

Pennsylvania Cutting Horse Association

NOVEMBER 2018

GOING SOMEWHERE?



Check out the article on tow vehicles before you go! p6



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A WORD FROM OUR SECRETARY

We'd like to extend a huge thank you to all the members and riders who participated in our events this year! We are very grateful for all the volunteers and sponsors who help to make our events successful and enjoyable. We could not do this without your help!

Make sure you check out the NEW jewelry auction, there are some fabulous pieces added. Sandra Brown's generosity has been a huge encouragement to our officers and board. the first auction resulted in \$800 raised for the PCHA.

I hope you all enjoyed a lovely Thanksgiving!
Joanne Thayer

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Original pictures and graphics only. Letters to the Editor must be signed, non-slanderous, and in good taste. PCHA reserves the right to edit submissions.

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Silent Auction Fundraiser

Vintage Native American Jewelry, sterling and 14k gold, with gemstones and/or etching. Graciously donated by Sandra Brown to benefit the PCHA.



Sterling Silver Link Bracelet
7 1/2" long, each link inlaid with turquoise and coral, sterling silver with safety chain
Starting bid \$250



Owl Crystal Sterling Silver Pillbox
1.5" x 3/4" high
Starting bid \$300



Signed JACKSON Cuff Bracelet
Sterling silver with 1" lapis stone
Starting bid \$500



Sterling Silver Navajo Cuff Bracelet
Signed Navajo RB, sterling silver inlaid with multiple semi precious stones, turquoise, coral, onyx, lapis, bone and more.
Starting bid \$500



Vintage Native American Cuff Bracelet
Zuni sterling silver
multi stone inlay 6" long by 1" wide
Starting bid \$250



Vintage Zuni watch & band
Sterling with turquoise, lapis, coral & malachite.
Signed Earl Plummer
Starting bid \$200



Vintage Clip Earrings
2 3/4" long Zuni turquoise, coral & sterling silver
Starting bid \$200



Sterling Cuff Bracelet
Coral inlay
Hallmarked and signed Kee Nez
Starting Bid \$200

Native American Jewelry

Vintage Sterling Silver and 14k Gold

**NEW
PIECES
ADDED!**



Rabbit pin
2" long, a pearl at each end,
Diamond chip body with Ruby eye
Starting bid \$100

Argentina Inca
Rose Stone Ring
sterling silver
size 6
Starting bid \$50



Turquoise Ring
Size 9
Starting bid \$100



Vintage Slide
4" long sterling silver, opal stone and 14k gold
Ginkgo design slide. Signed by artist
Starting bid \$250

Argentina Inca
Rose Stone Ring
Rolled 14k gold
size 7
Starting bid \$50



Sterling Silver Necklace
3" Pendant
with Coral inlay,
Decoratively engraved
Includes elaborate chain.
Hallmarked
Starting bid \$250



Pendant
2" long
sterling silver
turquoise stone
Starting bid \$100



14k Gold Necklace
with Turquoise and Coral
semi precious gems Hallmarked
Starting bid \$250

**Bids open November 14
to December 16, 2018**

SHOPPING FOR A TOWING VEHICLE

Consider these 7 features when shopping for a vehicle that can safely and comfortably haul your horses

By Equus 06/19/2018

The following is a concise set of excerpts from the original article. The news page of our website has a blog entry with a link to the full article.

When it comes to hauling our horses, we all put safety first. But most of us have only so much room in the driveway, and that means a “towing vehicle” might also be used for trips to the grocery store, errands, and even commuting. A full-sized dually just seems like overkill for such tasks, especially if you haul your horses only a few times a year.

If you’re more conversant in horse power than horsepower, it’s wise to do a little research on what you need in a tow vehicle before you start shopping for your next one. Start by assessing the load you’ll be hauling. Your requirements will be very different if you’re hauling Percherons, or ponies, or warmbloods, or Arabians.

“No matter how you put a rig together, it’s important to do it in this order: horse first, trailer second, tow vehicle third,” says Tom Scheve, cofounder of EquiSpirit Trailer Company and coauthor of *The Complete Guide to Buying, Maintaining, and Servicing a Horse Trailer*. “You’d be surprised at how many buy a tow vehicle first only to find out it won’t do the job.”

In other words, once you’ve considered the sizes of the horses you will be owning, both now and in the foreseeable future, your next task is to select a trailer that will hold them comfortably. “You need to get a trailer with the right stall length, width and height to reduce claustrophobia and that will assure the ability of your horse to properly balance when traveling,” says Scheve. “You also need to know what tack and equipment you will be carrying in the trailer.”

Then you’re ready to shop for a tow vehicle that can handle the load you need to pull. Here are some of your most important considerations:

1. **Towing capacity.** Determined by the vehicle manufacturer, towing capacity is the maximum weight that a vehicle is rated to tow. ... Estimate the total weight of your average load by finding the empty weight of your trailer and adding the weight of your horse plus any cargo you normally haul. If it’s feasible, you can get a more accurate weight by loading up your trailer and having it hauled to a public vehicle scale. ... Although technically you can tow a trailer up to the same weight specified as the GTWR, it’s wise to remember that hauling horses is different than pulling, say, a boat. If horses throw their weight about inside the trailer, they can add torques and stresses you wouldn’t get from your boat, which sits closer to the road and has a stable center of gravity. “You want to stay under the GTWR, but I’d recommend staying 10 to 20 percent under,” says Kent Sungling, publisher and editor of the online truck-review site MrTruck.com “A horse’s center of gravity is about four feet high, and they will move around. You need to control for that.”
2. **Curb weight.** This measure reflects what the tow vehicle weighs when fully fueled but empty -- carrying no passengers or cargo. It used to be said that a tow vehicle had to be heavier than the trailer load it was pulling; however, trucks and SUVs engineered to contemporary standards can be lighter for better fuel efficiency, yet still be powerful enough to tow a heavier load safely. But, in general, the heavier the tow vehicle, the better it will be able to control the weight of the trailer. Think of the physics of a small girl running with a large dog on a leash. If the child stops or turns suddenly and the dog doesn’t, his weight is going to yank her off her feet. The girl would have more physical control over a dog her own size or smaller.
3. **Wheelbase:** Critical to the maneuverability and stability of a vehicle, the wheelbase is the distance from the front axle to the rear axle of the tow vehicle. “Simply put, the longer the wheelbase, the safer the tow vehicle,” says Scheve. “The longer the distance, the less likely it is that the tongue weight of the horse trailer pushing down behind the rear axle will cause the front end to be lifted, creating a teeter-totter effect. Also, the longer the wheelbase, the more control you will have of the rig and the better it will track.” ... [with a shorter wheelbase] your rig may benefit from a weight distribution system, a set of additional spring bars and brackets that stabilize the hitch. “A weight distribution system’s job is to eliminate the rocking,” says Scheve. “It does this by taking the downward weight of the singular focal point - the ball hitch - and distributing that weight throughout the tow vehicle and trailer. This eliminates the front end from floating and gives you greater control. A weight distribution system is a must for SUVs and lightweight trucks.”
4. **Drive system.** Most pickup trucks come with rear-wheel drive, as do the largest SUVs. This design directs the engine’s power towards the axle that is bearing the most weight when carrying heavy cargo or towing. Many smaller and midsize SUVs, however, come with front-wheel drive, which does offer better traction in rain and snow, but provides less control over the rear of the vehicle, which is critical for towing. When a trailer is attached to a front-wheel drive vehicle, most of the weight is placed on wheels that are significantly less powerful. All-wheel drive (AWD) and four-wheel drive (4WD) systems are different methods of delivering power to all four wheels. Traditionally, AWD systems relied primarily on front-wheel drive but could redirect power to the rear axle as needed when the front tires slipped in slick conditions, and 4WD vehicles constantly directed 40 percent of the power to the front wheels and 60 percent to the back. However, contemporary engineering is blurring the distinction in many models, which can act like both types of systems at times.

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SHOPPING FOR A TOWING VEHICLE

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5. **Transmission.** Many people have strong preferences regarding manual and automatic transmissions, depending on how they learned to drive and their local terrain. "Mountain folks like to slow their trucks manually," says **Sundling**, "but nowadays it's hard to even buy a manual transmission in a truck." A manual transmission does give the driver direct control of shifting gears. "An advantage of manual transmission is that you can downshift on a hill for additional braking if needed," says Sheve. But the extra "work" in operating the stick shift is one more distraction for a driver and creates a potential for error. "If you are pulling out into busy traffic and your foot accidentally slips off the clutch, you could be in serious trouble," Sheve adds. The automatic transmission allows you to concentrate more on the trailer and the road. Plus, says Scheve, "Contrary to popular opinion, a vehicle with an automatic transmission usually has a higher towing capacity than the identical vehicle with a manual transmission." Nevertheless, says **Riss**, "The best choice when considering automatic vs manual transmission is to go with what is most comfortable for you. There are plenty of options for either transmission type that are capable towing vehicles, but it is most important that you are comfortable handling the vehicle and can operate it safely."
6. **Chassis design.** One primary difference between larger trucks and SUVs and their smaller counterparts is the design of the chassis, the framework that mounts all the other systems and provides the structural strength of a vehicle. Full-sized Trucks and large SUVs often have a "body-on-frame" design: The chassis is a rigid, steel "ladder-like" shape that forms the foundation for the rest of the body. In a tow vehicle with this design, the hitch is attached directly to the frame, as are both axles. "Body-on-frame construction typically provides more stability and capacity when towing," says Riss. In contrast, most cars and smaller SUVs are constructed in a "unibody" design (also called "monocoque" or "unit body"), in which stresses are distributed among the body panels, floor pan and roofline made of galvanized steel. The axles are mounted to the floor pan on subframes, which do not extend the length of the vehicle. Traditionally, unibody vehicles have not been recommended for towing because their bodies are not as strong. "However," says Scheve, "this distinction is becoming blurred because premium auto manufacturers are developing larger, stronger unibody SUVs with sufficient tow capacity to pull a two-horse trailer safely, such as Porsche Cayenne, the Volkswagen Toureg and the Lexus LX 579."
7. **Tow packages.** A tow package is more than just a factory-installed ball hitch. A vehicle equipped with this option is built with beefed-up suspension and brakes, a larger radiator with added cooling capacity, and a transmission capable of sending more power to the drive wheels - all of which adds up to a more powerful vehicle that is better prepared to manage a heavy load. Many tow packages might include mirrors that extend outward so the driver can better see the road and trailer. A tow package does add to the vehicle weight, and it will decrease gas mileage.

Making the right match. How big and powerful a tow vehicle you need depends first and foremost on what type of trailer you have and how much weight you need to haul. Gooseneck trailers, obviously, require a pickup, and you'll probably need a larger one to handle the weight. Among the bumper pulls, any designed to carry three or more horses, especially if they are equipped with tack rooms or living quarters, will quickly reach the weights that require the largest tow vehicles. Many models of the largest trucks - such as the Chevrolet Silverado, the Dodge Ram, the Ford F-250s to F-450s and the GMC Sierra - are rated to tow well over 10,000 pounds. [This does not mean a smaller truck won't do the job for you! Explanations in the full article]

Above all, though, you need to choose a tow vehicle that you are comfortable driving and can control easily. Seemingly minor details, such as a driver's seat that supports your back and fits your body well, can make a big difference over the long haul. And once you have your new truck or SUV, practice driving it in safe conditions before taking it out on the road. "I'm big on practice - learning how to drive with a trailer," says Sundling. "Find a big, empty parking lot and practice braking, turning and backing, first with the trailer empty, and then loaded up. Remember, it's not about how much you can haul, but how much you can stop."

This article was originally published in Equus 432 (September 2013)



A holiday-themed advertisement for Mill Pond Veterinary Clinic and Kennels. The background is a blue, textured surface. On the left, there is a silhouette of a horse and rider. In the center, the text reads "Mill Pond Veterinary Clinic and Kennels" with the phone number "215.536.4443" and the website "www.millpondvetclinic.com". On the right, there are two dogs: a black and white dog and a small white dog wearing a Santa hat. The text "Happy Holidays" is written in a large, white, cursive font at the top right, and "Thank You for another great year" is written in a similar font at the bottom right.



PCHA

Pennsylvania Cutting Horse Association

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