Leave it to MDC to Patent a Safety Stirrup That is Suitable for All Riding Disciplines

Safety: Stirrups that open at the top are more efficient and safer than stirrups that open at the bottom. When a rider falls backwards from their horse and gets caught in a stirrup that turns back to the horse, the ankle of the rider pivots the toe of the boot upwards towards the top of the stirrup to the 11 or 1 o'clock position. This is the primary way a boot gets caught and the rider is dragged. This position is where the boot is first caught and initiates the safety release mechanism. Every second counts when it comes to being caught or not caught, and these seconds may result in serious injuries.

Technology: Magnet and material closures combine with stainless steel construction give you more strength of materials as well as a better base of support. Magnets are appropriate to the rider's weight to match the force needed to remain closed when riding and to release the swing arm mechanism when caught. The magnet forces are approximate across a variety of rider sizes and weights.

Proactive and Reactive Safety: MDC SuperSafe Stirrups™ are Proactive and Reactive to provide maximum safety. Our forward facing patented 'S' Design slows the tendency of a stirrup to turn back to the side of the horse and trap the boot. This feature is in place before the rider is caught and provides **Proactive Safety.** Once a rider is caught and dragged at the 11 or 1 o'clock position of the stirrup, an efficient safety swing arm will release the caught boot. This happens after the rider is caught and provides **Reactive Safety.** **Safety Stirrups that incorporate both a Proactive and Reactive Design are SAFER.**

Treads: Our high traction, ultra-low profile aluminum treads promote the stirrup to follow your boot. Although they are high traction, they are not overly aggressive. Safety stirrups that have **sharp spikes in their treads are inherently more dangerous due to their design.** The purpose of Safety Stirrups is to expedite the quick release of a boot that is caught as the rider is being dragged. Sharp spikes are designed to keep the foot in the stirrup. These two thoughts are a design conflict that should not be incorporated in a safety product. Expediting your safe release and at the same time, intentionally holding your boot in place are diametrically opposing design features. **Sharp spikes should never be incorporated within Safety Stirrups.**

Design: Our classic design in highly polished stainless steel is aesthetically suitable for all riding disciplines and all riding arenas.

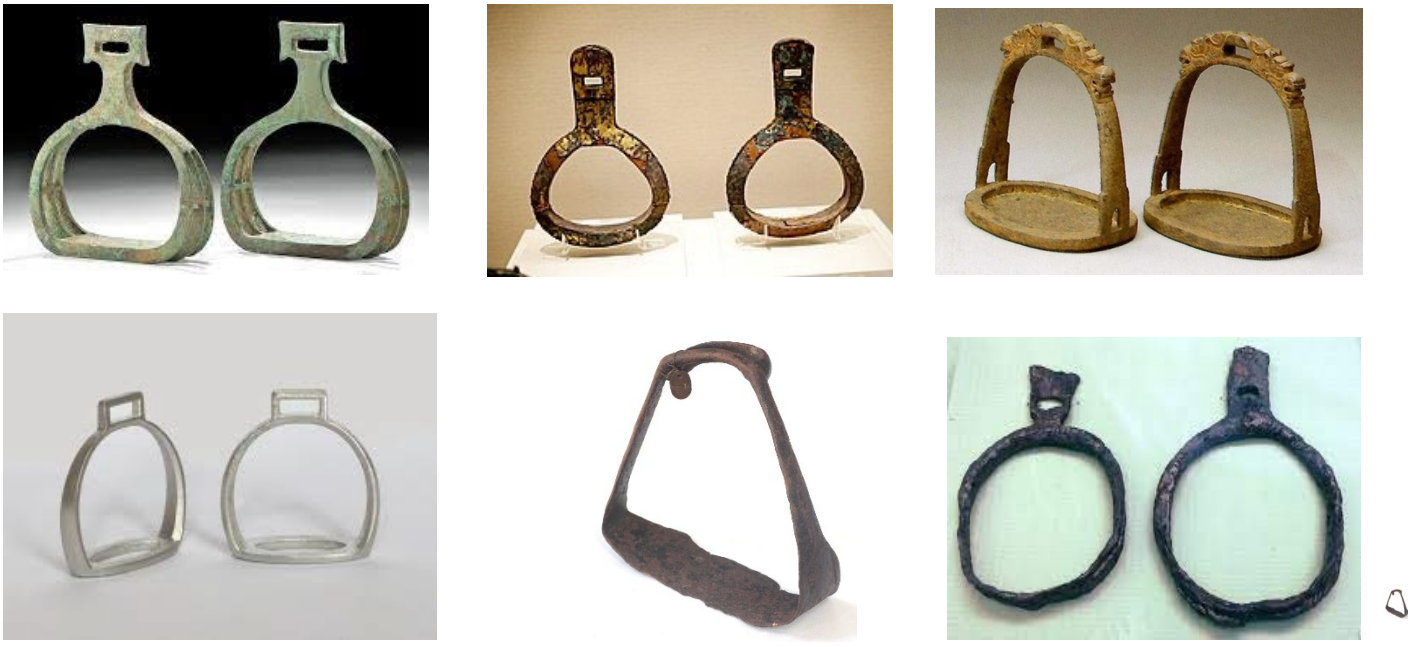
A Wide Upper / Inner Arch is Safer: It is the standard of the industry going back 1,700 years that the upper / inner area of the stirrup has a wide, broad open arch. This wide arch is a rider's best chance of being released from a stirrup that catches the toe of the boot at the 12 o'clock stirrup position. This is the second most dangerous way a rider can be caught and potentially injured. Any stirrup with a narrow upper / inner arch is inherently more dangerous than a stirrup that utilizes a

historically wide, broad open arch. **A stirrup with a wide upper / inner arch, a standard of the industry, is SAFER than a stirrup that is narrowed for purposes other than safety.**

Weight: Stirrups with some residual weight are more predictable when retrieving a lost iron and they provide a better base of support.

For a more detailed discussion on Safety Stirrups, please visit www.mdcstirrups.com and access our 'About Us' section for links to additional articles on Tack and Strategic Planning, Stirrup Safety, Why Safety Stirrups Should Open at the Top and our video library that includes the latest video that specifically addresses Safety Stirrups. We regularly add articles this page because "information is a valuable asset when it comes to making decisions regarding your safety".

Use our QR code to go to the MDC SuperSafe Stirrups landing page at www.mdcstirrups.com



A selection of ancient stirrup designs.

THE SPORT OF HORSEBACK RIDING INVOLVES MANY INHERENT RISKS, INCLUDING, BUT NOT LIMITED TO, THE RISK OF A BOOT BEING CAUGHT IN A STIRRUP. THERE ARE MORE KNOWN AND UNKNOWN WAYS OF BEING CAUGHT IN A STIRRUP OTHER THAN THOSE DISCUSSED HERE. NO STIRRUPS CAN 100% GUARANTEE THE USER'S SAFETY.