

# Trail markers

The Official Newsletter of the  
Texas Endurance Riders Association

Volume 18, Issue 1  
Summer/Fall 2018



[www.texasenduranceriders.org](http://www.texasenduranceriders.org)



## Trail Markers is the newsletter for the Texas Endurance Riders Association.

Kerry Lowrey and Carol Grosvenor have stepped in to produce the TERA newsletter. Our hope is to help make TERA an inclusive organization for riders of all ages, skill levels and backgrounds. You will hear from one of our trainer and vet members in each issue, in addition to keeping up with upcoming rides and events.

Advertising rates are as follows (these are for black and white. Call or email for color rates):

Full page - \$80  
Half page - \$50  
1/4 page - \$30  
Business Card - \$20

These are one time rates.

Classified section free to TERA members (up to 40 words).

No standing classifieds.

Classifieds to non-members— \$10.

*Riders on trail at Shanghai Trails in March.*

*Photo courtesy: John Nowell <http://www.remuda.smugmug.com>*

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### Classifieds

ANTIQUE ARABIAN STUD! 6 Kingdom of Saudi Arabia Bedouin descended geldings. Superior cardio/pulmonary recovery, culled in the desert for endurance for 10,000 years. Raised on creeks, woods, slopes, not box horses. Al Khamsa Blue Star desertbreds. SALE NOW. 903-848-9425 leave message

CEDAR GROVE HORSE MOTEL. Overnight stabling and hookups in Dripping Springs, <https://www.cedargrovetx.com>, 512-825-9076

## Upcoming 2018-19 TERA Sponsored Rides & Clinics

### TERA Ride Manager's Clinic

Saturday, July 21, 2018  
C Bar Ranch, Valley Mills, TX  
Open to anyone interested in ride management. Can bring horse.  
Caryne Edwards  
[cedwards23@satx.rr.com](mailto:cedwards23@satx.rr.com)  
Val Bixler  
[bixlerdvm@gmail.com](mailto:bixlerdvm@gmail.com)

### Unicorn Hunt (1 day)

Labor Day Weekend, Sept 2  
25,55 & 100 miles  
Davy Crockett National Forest, Kennard, TX  
mgr: David J. Fant  
936-655-4048  
[dfant2007@hotmail.com](mailto:dfant2007@hotmail.com)

### Quitaque Climb (2 day)

October 6-7, 2018  
Pole Canyon Ranch, outside of Quitaque TX

intro, 30 & 55 miles  
mgr: Valerie L. Bixler,  
214-514-3618  
[bixlerdvm@gmail.com](mailto:bixlerdvm@gmail.com)

### Armadillo Ride (1 day)

October 20, 2018  
Davy Crockett National Forest, Kennard, TX  
25, 50 & 100 miles  
mgr: Bo Parrish  
936-852-3532  
[lindapparab@valornet.com](mailto:lindapparab@valornet.com)

### River Run (2 day)

December 8-9, 2018  
Land Heritge Institute, San Antonio, TX  
intro, 25 & 50 miles  
mgr: Eron Howell  
830-537-4604  
[eronh@gvvc.com](mailto:eronh@gvvc.com)

### Heart of Texas

February 24-25, 2018  
Lazy F Ranch, Smiley, TX  
intro, 25 & 50 miles  
mgr: Eron Howell  
830-537-4604  
[eronh@gvvc.com](mailto:eronh@gvvc.com)



## 2018 Board of Directors

### President

**Caryne Edwards**  
311 Hunters Creek Dr.  
New Braunfels, TX 78132  
830-660-5552  
cedwards23@satx.rr.com

### Ride Manager Director

**Valerie Bixler**  
3598 CR 406  
McKinney, TX 75071  
214-514-3618  
bixlerdvm@gmail.com

### Vice-President

**Jen Masters**  
512-297-0521  
mastersqh@aol.com

### Publicity & Awards Director

**Khristin Seymore**  
PO Box 559  
Daingerfield, TX 75638  
903-563-6639  
HorizonAggie@aol.com

### Secretary

**John Nowell**  
3651 White River Dr.  
Dallas, TX 75287  
972-672-8250  
jcnowell@msn.com

### Membership Director

**Trina Moya**  
1055 Rose Lane  
New Braunfels, TX 78132  
tchurch2877@gmail.com

### Treasurer

**Russell Betts**  
6101 FM 1374  
New Waverly, TX 77358  
832-331-3164  
rzbetts@aol.com

### Education Director

**Bob Rogers, DVM**  
31210 Chelsie Place  
Magnolia, TX 77354  
Drbob@criterfixer.com  
281-460-8996

### Editors, Carol Grosvenor & Kerry Lowrey

231 Prochnow Road, Dripping Springs, TX  
512-825-9076  
cmgrosvenor@gmail.com

## What "Endurance" Means

*From the editor*

We throw this word around casually, and define an endurance ride as 50 miles or longer. But, let's take a closer look at this word and this sport. The personality trait endurance (or perseverance) is one of the most valuable personality traits one can hope to attain. It is only found in mature, confident individuals, regardless of their chronological age. The sport is quietly helping us learn to endure and persevere through whatever life throws at us. We get smarter about the way we do things. We learn to plan better and not make poor, impulsive decisions. We learn there aren't any quick fixes, and success means not skipping steps. We learn that hard work begets success, and we sometimes learn that it doesn't, but it is only through our mistakes that we learn and improve. We learn to accept the setbacks and keep on trucking. We learn that we can do things we didn't think we could ever do, and that small successes lead to bigger ones. We also learn we have to fail in order to succeed. We learn to be humble. The more we learn, the less we know.

If you can ride 25 or 50 miles in deep mud (rain/heat/snow), maybe fall off your horse and lose your phone, what's a little deadline at work, anyway?

## Next up: Ride Manager's Clinic July 21, 2018

**When:** Saturday, July 21, 2018

**Time:** approximately 8:30 am - 5 pm

**Location:** C Bar Ranch 611 P.R. 3348, Valley Mills Texas 76689

Every summer TERA hosts a ride manager's clinic, which is free to attend by all TERA members. All ride managers must take the course every three years to remain certified to host a ride. The clinic lasts all day on Saturday, but you may bring your horse and ride before or after the clinic. TERA will provide coffee, breakfast and dinner. Bring your own lunch. A refrigerator is available for your use. Some of the clinic will be held in the cabin, but some of it will be outside. Bring a chair, sunscreen and bug spray.

Topics discussed include trail marking, safety and emergency plans, AERC and TERA rules; and legal issues.

There are costs to rent and use the facility, and you may bring your horse and trailer. Ranch fees are \$10 to ride per day, \$25 to stay in the cabin, and \$15 for an electrical hookup.

### Questions?

Call **Val Bixler**-214-514-3618 TERA RM Director  
or

**Caryne Edwards** TERA President-830-660-5552

*\*Registrants' names may not display on website.*



# Nickers and Neighs

Words from our president and vice-president

**"Take an inch at a time instead of a yardstick. A yardstick will break; an inch won't."**

My mentor when I first learned about equitation said this over and over. I have since applied it to most everything I do—from working with my horse, to increasing my mileage, to my work at the hospital. Begin with your goal in mind. Break that goal (yardstick) into steps (inches). Have a clear mental picture about what you want to accomplish. Then, when you get that inch, (or sometimes only 1/2 inch) you have your stopping point. He also would say do not ever bypass a step or the next inch. It will show up later. Fortunately and unfortunately, I have also learned this lesson many times.

During the hot summer months, you may spend less time on your horse's back and more ground time with him. I wish you many successful inches that construct strong yardsticks and stretch into many years of happy riding to come.

Enjoy the summer and our "new" newsletter!

**Caryne Edwards**, TERA President

## Welcome New Board Members!

**Bob Rogers, DVM**, our new education director, brings with him over 10 years of LD riding, and a wealth of information and education. **Carol Grosvenor**, a web & print designer, is our new adjunct board member who will be co-editing the newsletter with **Kerry Lowrey**. **Trina Church-Moya**, our new membership director, will be concentrating on overall awareness to increase membership and participation. Trina holds an MBA. She & Carol also ride LDs.

## Riding With My Children

**How do you get your kids started in endurance riding?** How do you make sure they are ready? How do you select the right horse for them? There are so many questions and different answers to each one of them. Everyone has to make their own story.

I have 3 children; an 18 year-old son who has one LD and a few NATRC rides under his belt, a 15 year-old son who made the national LD list, and a first grade daughter who lives to ride. In 2016 I had the pleasure of riding a lot of miles with my son Jack, then 13. We entered Limited Distance rides together, and it was the best Endurance year of my life. I got him started by doing short rides with me. I followed the rule that I use when bringing along a new horse, don't add miles or speed on the same ride. We would go slower on a loop and then return the next time and go a little faster. I would point out how much time we saved adding a little more trotting. My children began riding as infants. They would fall asleep on the saddle in front of me while the horse walked. They all rode before they walked. We rode for years together before ever entering an Intro Endurance Ride. I took my time and made sure they were ready.

**Selecting the right horse is of the utmost importance.** You have to really not be in a hurry. This is your child you are shopping for. Safety first. I bought Jack's horses from experienced endurance riders that I knew and trusted. His first pony was a Welsh/Arab/Quarter Horse cross. He rode the pony until he got too heavy. Then I bought him a horse that was a proven kid's endurance horse. He blossomed with Jack, and they had amazing rides together. They have earned a lot of awards, but more importantly, I feel Jack has learned valuable life lessons. The miles we spent in the truck traveling together as well as



the saddle miles have enriched both of our lives. Jack has really grown and his riding is limited now. He is a football star and is pretty heavy to be doing distance riding now. I am so happy I took advantage of the chance I had to ride with him while I did. Time well spent.

I have a 6 year-old daughter who is riding with me now in trail rides. She is riding Jack's first pony that he started on before he moved up to his current horse. He has the miles and experience, and I trust him to teach her what she needs to learn. Plus, his small size gives her more confidence. She says she is ready for an intro, but I am not pushing her. She has all the time in the world, and I want to do it right. I see people with children making them go too far or too fast. I don't believe that is the way to go. Let it happen naturally. We switch up where we ride to keep it interesting. I believe she has a bright future in Endurance.

It is a lot of work to bring up a child in distance riding, but it is well worth the extra effort. It starts with the intense love of horses and develops as the child grows and enjoys the adventures. Life is so short, and they grow so fast. Endurance riding is a wonderful way to spend time with children—away from phones, TV, video games and noise.

**Jen Masters**, TERA Vice-president



# Never give up

*Advice from trainer Donna Murphy, AERC# M21111*

Horses nuzzle their way into our hearts and teach us about life and to keep on going. I have ridden since I was a child, have been riding endurance competitions for 20 years, and own a boarding and training barn. Nothing has ever gotten me down until a year ago when I was kicked and suffered a life threatening, severe compound fracture of the tibia—fractured in several places along with nerve damage. Accidents happen to anyone, anywhere, and it forces us to tap into our inner strength and faith to get well. I had a rod placed in my bone marrow from knee to ankle to hold my leg together. I know most all of us suffer from injuries and medical issues. These roadblocks are true challenges to us emotionally, physically, and spiritually.

**This last year has been the roughest year of my life.** Injuries force us to slow down and to take a good look at ourselves and our goals. My words to all my fellow riders and students: **NEVER GIVE UP.** It is painful and tough to get back in the saddle. I could not have done it without the encouragement and help from my fellow riders. Obstacles get in the way, and they make us stronger and tougher. Injuries and medical problems happen to all of us, and to our horses. As we get older, it is harder to heal and get the courage to come back. I see it among many of us, including my riding students. I love sharing my passion with enthusiastic, young riders and older adults getting back in the saddle. I worked hard to come back and still continue with physical therapy to be strong.

Injuries force us to slow down, and it is a time to take a good look at ourselves. I have become deeply humbled and appreciative of the simple things like being able to walk. When I spent two months being immobile with no weight bearing on my leg, there were times of deep depression, and the pain made me

crazy. My horses helped bring me back—they have healing energy that helped me heal. I eventually made it to my barn and could hug a horse. My surgeon would have fallen over if he saw me hop with my walker eight weeks after surgery, pull myself up on my 4-wheeler to get to the barn, to at least hug a horse! Now it is all behind me. I can identify and reach out to others going through the pain and discomfort after an injury or surgery. I love assisting riders coming back from injuries and medical issues, and can help to give them the confidence to do it.

Our sport has numerous riders in their 60s (as myself) and 70s. The older we get, the harder it becomes. We all have different goals. I used to be competitive; I have been blessed with some fabulous, top-placing, athletic horses, winning best condition awards in nearly every ride. Our sport is awesome because we can choose to be competitive, and yet there is room for doing a slow, easy 25, or an intro ride to make a comeback. I want to encourage all of you to realize there is a place for you in our sport. Our goals change with time due to finances, health reasons, and time constraints. We need to promote our sport to the beginners, the oldies coming back, and to those of us who can only make a few rides each year.

I encourage you to not compare yourself, and your horse to others. Don't compete with your former self—the past is the past. Focus on the present, perhaps take a look at yourself and pivot in a new direction that better fits your needs. Don't get slapped down by humility and depression. There is so much that our sport and horse ownership has to offer. If you aren't ready



to ride after an injury or medical issue, there are other directions to go. Our sport needs volunteers and help mentoring others! We are all unique in our own way, as are our horses. I want to see us all reaching out to one another. I am available to help. Riding is my passion. We oldies have learned a lot through the years, and we have so much to offer. We all are going to have highs and lows—it is a part of life and being human.

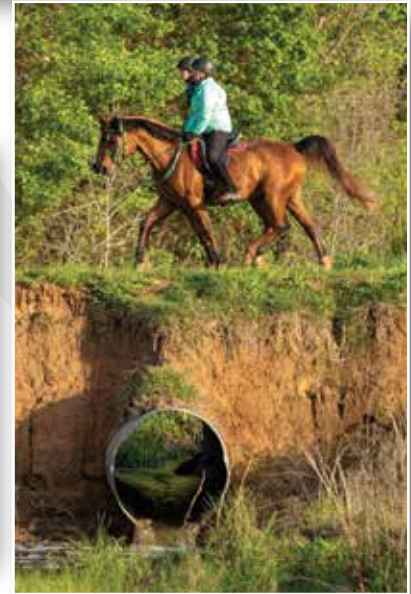
Tomorrow is another day, keep the dream going. We horse folks are all very unique people. Keep on riding and coming to rides in whatever capacity. Do not feel humiliated that you are starting back at the intros or 25s when you used to be doing 50s or 100s. And, you can stick to intros and 25s, too. It is ok, and we all want to see you riders coming back. It's not about who has the best or fastest horse.

**Remember to finish is to win.** Even if you did not finish, at least you tried. Our sport is special—let's keep building each other up, and leave your drama and worries, and pain at home. With our horses we can fly. Be positive, and DON'T EVER GIVE UP. My fellow riders, we all need each other!



# Reminiscing Through

## Racing Stripes



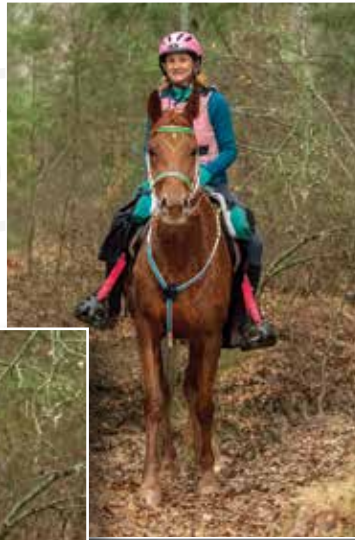
## Last Hurrah





# Trough the Rides

## Old Glory



## Shanghai Trails





# Emotional Fitness in Horses

By Bob Rogers, DVM



This horse needs a lot more emotional fitness.

As I watched Justify win the Triple Crown, I was rejoicing that finally someone had proven you don't have to start a horse at 18 months and race a 2-year-old to win. Justify was started after he turned two and raced at three. Hopefully, others will follow this example, and injuries will be reduced.

I also noticed this horse was not right-brained running on adrenaline. Justify is very much a left-brain horse, with long, fluid strides. He is enjoying the pure joy of running. I saw the same with Funny side and Seabiscuit. Some endurance riders think a horse needs to be hard wired and right-brained to win. I disagree.

As a guy who used to ride a horse, Hatch, that other riders not so affectionately called "Meth Lab," I can tell you this right-brain running on adrenaline is a huge waste of energy. Adrenaline causes ulcers that lead to colic. It predisposes the horse to tying up, fatigue, increased sweating and dehydration, and catastrophic injuries. A rider cannot communicate with a horse running on adrenaline. That horse is a danger to himself, his rider, and all the riders around him.

Endurance riding is about learning to take care of your horse. We go to a ride to test what we have accomplished with our training and conditioning, and to find the holes in our program. We strive to be better the next time. My heroes are those riders with 10,000 miles on the same horse. That requires taking care of your horse both physically and emotionally. Those riders who run the wheels off their horses and hope to win BC because they came in one hour ahead of everyone and weigh more, in spite of the fact the poor horse was overridden and looked poor, have missed the whole point of endurance.

As endurance riders, we all focus on learning about nutrition, hydration, electrolytes, and conditioning. Take some time to focus on emotional fitness for yourself as well as your horses. A wonderful relationship will develop. Isn't that what you always wanted? You will find your enjoyment increases when your horse walks up to you and is glad to see you, or does the walk about and follows you around after a two-hour training session. All kinds of vices will disappear like magic.

I was at a ride when escaped horses running through camp knocked down my horse's corral. Instead of joining the herd and running through camp like a banshee, he came over and calmly stood right next to me. I knew my groundwork was paying off.

So, what is this emotional fitness and how do I get one? I am going to borrow from an article by Cheryl on *Canada Horse.com*.

*"A high level of emotional fitness is a basis for feeling comfortable and balanced with whatever circumstances are in your life, so that you can feel peace regardless of what is going on around you."*

It is taught in martial arts, motorcycle racing, and Centered Riding, by Sally Swift.

Decision-making, both human and equine, is based on our emotional state.

We are better partners for our horses if we are in a state of calmness and vice versa. An endurance ride is the calculus final of emotional fitness. I became a much better equestrian the second I lost the "Let's get 'r done" attitude and started to focus on the connection between my horse, Hatch and myself. My horse said, "thank you," and became much more cooperative and a pleasant ride. Less energy was wasted. A healthy horse and a BC became much more attainable. Hatch calmed down so much I thought maybe he was sick. I am starting three new horses with a foundation emphasizing emotional fitness.



## Cheryl's 8 steps to emotional fitness

Become aware of your own emotional fitness. Patrick Swayze said, "The reason I like working with horses is they let me know exactly where I am. They make me take care of myself." They take care of us by reminding us to take care of ourselves. Isn't the reason we ride because the outside of a horse is good for the inside us?

Let go of impulsive techniques with your horse. Kathy Moore, a natural horsemanship trainer and a non-resistance trainer, is teaching me:

**1. Don't act like a predator, become a partner.** If you have that "Get 'r done" attitude walking out your door, your horse will see you as a predator.

**2. "Let it be the horse's idea."** "Horses go to comfort. Make it easy to do the right thing and difficult to do the wrong thing."

**3. "Don't blow through the "thresholds" of your horse deregulating or learning to calm themselves.** Learn to read your horse. Reward the slightest try by letting the horse enjoy the moment. Don't ask them until they are calm. Pretty soon, as you both become left-brain, the horse will be calm and want to join up all the time.

**4. Make your requests clear, concise, and consistent.** This is the essence of communication. Practice Parelli's phases of requests until they are automatic, subconscious, and flow like a dance. Communicate in such a way that no one can see—through energy and feel.

**5. Focus on the relationship and not on the agenda.** Learn to think like a horse. Reward the slightest try. Ask for less, and you will get more.

**6. Accept that this is a learning curve.** Many horse people say Linda and Pat Parelli's techniques take too long. They save time. Once you master the seven games, all other training will take a lot less time. After just completing the first "friendly game," a whole new world of enjoyment will open to you. This is the most fun I have ever had with my horse. After working with my horses, Hatch (the meth lab) and Flaco (the nervous nelly), the massive tension release gave us both the emotional freedom to soar.

**7. Find someone who understands non-resistance training.** I had the misfortune of using a trainer who talked a good game, but when I picked up my horse, I watched him whip and slug the horse when he hesitated to get into the trailer. I was sick. It took a month to calm the horse down and restore his emotional fitness.

Although your horse will improve if you attempt to learn natural horsemanship or the Pat Parelli seven games out of a book or through videos, I don't think you can really master the techniques fully without a mentor. Find an instructor who understands and supports mutual respect. A horse should never be pushed to the point of becoming emotionally unraveled.

**8. Be a positive influence.** If you are really having a bad day, don't ride. Just sit in a chair out in the pasture and let your horse come over and comfort you. You will only influence your horses to become more emotionally fit if you are walking the walk. As Toby McGuire said, "We all thought we saved Seabiscuit, but he really saved us."

I hope you will take a week or two and focus on emotional fitness. I hope you become hooked on it. Horses will give their all to someone who creates a comfortable and safe environment around them.

Happy riding, Dr. Bob Rogers  
[drbob@criterfixer.com](mailto:drbob@criterfixer.com)



## Endurance 101 Everything you ever wanted to know about endurance riding, and more!

On March 17-18, at 7IL Ranch in Cat Springs, near Houston, TERA hosted its annual new member clinic where everything endurance was discussed, and even practiced, the following day. **Jamie Lemon**, the education director,

led the clinic using an AERC presentation that covered everything a new rider would want to know. Topics included training your horse, camping with your horse, feeding for performance, trail etiquette, containment for horses at rides, information on trucks, towing and tires, roadside assistance plans, shoeing options, and camping equipment. Bob Rogers, DVM, spoke on horse management and feeding. Carol Grosvenor did a demonstration on equipment needed, and Caryne Edwards opened the event. The next day, riders went out for a short ride on the ranch. All meals on Saturday were provided, as well.





L-R: box cutter, screw drivers, volt tester, wire cutters, fuses for truck & trailer, cable adapters, spare cable connection parts, and electrical tape.

## Tech Corner: Getting your truck-to-trailer cable connection working properly

If you want to ride a horse and take it somewhere in a trailer, eventually you will need to make repairs and adjustments on your truck and trailer. Eventually, we will all get stuck somewhere on the side of the road, and just like that; truck and trailer repair becomes paramount. This column is designed for the average, non-mechanic, non-engineer, rider who may need to MacGyver his/her way out of a bad situation.

### Your toolbox

It starts with your toolbox, assuming you have one. If you're a woman and your husband has a toolbox, but you never had your own, get your own toolbox now, and don't let anyone borrow a tool without replacing it! Buy your own tools and spare parts (even if they duplicate your husband's), and make sure they stay in that box, which you will carry in your truck or trailer. A \$2 fuse can be the difference between getting on the road fast and losing a day in transit.

You have a problem with your cable or fuse if your lights, brakes, running lights, or 12V power are not working properly. This can mean your brakes are locking up, your left blinker makes your right blinker blink instead, your lights or your brakes on your trailer don't work. You also have a problem if your trailer works on your truck, but not on someone else's. This is because either one or your trucks or trailers isn't wired to manufacturer's specs. It can also mean you have blown the fuse for the trailer **tow/turn stop relay** (a 20 amp fuse on my truck), or the wiring is loose or dirty; or there is a short.

Some of this is easy to fix, some not so easy, but it may be something you can do yourself. Even if you can't fix it yourself, simply having the replacement parts on hand will make a tremendous difference. Unfortunately, this is not as straightforward as it could be because the wiring color coding is not standard.

Trucks usually come from the factory wired for a four-pin cable. Three of the colors are standard across all trucks and trailers. **Brown is tail and running lights, aka Marker Lights (ML). Yellow is left turn and stop (LT). Green is right turn and stop (RT). The other color is usually white for ground (GD), but it can also be black or gray.** Most horse trailers will be six or seven-pin connectors, but they are built on the standard four-pin set.

Older horse trailers usually have a six-pin cable, and the connector is usually round. In RVs, it is usually square. On newer horse trailers and RVs, there will be a seventh wire, so the connector is bigger. Again, these are usually round on horse trailers.

On a six-pin trailer, the other wires control 12V power (may also be labeled AX for auxiliary) and the electric brake (labeled EB). On the seven-pin, the auxiliary and 12V are not the same. You could also see auxiliary labeled on some diagrams as "spare," or "S."

On the seven-pin trailers, you will have the standard four, as well as reverse lights

(AX, used on RVs to power reverse lights or cameras), and the other two on the six-pin—the brake controller (EB) and the 12V power. This varies depending on the type of trailer connection you have. See the diagrams to find your trailer type.

Because the wiring isn't standard, and is even different on the truck side and the trailer side, this gets very confusing. It can be worse if someone has used non-standard colors to extend wiring on the truck side. This will require testing to figure out what they did, and/or taking the wiring apart to see what they did.

If you have to have someone else haul your trailer, buy adapters that will allow your trailer to be hauled by the other type of connection. Two are in the photo above, on the right side of the fuses. You can probably haul a trailer a short distance without any brakes or lights if it isn't dark or hilly. However, in either case, you wouldn't be able to do it.

On your connection cable, there will be one ground wire cable. It is the largest hole in the inside piece. When studying your diagrams, that larger hole will help you orient it correctly. The ground wire must be grounded to the metal on the truck, or the system won't work properly. See photo for example on how to do that.

On the trailer side, there will be a wiring diagram on your trailer. Take a picture of it and put it on your phone and/or print it out and put it in your glove box. Most likely, this side will be color-coded to factory specs, because the factory will have installed it. Still, it is possible that





those colors could be wrong, too. Don't expect the wires to the truck cable and the wiring on the trailer side to be the same. They won't be.

If you drive off and forget to unhook the connector, you will probably need new parts, so add them to your toolbox before you leave home.

To repair your cable, you'll need a wire cutter tool that will allow you to cut through the rubber coating and insert the tiny copper wires into the housing. This part of the connector piece is labeled with codes (GD, LT, RT, EB, ML, TL, AX, 12V, BU, S) to help you. These connections need to be tight and the same length. There may be an inline fuse on your trailer, too. If you have to rewire either the truck or trailer side, you can disconnect the proper fuse while working to keep from getting sparks. The shock is small, but if any wires touch, it will spark.



On the truck, the first thing to check is the fuse, if your trailer lights and brakes aren't working. This fuse is in the fuse box under the dashboard of your truck. Some trucks also have a fuse box under the hood. On my truck, the fuse was a rectangular, blue 20-amp (see picture). In your truck's manual, you will find a fuse box diagram and a fuse color chart. Replacing the fuse may be all you need.

If you have to rewire your connector on either the truck or trailer side, start with the four wires from the factory. Check underneath your truck that the ground wire

really is attached to the metal on the truck (see top photo above). Purchase a circuit tester with LED lights (photo above) available from [etrailer.com](http://etrailer.com) (and some auto stores) that plugs into your truck's connection socket. If the trailer is wired to factory specs, the LED light for each wire will come on. There isn't a light for the ground. These tools are about \$20 and should be part of your toolbox. The six-pin and seven-pin circuit testers are different and can't be interchanged. [etrailer.com](http://etrailer.com) also carries a circuit tester that will test any circuit. That sells for about \$54.

In your toolbox, you'll also want to include a

wire cutter and stripper, extra wire in 12 and 16 gauge (even if it's not the right color), a set of small regular and Philips head screwdrivers, extra connector parts for both the trailer and truck sides, a box of extra fuses for the truck and trailer, a roll of electrical tape, possibly a magnifying glass, headlamp, and Ziploc bags for the tiny screws while you work.

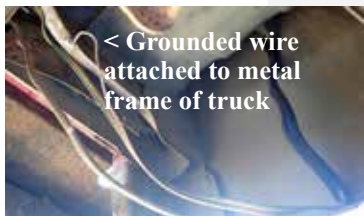
Refer to the diagrams when trying to rewire these. Replace any fuses, clean all connections, and between the diagram and the tester, you should be able to figure out how to wire it. If it still doesn't work, then you likely have a short.

### Bookmark this page on your phone.

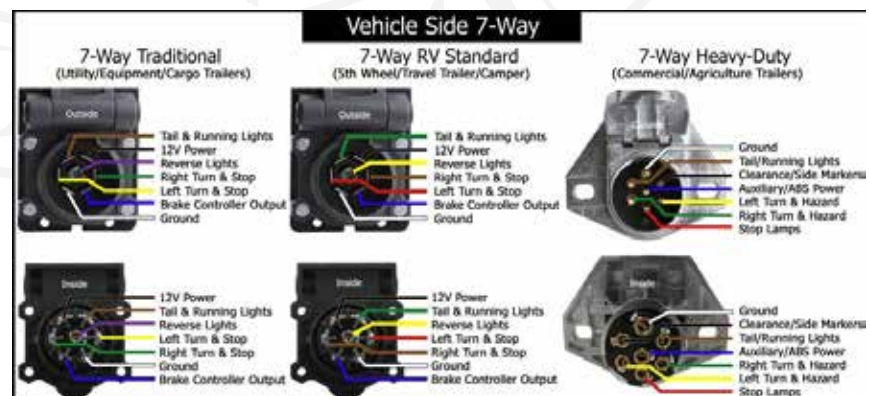
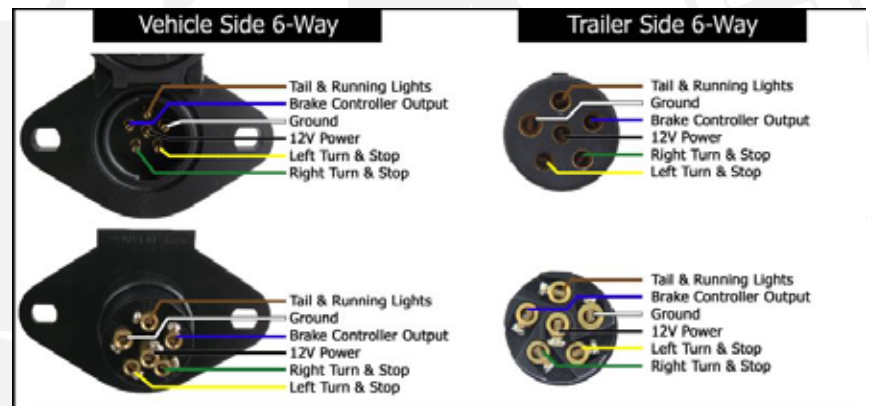
<http://www.etrailer.com/faq-wiring.aspx>

The blinker lights and the brake lights are controlled by the same wires (top and bottom of the light fixture). The brake refers to the trailer brake itself, not the brake light. After that, the colors can vary depending on the age of the truck and trailer, make and model of truck, and the type of connector you have. Refer to the diagrams and charts for the correct factory specs. These are from the [etrailer.com](http://etrailer.com) link above. There are more specs for vehicles on that link.

On older six-pin trailers, the auxiliary (AX, center) may be blue; electric brake (EB) may be red. Ground (GD) may be black. Diagram shows newer trailers.



Six-pin circuit tester





Summer 2018



Texas Endurance Riders Association  
%Kerry Lowrey  
163 Fisher McConathy Rd  
Anacoco, LA 71403

## Trot Out



First a cookie, then a nap!

Photo courtesy: John Nowell <http://www.remuda.smugmug.com>

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