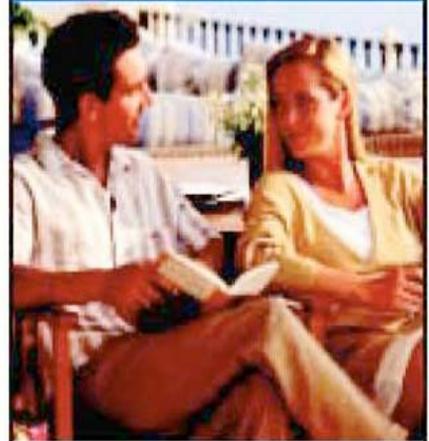
## BABY NEWS

Submitted by Kathie Peterson



We have a new baby, born May 2nd at approx 2:30 am weighing in at 23 lbs and 27 inches tall. She's a very independent little filly that is driving her mother crazy because of her independence. Her name is "Apt to by Fancy" I've attached a picture. She is our first baby born here. In the past we've had to take the mare some where to have her foaled for us. So we are very excited.

# One agent for your insurance needs!



At Farmers<sup>®</sup>, we understand that insurance is about getting you back where you belong should the unexpected happen.

That's why we specialize in providing Auto, Home and Life insurance policies based on your needs.

Call me today to find out how you can save money by covering your insurance needs through Farmers.

Deines Family Agency  
6 Pine Cone Road, Suite 11  
Dayton, NV 89403  
(775) 246-4644  
jdeines@farmersagent.com



# FARMERS

Gets you back where you belong.<sup>®</sup>

*farmers.com*

A3-AHL-1B

4/04

**De-Spooking Clinic 101, May 21, 2006 Conducted by Vince Pirozzi**

The clinic was awesome— all participants, people and horses alike, learned to navigate a multitude of obstacles.

There were many fun obstacles. Some were: wooden bridge, tunnel, car wash, dragging a tarp, snake pit (hoses), barrels with a sack of cans sitting on top, poles to walk over, tarp to walk over, tires, a large road sign, and a horse drawn cart.

Even though the wind came up in the afternoon and really stirred up some of the obstacles, the horses all came through with flying colors. Everyone had a great time. A delicious chicken lunch was served midway through the clinic.

Vince will be conducting De-Spooking 102 on July 9th. Some of the obstacles may be things like firecrackers, and a burning bale of hay. We might also have a four-wheeler, just to name a few of the things.



Larry Green



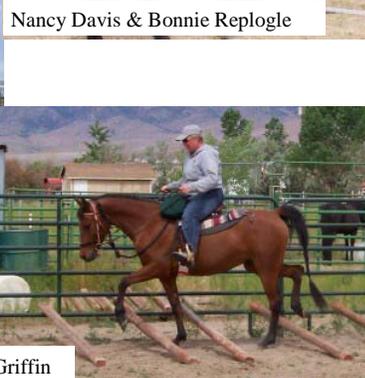
Nancy Davis & Bonnie Replogle



Mystery Rider



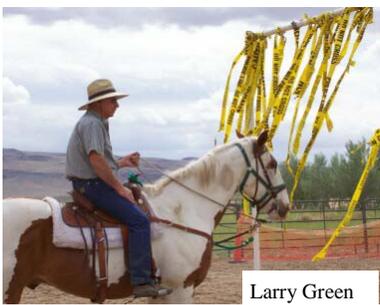
Kelli Lyon



Nancy Davis



Holly Smith



Larry Green



Monda Griffin

Aimee Sumner



Tony Sumner, Nancy Davis, Holly Smith

**Bob Retzer**  
 Nevada Business License 101063823  
 Computer & Network Repair  
 Professional Digital Photography & Video  
 Web Design & Hosting  
 11625 US Highway 50 West, Stagecoach, Nevada 89429  
[www.bretzer.net/myservices/](http://www.bretzer.net/myservices/) [bob@bretzer.net](http://bob@bretzer.net)  
 (775) 690-9894

BUILD • BUY • SELL • NEW • USED • CONSIGNED  
 RED AND BABE BOWLSBY  
**SUNDOWN SADDLERY**  
 "NO JOB TOO SMALL"  
 4333 RENO HIGHWAY #24  
 FALLON, NEVADA 89406  
 MAIN SHOP 502 SODA LAKE RD SUITE 103  
 775-427-1833  
 PLEASE CALL 775-867-2680 ANYTIME

 **ALL AMERICAN DOG GROOMING**  
 1801 HWY 50 EAST #B, CARSON CITY, NV 89701  
**775-841-5566**  
 7:30 TO 5:30  
 TUESDAY THRU SATURDAY



Nancy Davis, Bonnie Replogle



Marie McIntyre, Nicole Madden



Aimee Sumner



Nicole Madden



Larry Green



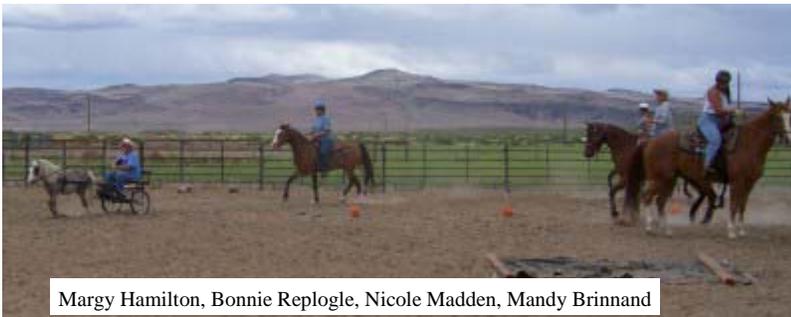
Kelli Lyon



Nicole Madden, Mandy Brinnand, Vince Pirozzi, Aimee Sumner, Bonnie Replogle



Holly Smith, Clay Griffin



Margy Hamilton, Bonnie Replogle, Nicole Madden, Mandy Brinnand



Nicole Madden, Margy Hamilton, Holly Smith

 **PURINA**

YOUR COMPLETE FULL SERVICE  
FEED - TACK - PET SUPPLY STORE

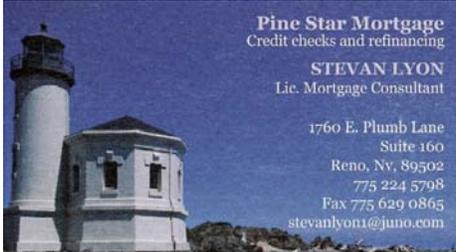
**S AND W FEEDS**

DELIVERY AVAILABLE

2310 S. Curry St.  
Carson City, Nevada 89703  
775) 882-1225

NUTRENA

Stan & Wendy Kolbus  
Proprietors



**Pine Star Mortgage**  
Credit checks and refinancing

**STEVAN LYON**  
Lic. Mortgage Consultant

1760 E. Plumb Lane  
Suite 160  
Reno, Nv, 89502  
775 224 5798  
Fax 775 629 0865  
stevanlyon@juno.com

HydroSurge Bathing  
Small Dog Boarding

**DAYTON GROOMING**

45 Main St.  
Dayton, NV 89403  
775-246-PUPS  
775-246-7877

Toys, Leashes, Collars,  
Dog Tags, Cards & Gifts  
MICHAEL B. VILJOEN, Owner



My purpose with this article will be to explain my concept of what "rating speed" is, but also to help people understand how to "feel as one" with their horse; to teach horse and human to be on the "same page" and "following the same lead" with the human in the capacity of being the "director" of this production, but not inhibiting the creativity of both individuals by that direction; to teach the human how to have the horses feet go where they want them to go and at the speed that they wish to go.

Creating "oneness" with our horses is a very achievable endeavor as long as we educate ourselves in the "nuts and bolts" kind of way too. The two go hand and hand. It would be wonderful if we all had "feel" and knew how to "follow a lead" naturally but alas, that usually isn't the case. The "natural" aspects of interaction with horses will usually take place as more standard education is in place first. Then we will begin to develop a naturalness of interaction that is wonderful; **both a union of mind and spirit.**

#### Rating Speed:

My definition of rating speed is **maintaining a consistent speed** (cadence and rhythm) with your horse once you are at your desired speed. I also consider rating speed to be **controlling speed between transitions of speed within a gait.** For example: if we go from a canter to a hand gallop and then back to canter again. Basically the same gait, just making a transition of speed within the gait.

Rating speed is one of those things that is very important in terms of creating understanding and communication between a horse and rider. From a safety standpoint, it is very important as well. If the horse and rider are moving "at speed" and the rider wishes to decrease and/or moderate the speed of their horse and it is at that moment that the communication between them breaks down, the horses "fight or flight" instinct might actually kick in to high gear, potentially causing a run-away scenario with both the horse and rider in jeopardy.

#### Learning how to rate speed:

In a perfect world, the horse and human have bonded, done a lot of ground handling to establish mutual respect and trust at that level first and have developed a good communication level between them. The human also has an "open mind" and is continuing on the learning path. Since I'm a realist, I understand that this isn't always the case, but I make it a point to advise people that their horse experience will be a better, safer one if they take the time to do these very simple basics first. **For purposes of this article, we will assume that the foundation groundwork is solidly in place.**

One scenario that I see quite often is when the rider sends their horse forward and is enjoying a fast, forward ride in whatever gait the rider has chosen. Now they want to decrease speed so they pull on the reins. If the response from the horse is not one of "coming back" (as in slowing down), the rider may pull harder and harder which may cause the horse to just bear more and more into the pressure. At this point all we have is a pulling contest.

If the rider were to "open their shoulders", drop their heels down so that they are the lowest point on the rider's body and then offset a straight pull back on both reins with instead a steady tension on one rein and a "softening of the jaw" (vibrating) type tension of the other rein, all would probably be well. The horse would probably relax their jaw and poll and melt into a slower speed.

Instead, what often happens is the rider now begins to become frightened and they many times will start to curl their body into a fetal (defensive) position. Then their calves and heels come up and grip the horse's sides hard, which compounds the problem. With the riders calves and heels in their sides, most horses have been trained to go faster with more pressure from the riders legs and heels and that is exactly what happens; the horse goes faster and gets stronger. Now we have a rider hunched forward, trying to pull the horse back while desperately gripping the horse's sides with their legs and heels.

Quite often this scenario will turn into a "runaway" situation, and because the horse is now scared too, they are running in a panic without either the horse or the rider having a level head and thinking and making decisions.

If the rider had just sat up straight in the saddle, dropped their heels and calves out of the horses ribcage and done effective communication with the horses head and neck via the reins, the situation probably wouldn't have spun out-of-control.

#### Let's break down "rating speed":

From having taught hundreds of people how to interact with and ride their horses, I've come to the realization that terms like "feel", "follow the lead", "the horses feet are my feet", etc. don't really mean anything to some people (especially those with little experience). It's like speaking in a foreign language. As a person's horse experience becomes broader (they learn the language), these terms will probably begin to make perfect sense, but in the beginning of the "experience", they often don't. I have had better results if I break things down and give people mental "pictures" to relate to.

Think of riding your horse like driving a car (or for a kid, like riding a bicycle). It takes a certain amount of "feel" to drive a car or ride a bike, just like with a horse. We are also "making the cars or bicycles tires, our tires" when we drive, just like when "the horses feet are our feet". It also takes education, coordination and good reflexes to handle certain situations that may arise.

Of course, we are only dealing with one brain (ours) when operating a car, but if we take the time to educate ourselves, develop our skills and break it down, its definitely transferable to riding a horse.

#### Riding your horse (driving your car):

You have reins (your steering wheel and brakes) and your seat and legs (the accelerator, but also your steering wheel and brakes if you know how to use your seat and legs effectively, but that's a different article!). Now let's picture coming to a railroad crossing with our car and the crossing gates are down. We sit patiently until the train comes and goes (unless you're silly enough to try and weave your way between the gates and play "chicken" with a train!). The crossing arms go up. Now, do we mash down on the accelerator (kick the horse in the sides) and dash across the railroad tracks blindly? A sensible person wouldn't do that.

Instead, we apply pressure to the accelerator, (squeeze our legs on the horse's sides), we steer the direction of our vehicle with our steering wheel (our horse with our reins) and in this way we are controlling the speed and direction of our vehicle (our horse).

We regulate/control our speed and direction by how we use our accelerator, steering wheel and brakes in balance and harmony. Once we get to the desired speed, we maintain that speed by how we coordinate our feet and hands on the controls in the car.

## Rating the Speed of Your Horse (continued)

Think of the crossing arms as they go up as being a door that is opening and we are simply going through the opening with our vehicle. With our horse, we are the ones that are creating an opening for them to go through by easing up and relaxing our contact with the reins to their mouth and by applying leg pressure (the accelerator), we then send the horse smoothly through the opening created by the easing or relaxing of the reins.

Rating the speed of a horse is like rating the speed of your car; a balance between accelerator (seat and legs) which sends the car (horse) forward, the steering wheel (hand(s) of the rider on the reins) and our brakes (hand(s) of the rider).

\*For purposes of this article, I'm not going to complicate things by going into all the different ways that we can use our hands, legs and seat in unison to steer, stop and have our horse perform intricate movements. I'm keeping things as basic as possible. If you push your horse forward with your legs, you will then "catch and direct" them with your hand(s) as your horse moves forward (just like applying the accelerator in your car. When the car goes forward, hopefully you have your hands on the steering wheel to control the direction).

Once you are at the desired speed, you will hold steady, in light contact with your horse's mouth. If the horse wishes to go faster and you don't want them to, you simply apply pressure with your reins (the brakes) to ease them back to your desired speed, hold the pressure for a few seconds and then lighten the contact with your horse's mouth (easing up on the brakes) to just contact, not pressure and tension on the reins.

Sometimes you may have to repeat this exercise until the horse understands that if in reality you wanted to go faster, you would apply the legs (the accelerator) to ask for faster. Since that is not what you are doing (and you may need to check yourself to make sure that you aren't actually egging your horse on with your calves and heels gripping into their sides), the horse will begin to realize that he has to focus on what it is that you are asking for in that moment.

I take this a step further with some of the horses that I train and will hold with slight pressure at the desired speed and then ease off of the contact completely to a loose rein. This causes the horse to have to learn to "carry themselves" without me having to hold their mouth (forehand) with my hand(s). When I want something else, I then apply the appropriate signal of hand, leg or both in harmony. We should avoid a "pulling contest" because it is combative and counter-productive. Combat has no place in riding (or driving, but maybe that's why we have "road rage" because some people just don't get it!).

Just remember that we are pushing our horse forward with our legs and then "catching" and directing with our hands on the reins. It's a matter of riding the whole horse, not just the forehand or the haunches. We should be thinking in terms of dividing the horse in half; forehand, haunches. Now divide them into quarters; right forehand, left forehand, right hindquarters, left hindquarters.

Both legs of the rider will direct the horse's haunches. The left leg of the rider will also direct the left haunch more precisely, just as the right leg will direct the right haunch. Both hands on the reins will control the forehand (unless the horse has more advanced training and knows how to neck-rein, in which case both reins are in one hand of the rider). The right hand directs the right forehand and the left hand directs the left forehand. When sitting in the saddle, from the riders hands forward that is the realm of the hand controlling direction and speed. From the riders legs back, that is the realm of the influence of the riders legs.

So now we can look at this scenario: the rider "opens the door" with their hands on the reins by relaxing the reins. They give the horse a squeeze with their legs to send them through the opening that has been created with the relaxation of the reins. They ride their horse up to the desired speed and then apply just enough contact/pressure to tell the horse that this is where they want to be in terms of speed.

Once the horse regulates their speed at that speed, the rider can either ride in light contact or they can ease off completely on the rein contact and go to a slightly slack rein. If the horse speeds up, the rider makes sure that they didn't do something with their leg to tell the horse to in fact go faster.

When the rider has checked themselves to make sure that their legs and heels are not grabbing the horse in the sides and that they are sitting up straight and not hunching into a ball, then they can bring the horse back with tension/pressure on the reins ("closing the door", applying the brakes), hold the horse at the desired speed once they get to it and then after a few seconds, ease off the pressure/tension on the reins and continue the ride at the desired speed.

Sometimes this exercise will need to be repeated until the horse understands that a relaxing rein is not their cue to go faster. They are only to go faster if the rider applies leg pressure and/or sound cues such as clucking or kissing.

In order to decrease speed, the rider should once again check to make sure that they are sitting correctly and are not cueing the horse to go faster. If everything is as it should be, the rider will now relax their legs ever so slightly, apply as little pressure as possible to the reins to soften the jaw of the horse (vibrate the rein) with either rein but not both and only increase the pressure (pull) on the reins if necessary. Remember, if a subtle cue will get the desired response, that will keep the communication between you and your horse "light". If we don't get the response we're looking for with a subtle cue, we can always increase what we're doing until we get the desired response. The rider should be thinking of synchronizing the balance of their hands and legs and the "jobs" that the parts of their bodies are performing in cueing the horse. The rider is "directing" the production and that includes directing themselves, not just their horse.

By creating an atmosphere of communication, trust and also balance (harmony) between horse and rider, we can effectively ride our horse at any speed, maintain a consistent speed, vary the speed from slow to fast and back to slow again and also do smooth, balanced transitions between gaits.

Unless the event we are riding in calls for it, we should avoid abrupt, helter-skelter, quick moves. Actions like these are what will tend to frighten a horse and cause them to lose their balance, which in turn sometimes leads to erratic, panicked behavior on the part of the horse and maybe also the rider if they become frightened and realize the situation is out-of-control. Try to keep transitions smooth and in balance and keep thinking about riding "the whole horse", not just the front or the back.

Laura Phelps-Bell -- "Better Horsemanship Through Better Education"