

# Riding By Reasoning

By MONTE FOREMAN  
Illustrated by the Author  
PART IV

The Principles for "getting with a horse best" during his maximum efforts are like those of the balanced, bareback rider who can stay easily with his arms folded.



• "How high can a horse jump? This drawing is from the spectacular photograph of *Great Heart*, ridden by Fred Veysey of Scottsdale, Ariz., when he established a world's record of 8 feet 13/16 inch, the highest official jump ever made in this country." Courtesy *Horses in Sport* by Frank A. Wrench.



• Caught behind but still not interfering with the horse; loss of balance; threw away his reins to keep from hindering the horse for landing. Going to his breast collar because he does not want his weight to hit the horse's loins, which causes horse to lose his balance. It can easily be seen that if the jock was in position for the landing as is Chamberlin, there would be no cause for landing trouble! It takes courage and know-how to win these races — plus a top horse in perfect physical condition.

OUR American jockey, Tod Sloan, was the first saddle rider to use *the horse's balance*, proving it could carry a man faster on its shoulders. It is believed that Tod figured this type of riding from bareback. Photographs prove jockeys are *perched* on their knees a couple of inches farther forward on the horse's shoulders than where a man is *forced* to ride when bareback. Both are *balanced riding*; both have the same riding characteristics; the only exception being that race, polo and jumping saddles allow the rider more stability and freedom to get farther forward on his knees!

Captain Federico Caprilli of The Italian Cavalry School was the first to put forward riding into a system for all riders. This was during the years from 1897 to 1907 during the time Tod Sloan was burning up tracks with his *on-the-shoulder* riding. Caprilli figured that if the horse could carry a man faster at any distance there it would also work for the jump and cross-country rider — another user of *the horse's maximum efforts*. It did! Once his system was installed in The Italian Cavalry School, with great generosity instead of monopolizing it themselves, they opened their doors to officers of other nations who also spread it around the world, and used it to great success both at home and in international competition.

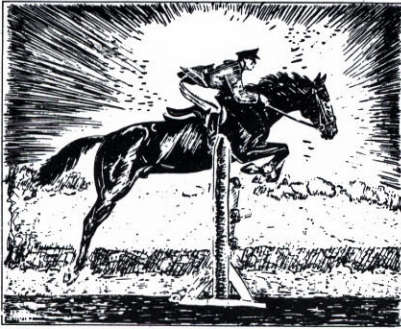
This system is known as *the forward seat* . . . it should be pointed out that the "so-called" *forward seat* is misnamed. It is *the balanced way of riding*. The rider's seat has nothing to do with the system because the rider's seat does not touch the saddle from the start through the landing of a jump! (Authorities for this are: cavalry manuals of the United States, Italy, England, Germany, Mexico, France, and others. Books to be recommended are written by these competition-maximum effort horsemen: *Training Hunters, Jumpers and Hacks* by Harry D. Chamberlin; *The Forward Impulse* by Piero Santini; and *Equitation* by Henry Wynmalen. Other authors are Littauer, McTaggart, Lewis, etc.)

*Balanced riding* will allow a calf roper to break faster, get ready, rope quicker and more accurately. The same applies to 'doggers, hazers, barrel racers, cuttin' horse men, and all horses used for rodeo, ranch, and pleasure purposes — and believe it or not, the same riding characteristics hold true on broncs and bulls. In a later article we will show both Casey Tibbs and Harry Tompkins *gettin' after 'em* from movies taken at the Denver National Western. (There isn't anything like studying riding from slow motion movie film!)

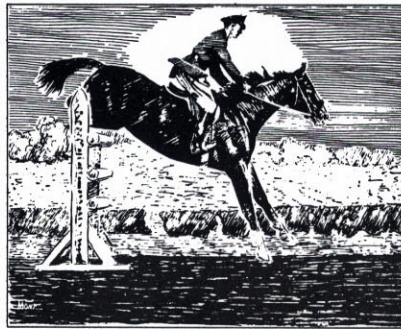
In four articles we've proved where the horse can carry the rider best, but there are several major points to be taken up yet before a stock saddle can be made to give a *balanced ride*. These points include: *grip, rigging, tree types* and their additions.

(There are *feed troughs with stirrups* on the market, said to be balanced seat saddles, that are about one-third toward being *balanced riding* saddles. Your author will be glad to cooperate with those interested in making this saddle for their customers. The first to be completely satisfactory can be used to demonstrate in these articles and in the moving pictures which we are making for horse club lectures.)

These three illustrations and quotes are taken from Harry D. Chamberlin's book, *Training Hunters, Jumpers and Hacks*. Chamberlin, a general in the U. S. Cavalry, studied and competed internationally with great success, and was author of the cavalry manuals on horsemanship.



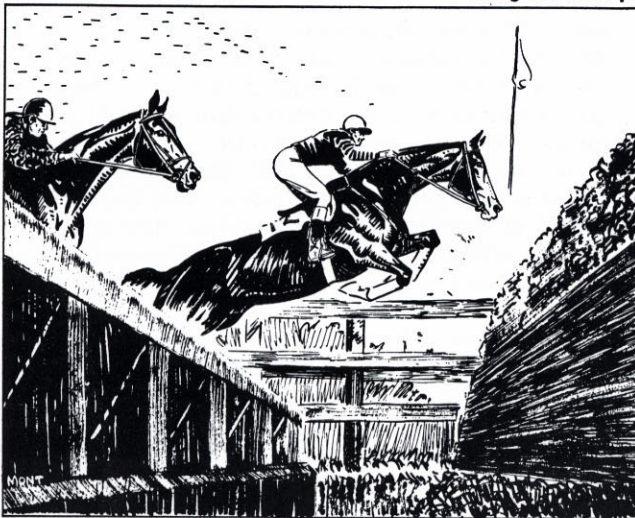
● "Excellent jumping; rider's weight in heels; balance perfect; hands light; horse contented and free."



● "Correct form during descent. Note rider's weight in heels and on knees; seat out of saddle; hands feathery-light." (In many outfits, cavalymen were taught to jump at least three feet without stirrups, maintaining the same form. It can also be done bareback, riding the same place in the same form.)



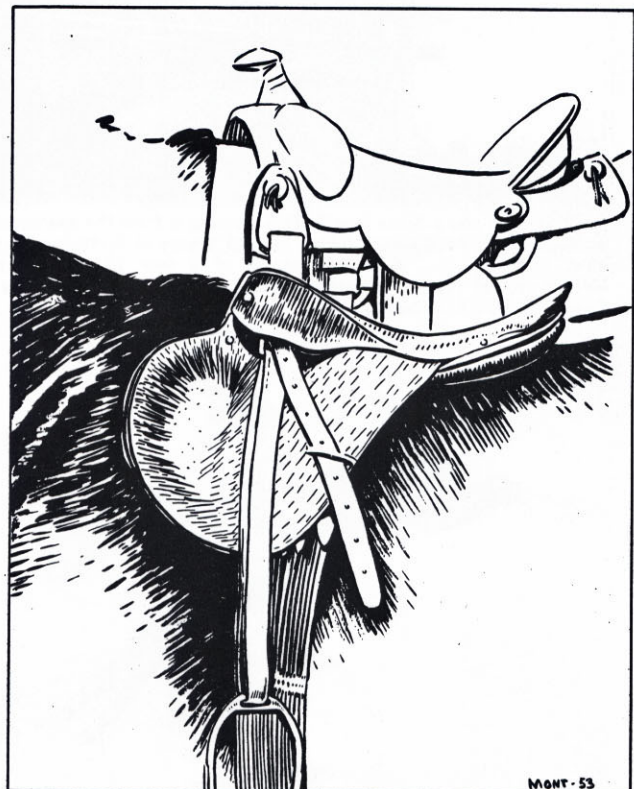
● "Correct form in landing. Weight received principally in heels; seat kept out of saddle by stiffening knee joints and setting muscles of back; hands low and soft; loins free of rider's weight which allows painless engagement of hind legs under the belly as they come to ground." (This is the best way invented so far to ride in balance and in time with the horse's actions. Any time the rider's timing or balance is lost, he must hang onto something with his hands, usually ending up with something like the English riders over the *Liverpool Ditch*.)



● American steeplechase. The *Liverpool* at Brookline . . . from Piero Santini's book *The Forward Impulse*. (Our American riders were about twenty years ahead of the English in riding the horse's balance over the jumps.)



● English steeplechase. The *open ditch* at Liverpool, again from *The Forward Impulse* by Piero Santini. (They called this hanging back on 'em, "lightening the forehand." How can that be so? It takes lots of nerve to get up there between a horse's ears to ride his *drive* over a running jump of this nature . . . or even little ones.)



● The stirrups are hung directly underneath the pommel on the jump saddle; the knee flaps allow the rider to place his weight in front of his stirrups on the horse's shoulders where jockeys, polo players and bareback boys go to get with 'em; which happens not only to be the place where the horse can carry weight easiest, fastest and to handle best at speeds; he also can go cross country and jump higher and safer too!

Compare the Pariani Jump and the stock saddle as to placement of stirrups; see where it is impossible for the stock saddle rider to even use the part of the horse's shoulders that gets 'em there easiest and fastest.

The riggings of the two saddles are in the same place, as are the saddles on the horses.