

**Ozark Country Endurance Riders, Inc. (OCER)  
Ride Manager Packet 2018**

## **1. Introduction**

OCER was incorporated in 1983 and originally sanctioned rides in the Springfield, MO area. The organization has grown over the years and annually is sanctioning 12-15 rides. OCER rides are being held in Missouri, Kansas, Arkansas, and Oklahoma. All OCER sanctioned rides are also sanctioned by the American Endurance Ride Conference (AERC).

OCER has the goal of developing trails for Equestrian usage, teaching proper care of horses engaged in a strenuous sport, promoting good horsemanship and sportsmanship. The method of obtaining these goals is to offer standardized endurance rides on the local level.

OCER encourages members to compete for year-end awards. Awards are offered for Limited Distance as well as for regular endurance rides. Awards are given for high mileage horses, best condition, and high point horses. Riders are given awards in their respective weight and age divisions. Breed awards are given if sponsored.

**Ride insurance is currently obtained through AERC at no cost.**

Please note: All OCER rides will be judged using Fit to Continue as the finishing criteria. The Fit to Continue guidelines are enclosed. No Limited Distance rides are judged on first across the finish line, instead each rider's time is stopped when the horse meets finishing pulse criteria. It is up to the ride management whether to give awards based on this time or use the best condition form. Method of placement should be made clear before the start of the ride. The Limited Distance program is considered a training event for new horses and riders or a conditioning ride for the old campaigner after a lay-off. All-out racing is not encouraged.

**A trail-marking guide is enclosed for your reference.**

In order for OCER to sanction your ride you must be a current member of OCER. Complete the enclosed sanctioning form and return it to the address listed on the form. If you have any questions that are not covered by this information packet, please feel free to contact the OCER Sanctioning Coordinator (SC).

OCER thanks you for your commitment to the sport. We would not be able to have endurance rides if we did not have ride managers who go through all the stress and strain of putting on a ride. The ride managers are the strength and backbone of our sport.

## **2. Guidelines for Ride Manager**

The Ride Manager, Assistant Ride Manager and Day Manager must be OCER members in good standing to have a sanctioned ride.

All Ride Managers requesting OCER Sanction should complete a Ride Sanction form and submit it to the Sanctioning Coordinator (SC). You'll want your ride advertised in the OCER Ride Book so make sure to get your flier to the Ride Book Editor by her deadline. The SC will happily assist you with your ride flier.

Established rides shall keep their ride dates (specific weekend) for the following year, unless the Ride Manager wishes to change the date. An established ride is able to retain the established date for one year, if within the ride year, the ride has to be cancelled due to unforeseen circumstances.

Ride Managers are allowed to "trade" ride dates with other Managers as long as all parties involved are in agreement. All OCER rides are to be held, at a minimum, two (2) weeks apart from another OCER ride provided that if both ride managers so request, the board may approve closer dates. Ride Managers will be also be allowed to provide two (2) days of riding and multi day or Pioneer rides.

Each first-time OCER ride manager must obtain an OCER board member or designated steward to attend the ride and remain in camp during the ride. An OCER board member or designated steward must approve the finish line at a first-time ride manager's ride. There must be a responsible individual at the finish line **at least for the top ten riders**. If volunteers are in short supply, a sign should be placed at the finish line asking the remaining riders to note the time they cross the finish line.

Ride results should be sent to the OCER Points Secretary within two (2) weeks of the ride. **FAILURE TO DO SO WILL JEOPARDIZE NEXT YEAR'S SANCTIONING.** The SC will happily help you to organize and report your results to AERC and the OCER Points Secretary.

#### **4. Trail Marking Guide**

SUPPLIES: Surveyor's ribbon is the number 1 ingredient. Tie the ribbons long; they should be at least 15 inches hanging from the knot so that the slightest wind will make them flutter. Tying the ribbon onto clothes pins makes marking and unmarking much easier and allows the ribbons to be hung up and stored for future use.

Select a color that will stand out from its surroundings. Do not mark a trail in light green if the ride is in May. Florescent pink is visible no matter what time of year and can be combined with another color to be even more visible.

Lime arrows should be used on roads and on trails to be ridden in the dark. Night riding also requires more ribbons or white paper plates attached to close pins. The plates should be attached to the clothes pins by ribbon and allowed to swing.

Paper plates with arrows and other information need to be used at intersections and on double trail. Punch holes around the rim so that ribbon can be tied to the plates to catch the rider's attention.

Glow sticks are great but they are expensive. For night riding, they are a good investment for marking hazards and intersections. Because of their cost, they are definitely considered optional. A good on-line source of glow sticks is [www.glowwithus.com](http://www.glowwithus.com). Green sticks are the most visible and cost about \$.34 each.

MARKING THE TRAIL: Corners and intersections: hang ribbons on the side to which the rider will be turning, i.e., if the rider is to turn left, hang the ribbons preceding the turn on the left for 100 yards or so. Hang one or two ribbons immediately after the turn to let the rider know he/she has chosen correctly. Tying two colors of ribbons together on corners will also alert the rider that a turn is coming up.

Hazards: If the original trail is blocked and a new trail has been cut around it, tie a ribbon all the way across the blocked trail if possible. Hazards may also be marked in a different color of ribbon from the rest of the markings. Notice of an upcoming vet check and notice of the finish line should be placed on the trail. If there will be traffic issues, warn riders of such.

Ride and mark the trail in the direction it will be ridden. If it will be ridden both directions, ride it backwards after you've marked it to ensure all ribbons, hazards, and corners are clearly visible. Hang the ribbons HIGH – out of reach of 4-wheelers. Sometimes there's nothing to tie a ribbon to. In that case, flags on stiff wire can be stuck in the ground (be sure to alert the riders that these have been used).

Paper plates and lime are not substitutes for ribbon; they supplement it. Just because there are few turns and intersections does not mean you do not need to hang ribbons. Space the ribbons so that when a rider is directly beneath one at least one or two ribbons can be seen down the trail. Put yourself in the rider's place: he/she has never seen the trail, isn't sure which way is north, and wasn't there a turn a little way back?

THE FINISH LINE should ideally have a sign from one half (½) to one (1) mile preceding it and should be marked with flags and lime and be visible for at least a quarter mile if possible. There should be at least a quarter mile run-off past the finish line and this should not be through camp. The finish corridor should be wide enough for two horses to run abreast and kept clear of spectators. In other words, choose a finish line where safety can be maintained. If that means moving it away from camp, do it!

RIDER MAPS should be used if there is a double trail, turns on and off roads, or any other potential problem. They can also be used to tell the rider "you are here" if points on the maps are numbered to correspond with markers on the trail. On OCER rides, ride managers are considered responsible for finding lost riders so take the time to make maps; it pays off. All first time ride managers should have their trail inspected by an OCER ride manager or seasoned rider.

## **5. Ride Rules**

For all Limited Distance and Endurance rides, completion will only be given to horses found to be Fit to Continue at the finish.

A Limited Distance ride is neither a speed event nor is the first horse across the finish line the winner. The ride time does not stop until the horse meets the pre-stated pulse criteria. Limited Distance horses must meet criteria within 30 minutes of crossing the finish line (Endurance horses have thirty minutes to pulse down and an hour to present for final vet check.)

Ride managers or veterinarians may not require presentation of the horses at any vet check in less than 30 minutes. This means riders are guaranteed 30 minutes, if necessary, before presenting the horse.

All OCER rides follow established AERC rules. Every OCER sanctioned ride must be open to all OCER members in good standing.

Any special rules should be written on the ride flier, publicized in accordance with AERC rules and notes in the entry and in the waiver. For example, anyone mounted on an equine at an OCER

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Benefit Ride is required to wear a helmet correctly placed on his head **OR** sign an additional waiver to wear a helmet. If the helmet has a harness, it should be correctly fastened. This rule should be written in the waiver each rider should sign. If a rider chooses not to wear a helmet, attach the additional waiver to that rider's entry form.

### **OCER Ride Budget Guideline**

AERC per Rider Fee per day	\$8.00 per rider
AERC Sanctioning Fee (1 <sup>st</sup> endurance ride) per day	\$25.00
additional distance (LD, other endurance ride) per day	\$10.00
Groceries (Ride Volunteers, Veterinarians, etc)	\$100 to \$200
Misc.	\$100 to \$150
Permits	\$35 to \$270
Porta-Potties per day	\$60 to \$150
Vets (per vet, per day)	\$400 to \$500
Lodging/Camping per night	\$20 to \$90 a night
Water Hauling	\$20 to \$40

Ride Management is not required to go by the above guideline, but hopefully it will be helpful in planning your budget. The OCER SC will happily help you with a budget.

**THANK YOU FOR YOUR SUPPORT IN HAVING AN OCER SANCTIONED RIDE!!!**

**Please (e)mail your sanctioning form to**

**Louise Burton**

**[firedancefarms@prodigy.net](mailto:firedancefarms@prodigy.net)**

**And your ride flyer to Janet Hatch**

**[jghatch@centurytel.net](mailto:jghatch@centurytel.net)**

**2018 RIDE SANCTION FORM**

NAME OF RIDE \_\_\_\_\_ DATE \_\_\_\_\_

LOCATION \_\_\_\_\_

MILEAGE(S) \_\_\_\_\_

IS LIMITED DISTANCE RIDE SANCTIONED BY AERC?     Yes     No

REMARKS \_\_\_\_\_

IS THIS AN OCER BENEFIT RIDE?     Yes     No

RIDE MANAGER \_\_\_\_\_

FULL ADDRESS & PHONE # \_\_\_\_\_

ALTERNATE RIDE MANAGER \_\_\_\_\_

FULL ADDRESS & PHONE # \_\_\_\_\_

DAY MANAGER \_\_\_\_\_

ARE YOU A FIRST TIME RIDE MANAGER?     Yes     No

WHO IS YOUR IN-CAMP RIDE STEWARD? \_\_\_\_\_

WHAT IS YOUR EMERGENCY PLAN? \_\_\_\_\_

\_\_\_\_\_  
(Example: Call 911 and transport injured party to designated emergency spot. What is the closest hospital? Etc.)

Return to:  
Louise Burton 5220 Honey Creek Rd Okmulgee OK 74447 [firedancefarms@prodigy.net](mailto:firedancefarms@prodigy.net)

Benefit Ride Manager: \_\_\_\_\_ Name of Ride: \_\_\_\_\_

**INCOME:**

\_\_\_\_\_ @ \$ \_\_\_\_\_ = +\$ \_\_\_\_\_  
# of riders entry fee

\_\_\_\_\_ @ \$ \_\_\_\_\_ = +\$ \_\_\_\_\_  
# of riders entry fee

\_\_\_\_\_ @ \$ \_\_\_\_\_ = +\$ \_\_\_\_\_  
# of riders entry fee

\_\_\_\_\_ @ \$ \_\_\_\_\_ = +\$ \_\_\_\_\_  
# of riders entry fee

Total discounts given - \$ \_\_\_\_\_

**TOTAL INCOME:** \$ \_\_\_\_\_

**EXPENSES:**

AERC Sanctioning Fee \$ \_\_\_\_\_

AERC Rider Fee (\$8/rider) \$ \_\_\_\_\_

Head Veterinarian \$ \_\_\_\_\_

Treatment Veterinarian \$ \_\_\_\_\_

Food \$ \_\_\_\_\_  
(Please include receipts)

Misc Expenses \$ \_\_\_\_\_  
(Please include receipts)

\_\_\_\_\_ \$ \_\_\_\_\_

\_\_\_\_\_ \$ \_\_\_\_\_