

RIDE & TIE

NEWSLETTER August, 2015

45th Annual R&T
World Championship
Aspen Lake, Oregon



A BIG THANK YOU TO ALL OF OUR SPONSORS AND VOLUNTEERS FOR MAKING THIS RACE HAPPEN.



Little Creek Ranch Horse
Bed and Breakfast- Debbie
Hansen

Jennifer Munioz

Steve and Gunilla Pratt

Sonny Munioz with Area K photos for
the beautiful pictures.

Chris Amaral, our president, for putting
on a great championship.

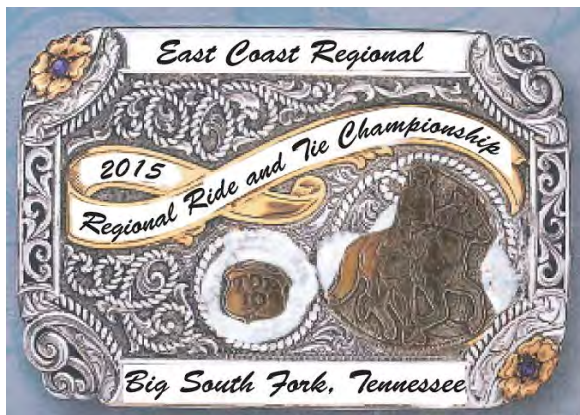
ALL THE VOLUNTEERS WHO
WORKED SO HARD TO PUT ON
SUCH A GREAT RACE.

Wanna try something new and exciting?
Grab a Buddy and a Horse and Join Us at

The BIG SOUTH FORK

EAST COAST REGIONAL CHAMPIONSHIP

Ride and Tie



Friday, Saturday, & Sunday, September 11-13, 2015

30 mile Ride and Tie (long course) Friday
16 mile Ride and Tie (short course) Saturday
Equathon Sunday — 10-mile horse ride; then 6-mile trail run [1 OR 2 humans]
Big South Fork is between Jamestown and Oneida, TN

ENTRIES:

Completion trophy belt buckles for the "long" (30 mile course) on Friday
Membership in the Ride and Tie Association is required for insurance purposes. Join online at www.rideandtie.org or you may join at the ride for \$25 per person or \$40 per family

FOOD: No food available on site. Bring your own snacks. Civilization is at least 15 minutes away.

CAMPING: Free camping in the field. Other people and horse accommodations are available.

For more information please go to www.rideandtie.org or contact Joanne Mitchell at 423-337-6194 landline, 865-250-1645 Verizon cell, or jfgmhorse@gmail.com

To Crew OR Not to Crew

Speaking for myself, as a Board member I feel obligated to go to races even if I'm not competing. Even before being on the board of directors, I would go to races to help out. I would help the race manager, help crew and even take pictures of competitors for the newsletter. Now don't get me wrong, I like to compete and I have a good time at it. But sometimes there are not enough people/horses.

In this day with many of our races happening in conjunction with endurance races, that race manager is more focused on the endurance riders that on us. I went to one endurance/ride and tie event in Oregon (to help) and the ride & tie course was a 25 mile (15 and 10). I asked the teams about how long it would take them to complete the 15 mile loop (to judge how long to wait). I gave them about two hours and nothing, they didn't come in. After the two and a half hour mark I informed the race manager the teams were overdue. And again after three hours, still no teams. The race manager was going to wait it out and hope they would finally come in. It was not a tough 15 miles. Three and a half hours, still nothing. At four hours, I started insisting the race manager send someone out (there were quads there in camp). Well, the team finally came in stating they got lost and figured they did a 25 mile loop.

The point being here is I was the only person in camp concerned with their absence. It is quite possible that if there is no crew members for Ride & Tiers that after 8 - 9 hours when 80% of the endurance riders have checked in, then the race manager would get concerned. But I'm only guessing.

If a fellow RAT or anyone else does crew for a team, then thank them with a meal/food or offer gas money. Or better yet, ask them to be your partner on the next opportunity.

By Steve Anderson



Marlaina Kent working hard at selling raffle tickets at Championship

HAVING FUN AND RELAXING AT BASE CAMP BEFORE THE BIG RACE.

Pictures by Sonny Monioz at Area K Photo



More championship pictures.

Pictures by Sonny Monioz at Area K Photo





Happy 60th Anniversary Ted and Joan Ruprecht

RACE CALENDAR

Aug 8, 2015, Santiam Cascade Sisters, OR - managers: Mary Nunn 503-829-5321 and Anna Sampson 503-829-6000 Contacts: sampson@molalla.net

Aug 28-29, 2015, Iron Mountain Jubilee Ivanhoe, VA - 30 and 15 miles - race manager: Barbara Mathews 919-545-0034 Contacts: bmathews@wwpeds.com

Aug 29, 2015, One Heart Ride&Tie Maxwell, IA - 20, 12, 6 miles - race manager: Angie Jensen 402 740-2634 Contacts: mriz013mom@gmail.com

Sep 5-6, 2015, Jedi Horsemanship Mt.Spokane Mt.Spokane State Park, WA - 12, 25 miles - Ben Volk 509-521-6249 Contacts: bvolk@jub.com

Sep 6, 2015, Old Selam Ride&Tie enterville, ID - distances tba Contacts: tomnoll@idahoPower.com

Sep 11-13, 2015, East Coast Regional R&T Championship Big South Fork between Jamestown and Onieda, TN - 30, 15 miles - race manager: Joanne Mitchell 865-250-1645 Contacts: jfgmhorse@gmail.com

Oct 3, 2015, Coolest Ride & Tie and Equathon Cool, CA - 22, 14, 9 and 5 miles - race manager: Susan Smyth 916-316-2096 Contacts: susansmythjackson@gmail.com

Oct 10, 2015, Foothills of the Cascades Molalla, OR - 10, 20 miles - Anna Sampson 503-829-6002 Contacts: sampson@molalla.net

Oct 11, 2015, Fall Descanso Ride & Tie Descanso, CA - 21, 15 miles - Terry Woolley 619-445-5443 Contacts: terryhowe@hughes.net

Oct 16-17, 2015, Tiger Tail Ride&Tie and Equathon 10, 15, 30 miles; Location: Pemdleton, SC; Manager: Lea L. Krueger, 864-933-7482 Contacts: lea3krueger@yahoo.com

Nov 7, 2015, Bar H R&T and Equathon Bar H Ranch, Perris, CA - 10 & 20 miles - Gunilla & Steve Pratt 858-735-1373 Contacts: gunillapratt@gmail.com



PRESIDENT'S MESSAGE

by Chris Amaral
Ride & Tie Association President

Ride & Tie Association President's Message July 2015

Hello Ride & Tie Family,

It has been far too long since we put out a newsletter. As the president of the association I didn't drive the newsletter along like it should have been but we're back on track now. Association VP Gunilla Pratt has stepped forward to take over as editor. Those of us that have had the chance to race against her at a ride and tie appreciate she brings the enthusiasm of 5 people to everything she does and a laser beam focus to our newsletter.

Competitors at the 45th World Ride and Tie Championships held June 27th at Aspen Lake in Oregon are hopefully past the post-race soreness. For 2015 the Ride & Tie Association received generous donations that allowed competitors in their first year of Ride and Tie to have their team's entry waived to either the World Championships or the Eastern Championships in September. Additionally they were comped their 2015 membership. This was a value of \$200 for the team bringing a number of new RATs to Aspen Lake.

We are about half way through the race season and there are still plenty of races on the calendar. One event that I am very excited about is the upcoming inaugural Eastern Coast regional Ride and Tie Championships at Big South Fork in Tennessee. Race Director Joanne Mitchell has been hard at work to make the first east coast championship a great event.

I'd like to thank all the race directors and their volunteers for the ponderous amount of work that goes into putting a ride and tie on. I took my turn at it again this year and you can read about this year's championship from the race director's point of view elsewhere in this issue.

Remember, you can't tie too high or too short but you can tie too low and too long. Ride em like you stole em.

Chris Amaral – President Ride and Tie Association

BAR H
RIDE & TIE AND EQUATHON
NOVEMBER 7TH, 2015, SATURDAY
R&T long course: 20 miles
Short course: 10 miles
Equathon: 5 mile run and 10 mile ride
ALL PROCEEDS WILL GO TO FALCON RIDGE EQUINE RESCUE.

Base Camp is located on the Bar H Ranch, located at 2280 foot elevation area of Riverside County California. There will be horse water.

Dogs must be on a leash at all times.

Registration will start at 3:00 on Friday

The Trail has a lot of variety including fire roads, oak studded single track, dedicated bridle paths. The route winds through the flats and rolling hills of southern California and has a few steep climbs. There are some rocky spots. The long course will complete 2 loops of the 10 mile course.

Elevator Ride: Riders will have the option to elevate from the 10 to 20 mile distance but must pay for the 20 mile ride.

20 Mile R&T: \$110
10 Mile R&T \$ 75
Equathon \$100

Directions depend on where you are coming from. The ranch lies between Interstates 15 and 215 in the general vicinity of Perris California.

From I-15 exit Cajalco Road. Turn EAST and go to Lake Mathews Drive and turn right. It's the only way you can turn as the lake is on your left. At approximately 3.3 miles after the turn off Lake Mathews Drive you will see the Bar H sign on your left, turn left on the really wide dirt road (Windford Road (unmarked)). We will have some ribbons there. Continue 0.2 miles until this dirt road ends at the orange grove. Turn right and go 0.2 miles to the first left and turn into the ranch. Go north past the stop sign and the white fencing to the camping area.

From I-215 exit Ramona Expressway/Cajalco Road. Travel west and turn left/south on Gavilan Hills Road. Go past the Gavilan Ranch Market to the first street. Turn right on Lake Mathews Road and go exactly 1.8 miles to the camp entrance on Winford Road(unmarked). There is a big Bar H sign at the turn. Follow the above directions into camp.

From the 91 Freeway exit La Sierra and go 5 miles south to Cajalco Road. Turn left/east for 3.2 miles to Lake Matthews Drive. Turn right/south and follow directions above from the turn off on Lake Matthews Drive.

Ride Manager: Gunilla Pratt

858-735-1373 gunillapratt@gmail.com

**Coollest Ride & Tie, Equathon & Run
October 3, 2015**

New Date 📅

All proceeds donated to Horses Honor: Retirement home for horses and Western States trail foundation for Western states trail improvement. Ride and tie is team work-working together!

**23, 14, 9 and 6 mile Ride and Tie Courses
14/6 & 9/6 Equathon Courses (14 or 9 mi ride, 6 mi run. Team or IRON)
TRAIL RUN 5K, 10K, 9 mile, 14mile, 23 Miles**

WHERE: Olmstead Staging Area, Cool, CA. This course is on the Beautiful Olmstead Knickerbocker trail that includes views of Sierra Nevada. Trail varies from single track to fire road, mostly rolling with a few of short/medium climbs - ranging in difficulty from easy to moderate.

DIRECTIONS: From Sacramento I-80 going East: in Auburn, take Elm Exit, Turn L at stop light, one block, L on High St (hwy 49). Follow signs to Cool (6 mi). Right, St. Florain Ct. Olmstead Staging Area is behind the Fire Station.

CAMPING: Olmstead Staging Area. As of now, no tent is camping allowed so you'll need to sleep in your trailer. This may change so feel free to check in with us at a later time regarding tents. Overnight & \$25.00 paid to iron guard. Day parking & \$10.00 day pass or state pass. Please follow designated parking.

CHECK IN: Friday – arrive anytime. Check in starts at 3 pm. Vetting – Friday: when vet arrives, usually around 4:30 PM, Saturday morning starting at 6:30AM
Friday Social

STARTING TIMES: Ride Meeting: 7:45 am. Start: 22, 14 courses 8:15. 9 mile 8: 30 / 5 mile starts at 11: 00 am. Times may be subject to adjustment.

CREW: all vet checks are at race camp, Olmstead Staging Area

LUNCH/AWARDS: After races. Lots of great food and prizes!

RAIN? The County Parks Department requires that we cancel the ride if it rain within 24 hours. . **It is your responsibility to see if the ride is on.** Call Sue Smyth the Thursday before the ride – A decision that morning if the

Important!

- Olmstead staging area has a day fee of \$10 per day, be sure to pay or risk getting a ticket. You do not need to pay this if you pay the camping fee, the day fee is for those who only come for the day. Please display parking pass in window!!!
- Please clean up your camp - All manure and hay must be bagged and taken home with you. We will provide bags.
- All juniors must wear helmets.
- All dogs must be leashed – the park rangers usually cruise by and check!
- This ride is property that is open to the public. You may see hikers, bikers, riders, dog walkers, etc! Please be courteous to other users – if the Park receives complaints, we won't be able to come back
- Must be a ride and tie Association member to compete.

Race Director: Sue Smyth 916.316.2096 susansmythjackson@gmail.com

Please pre-enter. Park is requiring a approximate head count and event may be cancelled for low turnout. Run entry is separate. Email Susan (above) for entry. Run benefits WSTR-no Ride and tie membership required for this event.

MAGNESIUM AND “SUDDEN CARDIAC DEATH”

Sudden cardiac death(e.g. “dropped dead while playing golf”) accounts for > 50% of all heart disease deaths. Many Athletes including runners have died this way. Approximately 55% of men and 68% of women who die of this event have never been diagnosed with heart disease. Numerous animal studies have shown that magnesium plays a major role in keeping the heart beating in a regular fashion. A 26 year study of about 88,000 women reported that those women consuming the most magnesium from food(345 mg/day) had a 34% lower risk of sudden cardiac death than those who consumed the least magnesium daily(260 mg). The Recommended Daily Allowance(RDA) for magnesium is 320 mg/day. In this study, women who consumed the most magnesium had a 77% lower risk than those in the lowest consumption group.

Although in this study it does not prove that magnesium can prevent sudden cardiac death, it certainly suggests that eating magnesium rich foods plays an important role in preventing this entity. Twelve magnesium rich foods: ¼ cup pumpkin seeds 185 mg, 1 cup cooked spinach 156 mg, 1 cup cooked Swiss chard 150 mg, 1 cup cooked soybeans 147 mg, 1 cup cooked green beans 140 mg, 4 oz Wild chinook salmon 138 mg, ½ cup All Bran cereal 128 mg, ¼ cup sunflower seeds 127 mg, 1 cup cooked Black beans 120 mg, ½ cup oat bran 96 mg, 1 cup cooked Pinto beans 94 mg, and ¼ cup cashews. I recommend that people also take a daily magnesium supplement. My two favorites: Magnesium Glycinate 400(up to 1 pill twice daily with meals) or Magnesium Citrate 200 mg(up to 1 pill twice daily with meals). Added benefit: magnesium helps prevent migraine headaches and can be useful as a night-time sleep aid.

By Steven G. Pratt M.D., FACS, ABIHM.

Check us out at: www.superhealthyliving.com



Steven G. Pratt, M.D., is a world-renowned authority on the role of nutrition and lifestyle in the prevention of disease and optimization of health. As author of several books including *SuperFoods Rx: Fourteen Foods that Will Change Your Life*, *SuperFoods HealthStyle: Simple changes to get the most out of life for the rest of your life*, *SuperFoods Rx Diet: Lose Weight with the Power of SuperNutrients*, and *SuperHealth: 6 Simple Steps, 6 Easy Weeks, 1 Longer, Healthier Life*. Dr. Pratt teaches that if your "tank" is filled with the right foods, you will increase your chances of living a longer, healthier life.

Dr. Pratt has been on the Oprah Show where Oprah Winfrey nick named him “The Food Dude.” He has also been on the View, The Today Show, CNN and many other TV and radio shows. Dr. Pratt also stresses that while diet and physical activity are essential, super health is achieved by adopting a network of efforts, including sleep and stress management. With health being his passion, Dr. Pratt has worked with public school districts to incorporate a super foods breakfast and lunch program. It is .

With Dr. Pratt’s enthusiasm and carefully picked Super Foods, he makes a healthy lifestyle a fun, enjoyable, and lifelong endeavor.

Dr. Pratt and his wife Gunilla are also R&T sponsors.

Board Members

President: Chris Amaral trots4long@yahoo.com 707-834-2343

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Secretary: Susan Smyth susansmythjackson@gmail.com 916-663-9410

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Board Member: Lani Newcomb give2bute@aol.com

Board Member: George Hall gandjhall@sbcglobal.net

Board Member: Kirsten Seyferth kirstenseyferth@gmail.com

Board Member: Ben Volk, bvolk@jub.com 509-521-6249

Board Member: Janice Heltibridle, jheltibr@shentel.net

Board Member Emeritus: Steve Shaw sshaw@pacbell.net

Board Member Emeritus: Mary Tiscornia MLT580@aol.com

Head Veterinarian: Greg Fellers gfellers@rideandtie.org

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Seeking or Becoming a Mentor: Susan Smyth susansmythjackson@gmail.com
916-663-9410

Scheduling a Ride & Tie event: Dr. Lani Newcomb give2bute@aol.com 540-554-2004

History Questions/Facts: Annette Parsons history@rideandtie.org

Ride & Tie Newsletter: Gunilla Pratt, rideandtienewsletter@gmail.com or
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Head Vet: Greg Fellers, DVM gfellers@rideandtie.org

Scholarships: scholarship@rideandtie.org or gunillapratt@gmail.com

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45TH ANNUAL WORLD RIDE & TIE CHAMPIONSHIPS

Report from the head Veterinarian. Dr. Greg Fellers

As we gathered at the new campsite near Aspen Lake, in southern Oregon (that's a whole story that Chris can tell), the predictions for the climate for the weekend were dire. The temperatures were already in the 90's and expected to top 100 on Saturday. Plus, we were informed by the land managers that we were on notice of the danger of winds and dry lightning Friday through Sunday! We all needed to be on the lookout for smoke. After much thought and deliberation, the veterinary team decided to set the pulse requirement for the vet checks and for completion at 60. The start time was moved forward to 6am to take advantage of another 1-2 hours of cooler temperatures. Thanks to the efforts of Chris Amaral and Steve Shaw, extra water troughs were set up around the course. All the competitors were asked to give their horses every opportunity to drink as well as be reminded that they needed to be extra vigilant about keeping themselves hydrated.

Fortunately Saturday morning dawned with a blessed cloud cover that kept the worst temperatures down a bit until most of the teams had completed. We had to settle for a little more humidity, but it was a welcome trade off.

With the pulse requirement lowered as it was, the teams had to pay special attention to their approach to a vet check with the horse and how far apart they were from each other to make the most efficient use of the vet check. At the first vet check, where teams tend to come in pretty hot, the average time to pulse down was only 6-7 minutes! I was impressed.

This trend continued throughout the other vet checks, for both long and short course teams. EVERYONE did a tremendous job of watching their horse's condition and doing all the little things to keep them safe from dehydration and fatigue. And yet, the winning team completed this 35 mile course in 4 ½ hours. From the viewpoint of the veterinary team, the horses looked great all during the race and at their completion exams. We had a total of 24 teams start, and 23 teams finished! Another indication of the concern and care of our equine teammates' welfare at this Championships was that not one single horse required treatment. I want to acknowledge and thank our veterinary team. Dr. Alina Vale, all the way from San Diego, and Dr. Cassee Terry, down from Redmond, OR. They were a joy to work with from check in on Friday to the Equathon on Sunday. I want to add my thanks also, for all the volunteers to stepped up to help this Championships be such a success. For all of those of you reading this who missed out on 45th Annual World Ride and Tie Championships, start planning and training for next year. It's good sport, good people, and good fun.

Greg Fellers, DVM

Pictures by Sonny Monioz at
Area K Photos

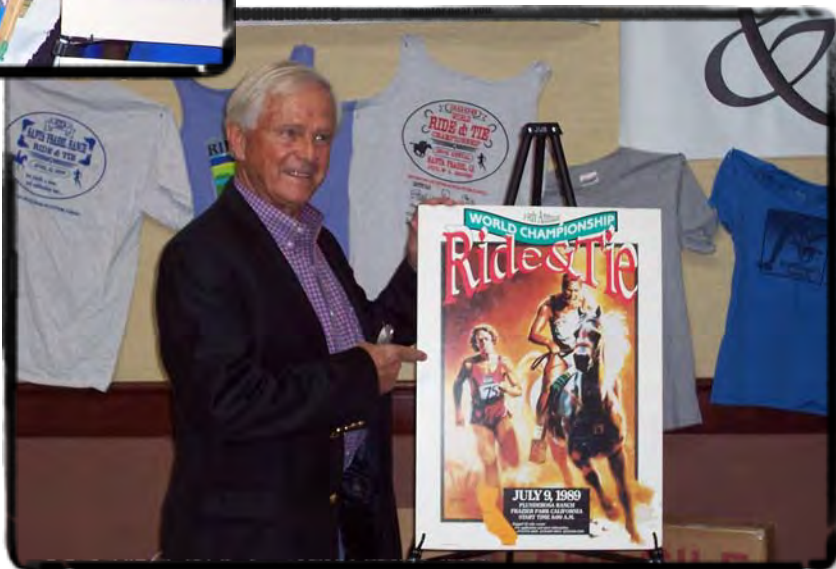


August 1, 2015



At the PNER conference: Ben Volk, Morgan Gratz-Weiser and Chris Amaral

At the PNER convention is Emmett Ross with the poster when he was the race manager in 1989.



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Our winner of the Jim Steer Memorial Scholarship Fund goes to

Kristina Peacock first year veterinary student at Virginia-Maryland College of Veterinary Medicine
 Congratulations!



Exercise Induced Pulmonary Hemorrhage

Exercise induced pulmonary hemorrhage (EIPH) is the presence of blood in the airway associated with strenuous exercise. It is also referred to as bleeders and may result in epistaxis (nose bleeds). Pulmonary hypertension, an overload of pressure in the capillary system, can result in edema, which causes fluid movement into the lungs. Even though the body manages mean arterial pressure well, extreme changes in pressure around the lungs can result in rupture. As a horse exercises, arterial pressure can quadruple and when he exhales he moves that blood out of the lungs, through the nasal passage. Over time, the damage from pressure causes formation of scar tissue in the lungs, resulting in persistent inflammation and gas exchange interference. The body is unable to adapt to immense increases in cardiac output, in order to meet the demands of extensive exercise. The horse's ability to perform due to decreased oxygen diffusion is compromised by EIPH. Most often, an increased effort to breathe is observed due to fluid blocking the airway.

Diagnosis is commonly made by endoscopic examination done within 30 to 90 minutes after the conclusion of exercise. If endoscopy is not possible, cytology can be done to quantitatively assess hemosiderophages (hemoglobin-degrading macrophages) in a bronchoalveolar fluid lavage (Hegedus 527). Diagnosis is fairly concrete and severity can be assessed on a scale of one to four. Incidence of EIPH is so frequent that the United States pays over \$100 million treating the condition each year. It frequents 62% of Quarter Horses and between 22 and 70% of Saddlebreds. Although only 44 to 75% of racehorses are considered to have EIPH, hemorrhage is detected in approximately 93% of racehorses. Approximately 60% of sudden deaths on the racetrack are attributed to pulmonary hemorrhage (Hinchcliff 76). In addition, EIPH is seen in association with other activities that require strenuous exercise, such as: polo, barrel racing and three-day eventing.

Risk factors of EIPH are poorly understood. Environmental temperature during races has been shown to have an influence. Horses racing at a temperature less than 20°C are two times more likely to incur EIPH. While some studies show that age, sex, weight carried, track hardness, speed of racing and air quality have no effect on EIPH, others have found that these factors are associated with sudden death caused by EIPH (Hinchcliff 228). There is a suspicion that predisposition to EIPH is heritable, but further studies are necessary in order to confirm such claims. Strides toward risk factor identification must be made in order to better manage equine athletes.

The most severe cases of EIPH cause sudden death. This poses risks to horses, riders and the industry as a whole. Less severe cases result in inhibited performance as a result of gas exchange interference caused by inflammation. Studies show that horses with a grade less than one are four times more likely to win than those with a grade greater than one. These horses are also about two times more likely to finish in the first three positions of a race and over three times more likely to be in the 90th percentile or higher for race earnings (Hinchcliff 768). Either way, EIPH significantly affects the well-being of the working horse. Treatments have helped improve EIPH, but there are still questions as to the humanity of using horses with this condition.

The most effective treatment involves avoiding specific EIPH associations. Unfortunately, a poor understanding of associations makes this method hard to instill. Studies have found that furosemide administration prior to racing decreases the incidence and severity of EIPH. Furosemide is a diuretic; it decreases fluid volume through increased urination, decreasing pressure buildup. It has resulted in an 80 to 90% reduction in bleeders having episodes during races. This is currently administered to approximately 92% of North American racehorses for treatment and prevention. Nasal dilator strips have also been found to be effective in preventing EIPH. Strips open up the nasal passage to allow a decrease in air movement resistance, which reduces the buildup of pressure in the lungs. The beauty of the strips is that there are no obvious negative side effects, but they do not appear to be as effective as furosemide.

Although furosemide and nasal dilator strips are proven methods of treatment, advances need to be made to improve the quality of equine athletes' lives. Concentrated equine serums decreased the incidence of EIPH by up to 60%, but more studies are required to identify the extent of its effectiveness. Studies have also found that angiotensin-converting enzyme activity was increased in horses with a higher degree of hemorrhage; therefore it may be a promising biomarker for EIPH (Costa 993). Research must continue in hopes that by decreasing the frequency of EIPH, the use of effected horses can be avoided altogether.

Exercise induced pulmonary hemorrhage causes problems across the equine industry, primarily the racing industry. If racing EIPH affected horses is not going to stop, then measures to prevent and treat EIPH must be explored. Researchers know enough about the mechanism of rupture to succeed in prevention and improved treatment methods. More work is required in order for the equine industry to treat and use effected horses in a proper, humane manner.



Lew Hollander is still going strong at 85 years old. Competing in the recent World Championship Ride & Tie in Oregon. Lew is a world class triathlete. He competes in the Hawaiian triathlon every year.

Lew you are amazing!



Chris Amaral giving at the pre-race meeting before championship

A Race Director's eye view of the 2015 Championships

I am almost recovered from the 45th World Ride & Tie Championships held on June 27 at Aspen Lake in Oregon. Everyone that came had a fun time and by most measures the event was a success. Although we had the smallest number of participants at a World Championship there were a number of very bright points. Two of the best for me were the extraordinary high completion rate (24 of 25 starters finished with only one pull for minor lameness) and the large number of first timers. It is great to see the friends that have become like family who I get to visit with once a year at the championships but it is super exciting to see the joy of a first timer as they cross the finish line and know they have accomplished something special with their two teammates.

This was my third championships as race director. The others were in 2007 and 2009 at Cuneo Creek in Humboldt Redwoods State Park. Those were a cake walk compared to organizing this year's event. You probably saw posters and such advertising this year's championships at Lily Glen near Ashland, OR. Lily Glen is a horse campground run by Jackson County Parks with access to miles of trails including the Pacific Crest Trail. In late winter I reserved the group campground complete with horse corrals, toilets, running water, and picnic tables for race week. I next spent several weeks in negotiation with the US Forest Service who then deferred to the Bureau of Land Management for the issuing of a special use permit. More negotiation and accommodations on my part proved fruitless as the newbie BLM bureaucrat finally conceded "maybe next year you can have a permit but we will need 6 months to study the effect of that many horses on those trails". This was about 3 weeks before the championships. The fact there has been an endurance ride on this site and course for at least 25 years often with Ride & Ties held no sway. The 2010 fall Ride & Tie newsletter has a cover photo of yours truly finishing a ride and tie there after dusting VP Gunilla Pratt and former association president Ben Volk. It may never happen again but I can say I did it once. Our public land manager was concerned about all the roadless cross country travel. When it was pointed out that his map was from 1979 and much of the area of his concern is drivable in a pickup following skid roads left by logging the permit rejection still stayed. In truth had I not asked for a permit we probably could have had our event without the alleged land managers ever knowing we were there.

Without a permit to use the trails it was clear action was needed to form a Plan B and fast. Long time Ride and Tier and member of the endurance group Rogue Riders, Annette Parsons jumped right in. She told me to call Diana Aldridge, the manager of the Aspen Lake Endurance Ride; one of the Rogue Riders events. That event was 25 miles further east on private land. Diana put me in contact with Cathy Chapel of Green Diamond Resources Company who manages close to 600,000 acres of timberlands in Oregon. Three emails later our permit was attached. The Ride and Tie Championships were on at Aspen Lake!

What about a course? Diana, her husband John, and Annette said, "If you come Wednesday we'll drive you around a course on quads, pre-marking it and show you where the vet check and the water for camp is." A 5 hour drive to Klamath County from my home in Coos Bay, 6 hours on the back of a quad, and 5 hours home and we had a course. Annette, an expert map maker, agreed to create the course maps. The Aldridges gave me the name of a porta-pottie company that knew where to drop toilets in ride camp. Now we had a place to read the newspaper. After a long day on the quad, I drove the 10 miles to the little town of Keno to see what was there. A small café with 6 tables, a small store, and a gas pump, and that was about it. There is a business in Keno advertising Archery and Piano Services. Given we Ride & Tie it is hard for me to label anyone else's combined pursuits quirky.

All I had to do at this point was: get the Ride & Tie trailer from last year's race site to ride camp, haul water for all the horses (there isn't a drop in camp), borrow enough troughs for a ride camp, vet check, water sets on the trail, mark a course I had seen once on the back of a quad with the view occasionally blocked by Annette's sun hat, set up a vet check I had never driven too, pray the shirts and awards that weren't ready when I left home and had shipped to Ashland arrived in time, find a caterer, beg for race day volunteers, and maybe a couple of other details. Those are logistics; no one was telling us we couldn't do it! Two weeks to go.

Things were starting to come together. Elaine Ruprecht generously offered to pick up the Ride & Tie trailer and bring it to ride camp. Rogue Riders came through again as another ride manager offered a collection of 100 gallon troughs and 55 gallon barrels cut in half. I borrowed a pump and a 425 gallon water tank. I dialed the little café in Keno and asked if he was interested in catering a dinner for about 100 people ten miles out of town. He said, "Absolutely". We had a caterer. Pat and Nita Browning let me know they would be coming to help. Veteran doesn't begin to describe their background and love for all things Ride and Tie. I knew with what they know, we could probably put the whole thing on without help if we had to... but I hoped we didn't have to.

My fiancée Lisa and I left Coos Bay a week before race day with two trucks, one carrying the 425 gallon tank, pumps, and troughs strapped on top like a Mad Max rig and our other truck was busy hauling the camper and our trail marking horses. Board member and website coordinator Kirsten Seyferth use my somewhat goofy gelding Fortune in the championships but that is another story. I considered changing his name to Buster. On my first ride after knee surgery he showed his exuberance by bucking with enough enthusiasm to unload me. Coming off wasn't that bad but the landing broke my left arm. I spent the end of February, all of April, and most of May in a cast. We got to ride camp, got oriented, set out troughs, hauled a lot of water, marked trails, hauled more water, added more trail markings, and worried about the heat. The forecast was 102 degrees on race day. Another of those things I had no influence over. Many years ago at a championship, Jim Steere DVM calmed racers by describing how one year at Pas Robles race day forecast was to be furnace hot but the fog rolled in and saved the day and ride and tiers. He referred to this magical cooling as the Paso Robles fog. I was going to have to count on that.

The fun was really starting to happen now. Rigs were rolling in, old friends exchanged hugs, and new faces looked over and wondered exactly what they had agreed to. The championship was a great mix of founding members, new competitors, and many of the usual suspects. Mary Tiscornia and George Hall were there of course. Steve Shaw competed after a ten year hiatus. There were many first timers like Rachael Lain and Marcy Buckner. At the finish, if they had smiled harder their face would have cramped. Supreme veteran Lew Hollander teamed with first timer Wasch Blakely. Wasch is among the top endurance riders in the northwest and had mentioned many times he thought ride and tie looked fun. I was pleased to see him take the leap. Ted and Joan Ruprecht who I blame for getting me into Ride and Tie were our starters and celebrated their 60th anniversary!

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Double or Ladder Stirrups by Steve Anderson.

This first picture is one I have that I received from a long time Ride & Tier. At one time there was a company that made this with other horse tack. This one weights 2 lbs. 5 oz. It's made with all steel and the top stirrup is an EZ Ride type. This one is made out of aluminum. There are three main parts: The top EZ Ride stirrup, the side brackets (for stability/stiffness), and the bottom stirrup. I took mine apart to evaluate what I am working with. I never thought that I could make my own until I took it apart.



Here is a picture of my final product. It weighs 8 oz, a half pound lighter than the original. The top stirrup is an aluminum EZ Rider with cage that I had lying around. Without the cage it would weigh even less. I can't see a reason why a nylon EZ Rider wouldn't work. Four holes have to be drilled in the four corners of the stirrup for mounting the side bracket and the bottom stirrup. Don't drill into the bottom curve of the stirrup. Make a hole such that the bolt comes straight in. The side brackets are a sturdy polymer plastic. I went with the plastic (from TAP plastic) to save weight and these side brackets are not load bearing, just for stiffness. The bottom stirrup is where the fun comes. I made it out of 12 gauge or 0.080 mils aluminum.



This picture is the dis-assembly to show the three parts. The bottom stirrup has an EZ Ride stirrup pad that is just glued on. My first action is to make a paper template of the bottom stirrup. I taped two sheets of paper together (short sides) to make one long piece. I laid the bottom stirrup on it's side and traced all around, including the side slot (where adjusting bolts go). Carefully tilt it upright on the paper and continue to trace. The last is the opposite side and finish the tracing, including the side slot. I then cut the paper to have my template.



Here is a picture of my cut out paper template. I paid \$20 for a one foot by two foot sheet of 12 gauge (0.080mils) aluminum. I can get two stirrups cut out from one sheet. The paper is placed on top of the aluminum and traced out with a felt tip pen. I tried an ink pen but it didn't show up well. A #2 pencil may work just as well.



Continued from pg 18

For a ride manager, little things pop up in the week prior. Thursday we got to rescue 2 volunteers who weren't exactly lost. I was pretty sure I knew where they were when they called my cell, but they didn't. The sketchy cell service in camp made communicating a little slow but they were picked up and returned to camp with nothing worse than being thirsty. Going left instead of right at the start banner meant riding 14 miles in 100 degree heat instead of the 7 she set out to. Hey, at least it is a pretty 14 miles.

By Friday morning I was feeling pretty good about things. Momentum was building as stalwarts seize their parts of the event. Dr. Fellers had scoped out his vet areas, Steve Anderson had registration moving as smooth as frog fur. A little before 8 that morning a pick up rolled up with a Green Diamond Resources logo on the side. A lanky fellow got out and told us that "until 5 PM Sunday there was a Red Flag Status for fire danger due to dry lightning and high winds. There is fair cell service so if anyone on the trail sees a lightning strike, phone it in. We have crews positioned around a 30 square mile area. Oregon Dept. of Forestry has brought a bomber to the Medford Airport". Really? Yes. OK Is anything else going to be thrown at me? My last task Friday was to top off water troughs including those on the farthest reaches of the course. I didn't want range cattle drinking down a trough our horses might desperately need on a hot day. By 10:30 Friday night I was back in camp and ready to try and sleep before the 6 am start.

I was up before 5 making last minute assignments and answering the 476th question of the week. Loading something in the cab of our water hauling truck I noticed the flat tire. No time to change that now, after watching the start we bummed a ride with Dr. Fellers to the first vet check. Clouds had come in during the night and though the humidity was up, the temperature stayed relatively cool and teams made it easily through the first vet check. When I came back to camp Pat Browning had changed the tire and gone with Lisa for another load of water.

We got the second vet check opened and by now things are clicking. P&Rs are going smoothly, teams are coming and going and before long we were whooping and hollering for the winners. After 37.5 miles of racing the second place team stormed in less than a minute behind. The day stayed cool (Thanks Dr. Steere) with overcast and all teams were in by mid afternoon.

We had a wonderful post-race dinner and awards were distributed with great joy on the part of those participants. Ride camp was cleaned up, packed up, and I was on my way home by 6 Sunday evening. Driving home I was grateful for all the things that did go well for the event. I say often that Ride and Tiers are the nicest group of people you will ever be around. That fact makes it all worth it when you host a race. I sincerely thank all the volunteers who helped before, during, and after the race. I look forward to getting back on the race course with you soon. It has to be easier than putting the race on.

By Chris Amaral, President

Complete results from the Ride and Tie World Championship, Aspen Lakes, OR

- | | |
|--|----------------------------|
| 1. Mary Tiscornia & Sean Pont | on Nero, 4:25 |
| 2. Ben Volk & Heather Huggins | on Marquitable Asset, 4:26 |
| 3. Sara Howard & Jim Howard | on Magic Sirocco, 4:33 |
| 4. Jenn Shelton & Lisa Preston | on Savannah Wind, 5:20 |
| 5. Melissa Montgomery & Lee Ann Paul | on Duncan (BC), 5:21 |
| 6. Rachel Lain & Marcy Buckner | on Joker, 5:28 |
| 7. Tom Gey & Elaine Ruprecht | on Zephyr's Maverick, 5:35 |
| 8. Gunilla Pratt & Michael Whelan | on Frosty, 5:38 |
| 9. R.G. Root & Jennifer Titus | on Alivia, 5:41 |
| 10. John Hall & Miriam Smith | on Fly Away Joe, 5:57 |
| 11. Byron Grant & Billie Joe Grant | on Tess, 6:29 |
| 12. Steve Shaw & George Hall | on Clowns Courage, 6:33 |
| 13. Carol Wadey & Robyn Wadey | on Gypsy, 6:59 |
| 14. Lew Hollander & Wasch Blakeley | on Lucky, 7:08 |
| 15. Rick Noer & Liz Perkin | on Jerry, 7:19 |
| 16. Annie Campbell Marino & Emily Paxson | on Ruby, 7:19 |
| 17. Alyssa Stalley & Francis Lewis | on Limitless, 7:30 |
| 18. Tom Noll & Tammy Shuck | on Roccky, 7:36 |
| 19. Steve Anderson & Debbie Hansen | on Abby, 8:05 |
| 20. Lani Newcomb & Kathy Broaddus | on Cowboy, 8:25 |

Short Course Results

- | | |
|-------------------------------------|----------------------|
| 1. Victoria Ordway & Alison Dubois | on Mojito, 2:21 |
| 2. Susan Smyth & Shane Shelton | on Joe Peshi, 2:24 |
| 3. Kirsten Seyferth & Conner Marino | on Final Fling, 3:12 |

Equathon Results from World Championships:

- | | |
|------------------------------|---|
| 1. Kathy Broaddus (rider) | on Cowboy & Saravanan Mysamy (runner), 1:31 |
| 2. Shannon Constanti (rider) | on Fools Gold & Brett Lain (runner), 1:40 |
| 3. Susan Smyth (rider) | on Joe Peshi & Miriam Smith (runner), 1:48 |

The Dangers of Texting and Driving



Susan Smyth, a long time R&T supporter and competitor, loaned her trailer and horse to her son Michael and her friend John Hall.

They were on their way to the Dru Barner Endurance ride when out of no where a BMW came racing around the corner going more then 60 miles an hour while the driver was texting.

Susan's horse, Fly Away Joe, suffered some scrapes and bruises. He is doing fine thanks to the last minute change of putting him in the back stall.

Michael and John are also both fine.



If you were at the Championship, you might have noticed that Ultrarunning magazine, a sponsor of ride and tie, included a copy of their July 2015 issue in our goody bags. You might have also noticed that not only was long-time ride and tie Mark Richtman featured in the issue, but Ben Volk also wrote up a nice little race summary of a 50 mile he won. If you weren't at the Championship, get out there and pick up a copy and support this great sponsor!



First place team: In the 45th World Championship Ride and Tie in Apen Lake, Oregon.

Mary Tiscornia and Sean Pont on Nero



I had the best time at my first Ride and Tie. So thrilled to be on the second place women's team with Melissa, her awesome horse Duncan and hard working crew of Dominique and Raymond.

Very excited when her tough little horse with the big engine, Duncan, received the award for Best Conditioned Horse.

Very impressed with the care, love and respect that everyone had for their horses.

Thank you for a wonderful experience that I'll remember for a lifetime.

By Lee Ann Rob



Best Condition Horse Duncan

THE RIDE & TIE ASSOCIATION

2709 Road 64
Pasco, WA 93301-1961



Photo by Sonny Monioz at
Area K Photos

If you have pictures, race flyers or an article that you would like to put in the newsletter, please send them to rideandtienewsletter@gmail.com.

For pictures, make sure you have a written permission from the people in the pictures. Thank you, Gunilla