A discussion of two current safety stirrup designs that increase the inherent danger associated with safety stirrups.

Narrowing of the broad, wide, upper, inner arch located at the 12:00 o'clock position.

A stirrup, including any Safety Stirrup, whose design has intentionally or unintentionally narrowed the upper, inner arch of the stirrup has bypassed the 'standard of the industry' of riding stirrups established for the past 1,700 years. The customary and accepted industry standard of a broad, less aggressive inner arch better expedites the release of the toe of the boot when caught at the 12:00 o'clock position, resulting in the rider being dragged. It is no coincidence that this standard of the industry closely resembles the width of a rider's foot and / or boot.

Please note that the Safety Stirrups' mechanism will not release the rider's boot, if the boot is caught at the upper, inside arch of the stirrup, located at the 12:00 o'clock position. The upper, inside arch of the stirrup has no functional relationship with the releasing safety swing arm mechanism, except as it adjoins the swing arm location, but has no movable parts. A traditionally broad upper, inner arch is a rider's best defense against being caught and dragged in this condition.

It is my opinion, as a horseman of over 52 years and as an expert witness in equestrian related cases for the past 33 years, that stirrup designs that have intentionally or unintentionally, narrowed the upper, inner arch away from the standard of the industry's broader, less aggressive arch, 'knew or should have known', that their design causes the stirrup to become inherently more dangerous than the 1,700 years of past designs have, by in large, followed.

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Integrating ‘sharp spikes’ within the treads of safety stirrups.

Safety Stirrups that incorporate ‘sharp spikes’ that are integrated within the stirrup tread are inherently more dangerous to a rider’s safety than less aggressive tread designs.

It is given that the primary purpose of ‘safety stirrups’ is to expedite the release of the rider’s trapped boot when that rider is caught and dragged. Seconds count in the moment that precedes being caught or escaping from a stirrup, whether it be a standard stirrup or a ‘safety stirrup’. Anything that continues to hold a rider’s boot during a fall is increasing the inherent danger of riding stirrups.

Sharp Spikes integrated within the stirrup tread increases the boot’s adherence to the tread and increases the time necessary to contact and activate the safety stirrup’s swing arm release. This restriction of the boot to contact the safety swing arm release increases the inherent ‘closing door’ effect, which is the primary reason riders get caught in stirrup during a fall.

It is my opinion, as a horseman of over 52 years and as an expert witness in equestrian related cases for the past 33 years, that stirrup designs that have intentionally or unintentionally integrated ‘sharp spikes’ into their treads ‘knew or should have known’, that their design causes the stirrup to become inherently more dangerous than the 1,700 years of past designs have, by in large, followed.

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Examples of Ancient Riding Stirrups




THE SPORT OF HORSEBACK RIDING INVOLVES MANY INHERENT RISKS, INCLUDING, BUT NOT LIMITED TO, THE DANGER 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. MDC CANNOT BE HELD RESPONSISBLE FOR DAMAGE TO OUR PRODUCTS THAT ARE SUBJECTED TO EXTERNAL FORCES NOT NORMALLY OCCURRING DURING DAILY TRAINING, COMPETITION OR PLEASURE RIDING.
NO STIRRUPS CAN 100% GUARANTEE THE USER'S SAFETY. NO WARRANTIES IMPLIED OR EXPRESSED.

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