
NEWSLETTER

Spokes and Spurs, Inc.

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President's Message

We had such a nice turnout for our January meeting. It was wonderful to get together, as usual. I know that some of our members are in Florida or were unable to attend the presentation on trailer selection for the driver. I thought that I would share some of the highlights.

In my research to put this presentation together, I came across some interesting history about horse trailers. Since we live in Thoroughbred country, I know that many of you are familiar with Eclipse, a legendary undefeated British racehorse in the eighteenth century. After retiring from racing Eclipse became the first horse to be shipped by a horse trailer. Apparently, his feet were so bad that a carriage was "purposely constructed" to help him fulfill his sire duties.

Starting in 1816, some racehorses were transported to the track in order to, “spare the animal wear and tear of self propulsion.” Besides transporting racehorses, many of the very first horse trailers were actually horse-drawn ambulances used by fire departments. Horse injuries were common at city accidents and they needed a way to quickly transport wounded but savable horses back to the firehouse for veterinary care.



The German company, named Westfalia, began building trailers in 1927 and expanded their market to box trailers and camper vans. They had built 25,000 trailers by the start of World War II.

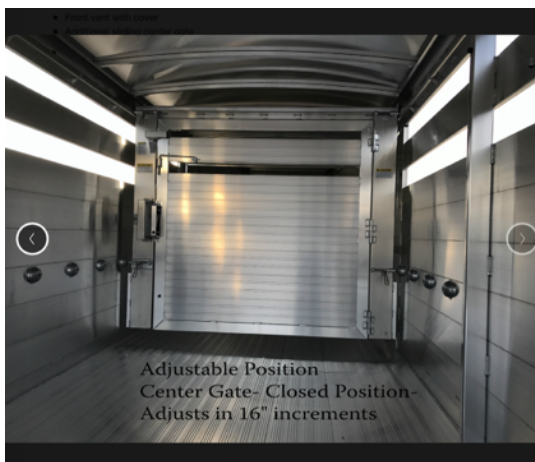
When I started my own personal search to find a trailer, suitable for carriages and horse(s), I looked at used trailers. Ideally an eight foot wide trailer, allowing more room for another vehicle, i.e. cart, golf cart, etc. as well as hay, shavings, and other equipment. Unfortunately, eight foot wide trailers are not easy to come by. I ended up ordering a trailer with my specifications.



8' wide trailer - marathon vehicle fits easily sideways. Note rail at two levels; high for tying horses but also low for securing carriages.



Again, the 8' wide trailer where the marathon vehicle is in front, sideways and secured on the lower rail. The Gig fits easily and the shafts are wrapped, padded and resting on the marathon vehicle. The gate is in the center and the horses can be loaded in the back.



Speaking of center gates . . . You can order an adjustable center gate. This allows for the gate to be moved forward and back depending on what you're taking to an event.

So, what brand? Of course, your bank account and budget may be the determining factor. I spent many months looking at various brands as I have the good fortune to have worked for an equine company and I traveled to many equine affairs, Midwest Horse Fairs, and so forth. While looking at shiny new trailers is wonderful (and can be confusing), it dawned on me to look at the exhibitor/clinician trailers. What do various brands look like after a few thousand miles down the road? How do hinges, springs, doors, ramps, roof, body, and the like hold up?

Another MUST in determining size of a trailer is weight; will you add living quarters? What vehicle do you own to tow? With a large trailer, will you need a larger truck? I'm not a fan of SUV's towing trailers. Suspension, towing package, etc. are a major consideration in towing safety. Do you want bumper pull versus gooseneck? With a gooseneck, the length of the truck bed is important. I much prefer an eight foot bed in towing a gooseneck which is also a challenge to find. With shorter beds, one must take care to be cognizant of the

front end of the gooseneck trailer; backing or making short turns, the gooseneck could meet the back window! Believe me, you'll see this at shows at some point with short beds. Another point with goosenecks are terrain. As you maneuver a truck and trailer on a hill, if your gooseneck has little clearance, your trailer nose will rub on the truck rails, an obvious reason why many people who tow a gooseneck trailer use flatbed trucks.



With newer 4X4 trucks being higher, be sure that the trailer axles are blocked higher to allow for proper clearance between the gooseneck and the truck rails. They can be added after market if necessary.

Steel verses aluminum: Speaking from experience, I much prefer aluminum trailers. All trailers require regular maintenance, but of course, rust is a consideration with steel trailers.



This trailer began to rust on the INSIDE of 6 months after purchasing new. The company said it was because the trailer was white!

Back to towing: Make sure to check the ratings;

GVWR (Gross Vehicle Weight Rating) The maximum allowed loaded weight for your towing vehicle.

GCVWR (Gross Combined Vehicle Weight Rating) The maximum allowed loaded weight of your tow vehicle and trailer combinations.

GAWR (Gross Axle Weight Rating) The maximum weight your tow vehicle's axles are able to carry.

Know your truck and trailer ratings. You will be able to find these posted on your towing vehicle and on your trailer.

<p>ALWAYS use safety chains. Chains hold trailer if connection fails. You must:</p> <ol style="list-style-type: none"> 1. ALLOW slack for trailer to turn. 2. ATTACH chain hooks securely to tow vehicle frame. 	<p>Trailer can roll if it curves lower. Electric safety brake applies when cable pulls pin out of switch box.</p> <ol style="list-style-type: none"> 1. PULL hard to get pin out of switch box. 2. CHECK cable by PULLING TRAILER with tow vehicle. 3. ATTACH pin CABLE to tow vehicle so pin will be pulled out if trailer separation. Promptly REPLACE pin in switch box. 	<p>LIGHTS can prevent trailer from being hit by other vehicles. You must:</p> <ol style="list-style-type: none"> 1. CONNECT trailer and tow vehicle electrical connectors. 2. CHECK all lights: tail lights, turn signal, and brake lights. 3. DO NOT TOW if lights are not working. 	<p>The wheel or lug nut must be in control. Before towing, you must:</p> <ol style="list-style-type: none"> 1. Tire pressure and tread. 2. Tires and wheels for dis. 3. Lug nuts for tightness. <p>For new and remove re-tighten lug nuts at 10, 25 and 50 miles.</p>	
<p>MANUFACTURED BY/FABRIQUE PAR: CIMARRON TRAILERS, INC. DATE: 07/2011</p> <p>GVWR/PNBV: 6205 KG (13680 LB) COLD INFL. PRESS. /PRESS. DE GONF. A FROID</p>		<p>DE GONF. A FROID</p>		
<p>GAWR/PNBE</p>	<p>TIRE/PNEU</p>	<p>RIM/JANTE</p>	<p>KPA (PSI/LPC)</p>	<p>SGL/DUAL</p>
<p>FRI/V 3103 KG (6840 LB)</p>	<p>ST235/60R16 LRE</p>	<p>16 X6 JJ</p>	<p>552 KPA (80 PSI)</p>	<p>SINGLE</p>
<p>RRI/AR 3103 KG (6840 LB)</p>	<p>ST235/60R16 LRE</p>	<p>16 X6 JJ</p>	<p>552 KPA (80 PSI)</p>	<p>SINGLE</p>
<p>THIS VEHICLE CONFORMS TO ALL APPLICABLE STANDARDS PRESCRIBED UNDER THE CANADIAN MOTOR VEHICLE SAFETY REGULATIONS IN EFFECT ON THE DATE OF MANUFACTURE. / CE VEHICULE EST CONFORME A TOUTES LES NORMES QUI LI SONT APPLICABLES EN VERTU DU REGLEMENT SUR LA SECURITE DES VEHICULES AUTOMOBILES DU CANADA EN VIGUEUR A LA DATE DE SA FABRICATION.</p>		<p>THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR VEHICLE SAFETY STANDARDS (FMVSS) IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.</p>		
<p>V.I.N./I.V. 5PASG2522CC007481</p>		<p>TYPE/TYPE DE VEHICULE TRAILER LS2SG26800270E</p>		
<p>Cimarron TRAILERS</p> <p>Cimarron Trailers, Inc. P.O. Box B, Chickasha, OK 73023 Ph: 405-772-4900</p>				



A handy option used in Europe.



Ann Katona

Tour of Spy Coast

Mark the date for Sunday, March 26! We have a wonderful opportunity to have a guided tour of Spy Coast Farms. Watch our Facebook page and your email for times and details within the next few days!



Treasurer's Report

by Hugh Bellis-Jones

Our well-attended December 4 annual meeting gave me an opportunity to update the membership on club finances and updated figures are as follows: The club's bank balance as of December 31 was \$5,259.22. A late end-of-year charge of \$224.70 was spent on six walkie talkies which will be utilized during the club's planned mini CDEs. The bank balance as of January 31 stood at \$5,383.83 and today is \$5,338.85. The three expenditures thus far in 2023 are: \$60.00 for the club's annual membership in the American Driving Society; \$39.98 being the Blue Host domain name renewal; and \$75.00 to ADS, in connection with the Stacey Giere clinic that will be held at Valkyrie's Haven.

Membership dues continue to fund the club's activities and renewals have been coming in steadily. To date in 2023, the club has 44 active memberships (26 family and 18 single) which cover of total of 83 actual members. If you have not renewed for 2023, please take a moment to do so.

Finally, if you do not have \$35.00 in your bank account, please do not submit a check to me for membership dues. This happened in early January; hard to believe but true. This \$35.00 check was returned twice by the bank due to insufficient funds, resulting in an \$18.00 bank charge which has been assessed against the Spokes and Spurs account.

Breyer Fest at the Kentucky Horse Park July 14-16

by Ann Katona

The theme is "Driving Forward". With a nod to driving I felt that we, as the driving community, should take advantage of this event. I'm excited to share with you that the folks at Breyer are welcoming us! In December, I put out a request on the CD-L

looking for volunteers who wish to drive and show the general public what driving is about. I'm hoping to show the variety of carriages, horses and types of driving. I am so pleased with the response! After several zoom meetings, Breyer Fest and I have decided to have a Driving Derby as well as a simulated Pleasure Show. We know that the Driving Derby is fun and a crowd pleaser! With the Pleasure Show simulation we will have a variety of drivers and turnouts while we announce what a judge may look for as well as a description of the turnout. This will be approached more as a demo keeping in mind short attention spans and about half of the crowd really are non-horse people.



I submitted a list of experienced drivers to Breyer and they made a final selection. They also have other drivers on board already as feature representatives and/or those that are portrayed as a Breyer model. Breyer is pretty secretive so I'm not able to reveal specific participants.

Safety is one issue that I have stressed and we will have spotters to assist in clearing

paths when drivers are going to the Covered Arena or returning to the barns. We definitely could use more of these ground people. If you could help out on any or all of the days please let me know. Breyer Fest is the second largest event at the KHP behind the KY 3-Day Event, but as I mentioned only about half of the attendees have horse experience. I'd like to have plenty of people on the ground to get turnouts moved safely as well as be available to visit with the crowd to talk about driving.

Breyer Fest will be giving us a booth to display information about Driving. I'm also meeting with ADS and CAA and we of course will have information from Spokes and Spurs. We certainly won't have a bigger crowd than what will be at Breyer Fest! I hope that you will join us and spread the word about the driving world!

Spring National Drive 2023

The Spring National Drive at the Hoosier Horse Park is April 20-23. If you have never attended you have missed something great! You'll be able to utilize trails, obstacles, school your equines and driving skills, plus Johanna Wilburn and Gene Brown will be there to serve as Clinicians and provide private lessons. The registration fee is \$90 (those under 21 are free) and stabling is \$30 per night. If you desire a separate tack stall, it is also \$30 per night. For places to stay and reservations:

Please contact:

Felena Chandler, Secretary

Call or text

317-534-7781 (leave a message)

TheNationalDrive@gmail.com

CARRIAGE DRIVING for EVERYONE

Visit us on Facebook @www.facebook.com/TheNationalDrive

Mini-CDE's and Clinics for 2023

Again this year we will offer Mini-CDE events. The first one will be at Charlotte's Creek Farm in Georgetown on Saturday, June 3. The next one will occur at Valkyrie's Haven in Paris on Saturday, July 8.

We are very excited to announce two clinics this year! Suzy Stafford will be our clinician at Charlotte's Creek Farm, June 23-25. Stacie Giere will serve as clinician at Valkyrie's Haven, July 28-30.

Watch for details concerning information and registration for all these events coming very soon. It will be posted on our Facebook page, we will send out an email, and on our webpage: spokesandspurs.com

Spokes and Spurs Library Available for You to Check Out



Just a reminder . . . Spokes and Spurs has a nice little library available to our members. Let Ann Katona know if you would like to “check-out” anything.

American Carriages, Sleighs, Sulkies and Carts 168 Illustrations from Victorian Sources
Edited by Don H. Berkebile

American Horse-Drawn Vehicles - Being a collection of 218 pictures... Jack D. Rittenhouse

Bending the Driving Horse Muffy Seaton

Breaking a Horse to Harness - A Step by Step Guide Sallie Walrond

Bristol Wagon & Carriage Illustrated Catalog, 1900 Bristol Wagon & Carriage Works Co. Ltd.

Carriage Driving - A Logical Approach Through Dressage Training Heike Bean and Sarah Blanchard

Discovering Horse Drawn Carriages D. J. Smith

Driven Dressage with the Single Horse Sandy Rabinowitz

Driver Proficiency Program - Level I and Road Driving Syllabus The Carriage Association of America

Driving a Harness Horse - A Step by Step Guide (A sequel to Breaking a Horse to Harness)
Sallie
Walrond

Driving for Pleasure or The Harness Stable and its Appointments Francis T. Underhill

The Encyclopedia of Driving Sallie Walrond

The Essential Guide to Carriage Driving Robyn Cuffey and Jaye-Allison Winkel

Fundamentals of Private Driving Sallie Walrond

Horse-Drawn Vehicles at the Shelburne Museum Kenneth Edward Wheeling

Illustrated Catalogue of Carriages and Special Business Advertiser / G. & D. Cook & Co.'s
Forward by Paul H. Downing

Walnut Hill: A Grand Celebration of the Horse & Carriage Robert Iannazzi; Photographer. Bill
Remley; Commentator

Calendar of Events

Jan. 15	Club Meeting 2:00 p.m., CAA Office at the Kentucky Horse Park, Lexington, KY Presentation: Trailer Selection for the Driver
Mar. 26	Club Tour at Spy Coast Farm, Lexington, KY (details will be provided)
Apr. 27-29	Spring National Drive, Hoosier Horse Park (Indiana)
June 1-4	Kentucky Classic CDE at Hermitage Farm, LaGrange, KY
July 22-23	Short-Form Kentucky Classic CDE at Hillcroft Farm, Paris, KY
June 10	Spokes and Spurs Mini CDE at Charlotte's Creek Farm, Georgetown, KY
June 23-25	Suzy Stafford Clinic at Charlotte's Creek Farm, Georgetown, KY (All ages and levels welcome!)
July 8	Spokes and Spurs Mini CDE at Valkyrie's Haven Farm, Paris, KY
July 14-16	Breyerfest 2023 Driving Forward (Showcasing driving disciplines) Kentucky Horse Park, Lexington, KY
July 28-30	Stacey Giere Junior Development Clinic at Valkyrie's Haven Farm, Paris, KY (All ages and levels welcome!)

Aug. 18-20 Metamora CDE, Metamora, MI

Aug. 26 Spokes and Spurs Shaker Village Ride and Drive, Shaker Village at Pleasant Hill, Harrodsburg, KY

Sept. 8-10 Villas Louis Carriage Classic, Prairie du Chien, WI

Sept. 23 Spokes and Spurs Fun Drive and Ride, Bluegrass Heights Farm, Cynthiana, KY

Sept. 29-Oct. 1 Indiana CT/CDE, Hoosier Horse Park, Indiana

Oct. 3-8 Fall National Drive, Hoosier Horse Park, Indiana

Oct. 20-21 Nashoba Carriage Classic, Germantown, TN

Oct. 20-21 ADS Recognized Event, Valkyrie's Haven Farm, Paris, KY

Dec. 10 Year End Spokes and Spurs Meeting, 2:00 p.m., CAA Office at the Kentucky Horse Park, Lexington, KY

All of the above dates and details can be subject to change, mainly due to weather. In the event of changes, we will notify the membership as soon as possible through email, Facebook, and our Website.

Find us on-line at www.spokesandspurs.com

This is Your Newsletter

Please send us any equine activities, news, and your achievements! Whenever possible, include photos. We will also list at no charge to members any equine ads. For example, we will accept ads for selling carriages, horse trailers, horses or ponies or especially tack and equipment. In the past, members placed ads on Facebook which unfortunately sometimes didn't allow our members first crack at it. Obviously, if you are in a hurry to list something, still use our Facebook site. If you have time, send us your listing and photos.

We also invite articles written for the Newsletter. Many of you are talented writers and have great information to share with others. These articles should be about riding or driving tips, repair of carriages, horse equipment, and farm equipment. We also invite humorous articles that bring joy to our lives about your equine or farm experiences.

We would love to have pictures of your favorite pets and scenic pictures of your property. When we receive these pictures, we will include as many as possible in order that we receive them. If so many pictures are received, we will notify you which issue your photography will appear.

We do reserve the right to edit articles or ads, but we will notify you of the editing and get your approval before publishing.

Send your ads and articles to: spokesandspursky@gmail.com

Under "Subject", type in: Newsletter Editor

Photos need to come in JPEG or HEIC images in an attachment to your email.