

# RIDE & TIE

NEWSLETTER  
July 2009



**WOMAN/WOMAN TEAM WINS CHAMPIONSHIP!**

Annie Betts Photo



# PRESIDENT'S MESSAGE

Friday the 13th wasn't the best day to start a trip. Not because of the date, but because our truck decided after driving five miles to the freeway that it could no longer go faster than 10 miles per hour. Well, maybe it had something to do with the 13th. Just two weeks earlier we had received our cards from USRider. They are mentioned again in Janelle Wilde's article. USRider is a motor service like the AAA-plus and Allstate motor clubs. When you have a vehicle problem that requires towing, they will tow the vehicle, even if you have a camper, and a trailer. They will even try to find a place to board your horse while your vehicle is being repaired. They will come off the paved road to ride camp. It cost us \$180 for Annie and I to join and the tow bill was \$280. You may want to check with your travel club and see what service they will provide when you are towing. Your rig is one year older than this time last year and probably has a few more miles on it.



USRider contracted tow truck hauled our truck, camper and horse trailer 20 miles for repair.

The fun didn't cease there. On the 14th we were heading south on I-5 heading towards Lake Shasta in our truck and camper towing our horse trailer. We were stopped in a snow chain-up area when a semi loaded with alfalfa came alongside, hit the car in front of him, and slid into our truck, camper, and horse trailer. "The Road Goes on Forever and the Party Never Ends." (Robert Earle Keene) Fortunately no one was injured, we didn't need

USRider that time, and we were able to continue with highly elevated adrenaline levels. I think I'm still buzzing.

There were good moments on the trip even though I had to leave Annie in Encinitas with her Mom who was recovering from pneumonia and drive home alone. I did get to visit with some fine ride & tie people along the way: Doyle Eggers, Dawn Hartsock, Bud and Fran Johns, and Chris Amaral.

The winter makes finding places to stay with your horse even harder since so many horse campgrounds are closed. I would recommend taking your Ride & Tie Handbook along with you when you travel and using the members list for possible places to stay. If you are on Washington's Olympic Peninsula, you are always welcome to call us. I also stayed at the Humboldt County Fairgrounds in Ferndale. Fairgrounds are possible places to stay with your horse. They are especially good in the winter when they are not so busy with horse and livestock activities.



View of the alfalfa truck that slid into us.

The Ride & Tie Forum has been active the last few weeks discussing how to promote our sport. As a result we will have a booth at the Los Angeles Marathon Expo the last weekend in May. Kirsten Seyferth (scatris@hotmail.com) will be in charge. Email her if you can help out. We could possibly reach as many as 80,000 runners. We would appreciate any input or ramblings you may have on our forum. Come join us at [http://groups.yahoo.com/group/Ride\\_and\\_Tie/](http://groups.yahoo.com/group/Ride_and_Tie/). There is also a new Ride & Tie group on Facebook. Come join us!

It is time again for you to consider running for the Ride and Tie Association Board of Directors. If you would like to be on the board email or call me.

Championship plans are on schedule. I'm pretty sure Rufus Schneider has ordered the buckles. The large group areas are reserved for the week prior to the race. Come and make it a vacation. Check out Eureka, the Samoan Cook House, and the well maintained Victorian town of Ferndale. Also if you like working with wood check out the Almquist Lumber Company. Chris Amaral, our race director, is a manager. They have a fantastic huge selection of hardwoods and great tools. We will be playing tunes again this year at the Championship. Bring your instruments. Oh I didn't even mention, just hanging around camp and enjoying the trails through the giant redwoods. Don't forget your quarters for the showers.

Start making your plans. Ride & Tie!

*Don Beth*



# TRAINING FOR YOUR FIRST OR UMPTEENTH RIDE & TIE

by Sally Edwards

Welcome to the union of individuals who have passed the first hurdle towards becoming a Ride and Tie athlete - making the decision to do the cardiovascular training that is required by the sport. Just as your equine must be fit and strong to do their best, respectfully you owe the same to your steed and your human partner.

The first step is your personal commitment to living the healthy and fit lifestyle. That commitment comes with a price - your time, getting on an organized training program, working out with your two partners, getting the logistics and gear organized, and much more. This article is focused on getting yourself into top running shape to train for your first or your umpteenth Ride and Tie. This is about cardiovascular conditioning for you.

One way to begin training for a Ride and Tie is with a classification of how fit you are and then creating a program on how to build on that fitness level. You can be in poor, average, or excellent CV, cardiovascular fitness. The real key to training through the continuum successfully is your personal commitment to moving towards the highest level of fitness, to perform at your best.

As you progress through the levels of running fitness, you'll discover that as you get fitter it gets more challenging, easier to workout, and more enjoyable. And, you can move through different fitness levels quickly even in one season if you set that as your goal and train smart.

The process of training from beginner to competitor is an evolutionary one. As you approach each higher level of fitness, you'll be adding to your training program new parameters. You'll be challenged by new training principles like adaptation and overload which leads to a higher level of appreciation for the intricacies of human performance.



Sally Edwards

## Level 1 Ride and Tie Training

As a beginner, you are in the initiation phase. You may already be exercising, more than training. Working out for the purpose of gaining fitness in order to meet a goal is the distinction between exercise and training. Training has purpose.

Your goal in this phase is to develop three basic habits:

1. Write and commit to a training program
2. Improve your cardiovascular capacity
3. Learn the skills of Ride and Tie - horsemanship and running skills.

Goals are what separate a trainer from an exerciser. If you can accomplish these three goals, you are training and not exercising. To begin, make the time and personal commitment to train. This can best be accomplished by either writing a beginning training program or getting a coach. I'd suggest the following as a "model" for beginners:

Training Plan for the Level 1 Ride and Tie Athlete

Day	Sport	Training Time	Intensity (% of Max Heart Rate)	Purpose
Monday	Run Hills	15-30 minutes	60%-70%	Skill development
Tuesday	Alternate Activity*			
Wednesday	Run Flats	20-40 minutes	70%-80%	Acrobic training
Thursday	Alternate Activity*			
Friday	Run Intervals	15-25 minutes	80-85%	Get faster
Saturday	Alternative Activity*			
Sunday	Run Steady State	15-30 minutes	65%-75%	Run at the same pace.

\*or alternative activity such as strength or flexibility training.

CONTINUED ON PAGE 5



## ACCIDENTS HAPPEN

by Jannelle Wilde



Photo of the Accident by Adam Falk

It is said that the best CEOs are those that have started or worked in failed businesses as they have learned from their mistakes. I suppose the same rule applies to those who have had a trailering accident. Those that have survived a "failed trip" have learned from their mistakes. And if it is indeed, then I guess that my husband, Adam Falk and I, could be considered captains of the trailering industry.

Being tired of not having the power to climb the mountains of Oregon at more than 20 mph, Adam and I bought a dream truck: a condo cab semi-truck. We could sleep inside in the rain and be warm and

dry and had a fridge. And best yet, we could go anywhere at any speed pulling any load with no problems.

And then in March 2008, our dream truck gave us a nightmare. While pulling four horses over Santiam Pass, the back of the semi lost traction in loose cinders on the side of the road, going downhill. Once traction caught, the truck was pointed into oncoming traffic and the side of the hill. In a nutshell, the truck and trailer were totaled. Miraculously, the only other vehicle involved was an unloaded flatbed

but all survived with minor scrapes and bruises.

Always wanting to learn from mistakes, here's what we decided we learned from ours:

- Not having dividers in your trailer will save your horses from getting tangled in them in an accident.
- Be comfortable handling your horses in any situation so that they will trust you.
- Carry extra halters and lead ropes.
- Drive a truck that will insulate the people from an accident as much as possible.
- A plan like the one offered by US Rider can save you hassle and money.
- No matter how well you prepare yourself, something can always go wrong.

These were unexpected lessons for us and probably a surprise for others, as well. Our trailer was a stock trailer and had one full divider in the middle. Because it was solid, the divider banged into the horses rather than allowing their legs to get caught up in them. We had a stock trailer because that was what we could afford. However, because of the accident, in our new, fancy trailer, we removed the stall dividers. If we were hauling horses that did not know each other, we'd probably put them back in, weighing the safety issues. However, in general, we never haul with dividers.

One thing that astounded us was how the horses looked to us for safety and security. (continued on page 9)

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## THE LUXURY OF MULTI-DAY RIDE & TIES by Lani Newcomb

Being able to do two or three, or more, ride and ties at one event is a complete gift. You've already taken the time off to attend, packed your gear, trained yourself and your horses (in theory), checked their shoes and tack in preparation, loaded the trailer and driven who knows how far to get there. Most ride and ties are over far too quickly - everyone rambles down to the start, on-your-mark, get set, go! And zzzzzzzzipppp! You're done. And then you spend the next few months hopping from foot to foot, wishing there was a ride and tie to run.

The hardest part of endurance riding and ride and tie is getting to the event. Once you present your horse at the pre-ride check-in, you've worked out all the bugs, hopefully worked out all the bucks, survived the vagaries of training, experimented with your equipment, and survived the aches and pains of the whole process. Now you get to enjoy the fruits of your labor. You get to hang with your friends (the friendliest people in the world, as well as some of the most musical, occupy the ride and tie family), experience the beauty and brilliance of the trails, and just be in the moment. It's hard to worry about the economy or workplace complications when you're pattering down the trail, working with your partner and horse to move as efficiently as possible while having great fun.



Doing two or three days of ride and tie at one time is an even greater treat. Usually, once you've managed your sprint, stagger, or group hug across the finish line, you lie on the ground laughing for a while, drink a lot of fluids, chatter about the details of a great day and moan about your mistakes, then eventually toss all the soggy and grimy gear back into the trailer and head home. On a multi-day you get all the good parts and skip the last part. After you catch your breath and rehydrate, you gratefully scrub your horse clean while stuffing him full of food and water, and thank him for taking care of you and being so tolerant, and covering for your screw-ups. You forget all the times you were so mad at him at home for breaking something, or biting someone, or leaving you in a mud puddle to run home, and instead you admire his muscles, and his eyes, and fuss over his legs. Seriously, there's a lot of deep bonding going on here. And once he's taken care of, you get a nap! When do you have time for a nap at home? You have a few hours before checking in for the next day's event, so you keel over for a little while and just replenish. Once you get up, you sit around blabbing with your friends, eating everything that you're not allowed to eat at home, to build back up for the next day. It is such a luxury.

The things that will keep you from being able to do multiple days are a) your horse not being able to go and b) being in pain, so don't let those happen, and you're good to go. Some tips that will make the process more enjoyable:

If you have multiple horses, use your tallest, most difficult horse on the first day(s) when you're fresh, and save your favorite, most experienced and shortest horse for the last day. By the second and third days, it's harder to get your leg all the way up there to mount, and hopping around in a circle with your foot in the stirrup is much less appealing when you're not fresh. Riding some of our ride and tie horses is a full-contact sport, and you don't feel rested when you get off to tie, so when you finally get to ride your favorite old buddy on the last day, it's practically like lying in a hammock. Multidays are also a great place to start new horses - the pace tends to be slower, you're more patient because you have several days to play, and if they don't quite get it on the first day, then have them go again on the second day and maybe even the third, and by then even the most enthusiastic horse will have grasped the concepts of strategy and teamwork. On one three day ride and tie **CONTINUED ON PAGE 7**



**TRAINING FOR RIDE & TIE continued** To improve your endurance or your cardiovascular capacity, I recommend that you try and hold a steady pace for most of your runs. It's fine to give yourself intermittent active rest periods during the running time. The longer you can hold the same heart rate between active rest periods the faster you'll improve. Without a doubt, the single most important piece of training gear you need after two pairs of running shoes is a heart rate monitor. A heart rate monitor is your coach and shows you how to gauge training intensity - how hard you are working out. Go to my website to learn more about getting a heart rate monitor for your training. [www.heartzones.com](http://www.heartzones.com).

To improve your running technique, your biomechanics to run efficiently and without injury, I recommend you get a training partner, a personal coach, or a support person who can help you, particularly with your running form. I guarantee that running is easier when you are doing the sports efficiently. Also, get a book or rent a video and study how to run efficiently. Learn about alignment and body positioning and streamlining. You get more per gallon of gasoline in your fuel tank if you do. Skills and efficiency allow you to get down the road and on-off the horse with ease.

**Level 2 Ride and Tie Training**

Run training is a progression - a series of little steps that lead you to the completion of your goal. As an intermediate level Ride and Tier, you now are going to create a formula which adds progressively increasing your training regimen. This is called "progressive training". Progressive training means adding more load to the three parts to the F.I.T. formula. The F.I.T. formula is the arithmetic way of quantifying your individual training load as follows:

Frequency of training (x) Intensity (x) Time working out = Training Load

You know from the example before how to design a training program. To the intermediate level, you are now going to increase the number of workouts per week, increase the effort or intensity of those sessions, and increase the total time that you commit to training. In other words, Level 2 training is designed around the training concept of increasing training load.



Kim Fehir on Charlie with Sally Edwards at Ft. Bragg

How to increase your training load this depends on your goals. The following weekly training program is an example for someone who is training for a sprint distance triathlon, has a social and family life, and a full time job commitment (for the age-competitive triathlete refer one of my five triathlon books for more details):

**Training Plan for the Level 1 Ride & Tie Athlete**

Day	Sport	Training Time (minimum time)	Intensity (% of Max Heart Rate)	Purpose
Monday	Steady State Run	20-30 min	60-70%	endurance
Tuesday	Alternate Activity*	-		
Wednesday	Hill Run	30-45 min	65%-80%	Sport specific strength training
Thursday	Interval Run: 1 minute fast, 1 minute recovery	15-30 min	70-85%	Improve speed
Friday	Easy slow run	15-20 min	70-80%	Work on running form
Saturday	Alternate Activity*	-		
Sunday	Cross Train: brick; bike/run	60 min	60-80%	endurance

\*or alternative activity like weight training, stretching, other cardiovascular activities - inline skating, snowshoeing, etc

Notice that you have increased each of the three parts of the F.I.T. formula. You are now training more days per week, at harder intensities or higher heart zones, and for longer periods of training time. The jump from Level 1 to Level 2, intermediate runner at first might be hard for you because it takes more commitment and time. You'll find that with training investment into this level, it quickly becomes comfortable and can neatly fit into your day. **(continued on next page)**



Two things that I'd like to ask you to do at this point in your plan for Level 2 training. First, keep a training log. Second, re-read the booklet that came with your heart rate monitor. Most monitors have advanced features that at first are hard to use but now, with some experience, you can get more out of your heart rate monitor as you train in the different zones.

### Level 3. Ride and Tie Training

This level is for the serious Ride and Tie runner and not the light of heart. When you reach this level you enter the corridor of "systematic training" which means you develop an integrated training system with all of the parts connected to the big goal of your choice. This level of training is not dependent on your genetic genes. Rather, it's for those of you who regardless of your athletic birth rights want to perform at your peak, at your fittest, at your best. To maximize your potential, you need to utilize the most advanced training methods available today. It's impossible to provide you with details on training at this level and it is best that I refer you to several of my books primarily *The Heart Rate Monitor GUIDEBOOK* or *Heart Zones Cycling* (which you can apply to Ride and Tie training). They are also available on my website or through most book sellers.

As a broad sweep overview of those advanced training techniques, there are three key points for you to briefly understand as follows:

**High, hot, hard Intensity:** at least 2 times per week, Heart Zone 4 (80%-90% maximum heart rate called the Threshold Zone) and Heart Zone 5 (90%-100% maximum heart rate called Red Line Zone).

**The Key Workout Principle:** Each week include the basic three training sessions: high hard intervals, easy long steady state, and race-pace tempo.

**Variability Training:** Vary the intensity and the run type (steady state, interval, recovery, combination) workout everyday. Avoid monotony training - the same workout at the same intensity repeatedly.

### Where do you begin?

Start with the finish line in your mind. Imagine that banner as the three of you cross together running and riding. Imagine it vividly. Feel the tiredness in your legs as you run past that last vet check. Stare for a

moment at that banner, it's bold black letters and white background. Capture that feeling in your emotional heart. Capture the physical sensation in your cardiac heart. Because, when the two are entrained, when the cardiac heart and the emotional heart are united, then you have the answer to the real reason to train for the Ride and Tie. It's that feeling of accomplishment that you trained like an athlete, that you raced like an athlete and that you just received the pay back. Yes, it's the feeling that you earned the only real finisher's medal of an athlete - the memory of the team.

♥ **Sally Edwards, M.A., MBA, Credentialed Teacher, Founder, Heart Zones**

To invite Sally to speak to your club or organization contact her through her website:

[www.TheSallyEdwardsCompany.com](http://www.TheSallyEdwardsCompany.com)

**Sally Edwards, long time Ride & Tie competitor, has completed seven championships and earned the First Woman/Woman Team title four times:**

- 1980 - Big Bear with Mo Sproul
- 1983 - Fort Bragg with Holly Beattie
- 1987 - Big Creek with Gabrielle Anderson
- 1988 - Alturas with Mary Burroughs



## Congratulations Trish!

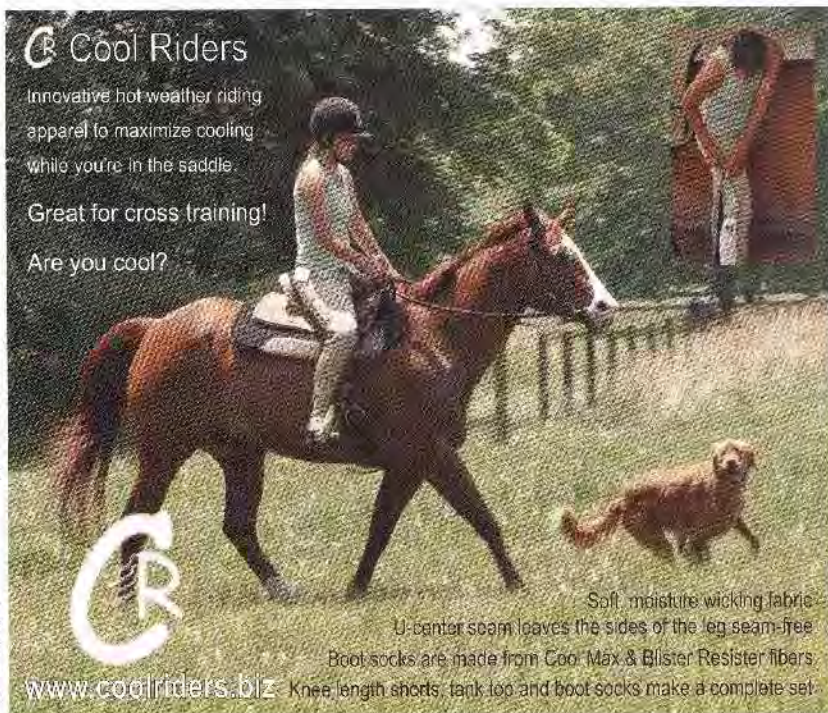
Spencer Patrick was born on Tuesday, February 3rd, at 12:55 pm. 6 pounds 10 ounces, 19 inches. It seems that our webmaster can produce beautiful babies as well as beautiful web sites!

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**MULTI-DAY RIDES continued** a few years ago we used Norm Van Meter, an eternally immature ball of energy who is tiring just to stand next to. The night before the first ride and tie he pulverized everything within reach of his tie rope into a deep bog, stomping his food into the dirt and pulling to the limit of his rope all night long. The second night he stood much better, ate like a pig, and only made a little swamp. We spent a lot of the night before the third day giggling, because we could hear his little rhythmic whining snore with each breath as he lay flat on his side under the gooseneck of the trailer. He was quite a pleasure to ride on the third day - still with way too much energy, but at least manageable. It didn't last, but it was fun for the moment.

Drink more than you ever have, and eat constantly. No matter how much you drink before and during a ride and tie, it's not enough, so when you're not running you should always have a bottle in your hand, and keep draining it. Dehydration will drain away your energy and make it too hard to run. Some people like sports drinks, some like water, we like fruit drinks because we think the sugar helps rebuild the muscles in between (OK, so it's because we normally don't get to drink them at home), and coconut water. Go figure. But drink whatever you like best, and a lot of it. The same goes for eating - when you run during the day, you're using up the energy stored in your muscles, so put it back, and quickly. Start eating as soon as you cross the finish line, because your muscles are pretty hungry right then, and if you feed them, they won't be sore and grumpy the next day.

The finish line is not on the first or second day, but at the end of the last day, so run and ride accordingly. Don't use your maximum effort until the last day, because if you go all out on the first day, you will have used up all your giddyup. Run at a conversational pace, which means you're in the aerobic range, which means that your muscles are getting enough oxygen to keep going and going. If you get up into the anaerobic range, your muscles build up lactic acid which makes them very uncooperative the next day, so keep them happy. Running more carefully also reduces the risk of twisting an ankle or otherwise damaging yourself, which will stop you from going on, so keep your eyes on the ground and watch for potential crash sites. On the last day, do whatever you like - use up whatever you have left!

If you're using the same horse for more than one day, remember that they can get sore where most horses don't, from repeated mounting. In a 30 mile ride and tie we might get on the horse 50 times between the two of us, and one of us is pretty hefty. It helps to use both sides to get on and off, but depending on your talent and fatigue levels, they can get sensitive at both sides of the girth and the withers, so tack and ride accordingly. In the east we often have wooded courses with lots of trees, stumps and rocks, so don't be shy about climbing up on something to get on more easily. It might make you look like a wussie, but you're just protecting your horse.

Prevent rubs and blisters as much as you can, because they don't feel so good on the second day. Be prepared with tape, lube, new socks, different clothes, Band-aids, or whatever it takes to keep your skin happy. A little rub can grow to be quite a monster, so take it seriously.

So far all of our multi-day ride and ties are held in conjunction with other distance rides or horse events, so it's a good opportunity for us to showcase ride and tie and recruit new members. They get to see a sport that they might not otherwise be exposed to, so this is our chance to make it look good. If you have to puke on the trail, do it when no one's watching. Take the opportunity to talk it up at dinner, encourage other riders to form teams and try it out - since they're there anyway with their horses, they're sitting ducks. If you get some folks to try it, mentor them - give them as much advice as you can, and if they want, help them make it through the early stages of the next race until they figure out the system and how to have fun. Being able to compete in ride and tie is such a gift, and sharing it with other people makes it even more enjoyable. If a multi-day ride and tie shows up in your area, go for it, gusto!



Lani Newcomb, a veterinarian from Virginia, has been competing in Ride & Tie since 1993. In 2008 she earned the most points and miles of any individual participating in the sport. How did she do it? Multi Day Rides! Lani is also a member of the Ride and Tie Association Board of Directors.



# 2009 RIDE & TIE SCHEDULE

Check website ([www.rideandtie.org](http://www.rideandtie.org)) for updated information

- MARCH 8 HEART OF THE HILLS RIDE & TIE, Bandera, TX, Ross Carrie, (936)581-0492, [carrie@ravenenvironmental.com](mailto:carrie@ravenenvironmental.com)
- MARCH 29 SHANGHAI TRAILS RIDE & TIE, Pierce, TX, Ross Carrie, (936)581-0492, [carrie@ravenenvironmental.com](mailto:carrie@ravenenvironmental.com)
- APRIL 4, CHESAPEAKE SPRING RIDE & TIE, Fair Hill, MD, Kate Peloquin, (410)652-3454, [cpenguin57@aol.com](mailto:cpenguin57@aol.com)
- APRIL 11 NOFRILLS RIDE & TIE, Star Tannery VA, Ride Manager: Mary Howell, [countshiloh@gmail.com](mailto:countshiloh@gmail.com)
- APRIL 18 FOXCATCHER RIDE & TIE, Fair Hill, MD, John Dennison (610)255-5316 [jdennison@aol.com](mailto:jdennison@aol.com)
- APRIL 18 MANZANITA TAKE TWO RIDE & TIE, Boulevard, CA, Rufus Schneider, (619)445-2060.
- MAY 2 QUICKSILVER, RIDE & TIE, San Jose, CA Steve Anderson (408)249-2780, [steve.anderson1@juno.com](mailto:steve.anderson1@juno.com)
- MAY 10 HOG SCRAMBLE RIDE & TIE, Huntsville TX, Ross Carrie, (936)581-0492, [carrie@ravenenvironmental.com](mailto:carrie@ravenenvironmental.com)
- MAY 16 MOUNT ADAMS RIDE & TIE, Trout Lake WA, Steph Irving, [sirving@gorge.net](mailto:sirving@gorge.net), (509)395-2065.
- MAY 24 WILD WEST RIDE & TIE, Tahoe National Forest, CA Melissa Ribley, (530)268-1379, [mribley@wildblue.net](mailto:mribley@wildblue.net)
- JUNE 13, DESCANSO RIDE & TIE, Descanso, CA, Terry Wooley Howe (619)445-5443, [endurance@hughes.net](mailto:endurance@hughes.net)
- NEW!**  
**MULTI DAY RIDE!**  
JUNE 20 WORLD RIDE & TIE CHAMPIONSHIP, Humboldt Redwoods State Park, CA Don Betts (360)681-5218, [Championship@rideandtie.org](mailto:Championship@rideandtie.org)
- JULY 11-12 BANDIT SPRINGS RIDE & TIE, Prineville, OR Janelle Wilde, 541-849-2460, [mfarm@centurytel.net](mailto:mfarm@centurytel.net)
- JULY 12-18 FORT STANTON RIDE & TIE, Ft. Stanton, NM, Roger Taylor, (505)897-4985, [Roger\\_Sue@prodigy.net](mailto:Roger_Sue@prodigy.net)
- JULY 25-26 OLD DOMINION RIDE & TIE WEEKEND, Orkney Springs, VA, Lani Newcomb, 540-554-2004, [give2bute@aol.com](mailto:give2bute@aol.com)
- AUGUST 8 SANTIAM CASCADE RIDE & TIE, Santiam, OR Anna Sampson, 503-829-6002, [sampson@molalla.net](mailto:sampson@molalla.net)
- ~~AUGUST 28 HEADWATERS OF THE ROGUE, OR, Annette Parsons (541)846-6656, [aparsons@aphl.net](mailto:aparsons@aphl.net) CANCELLED~~
- AUGUST 29 COOLEST RIDE & TIE, Cool, CA, Frank Lieberman and Linda Shaw (530)886-0890 [Coolgalinda@sbcglobal.net](mailto:Coolgalinda@sbcglobal.net)
- SEPTEMBER 11-13 BIG SOUTH FORK RIDE & TIE, Joanne G. Mitchell (423)337-6194 [JFGMhorse@bellsouth.net](mailto:JFGMhorse@bellsouth.net)
- SEPTEMBER 12 LOST MOUNTAIN RANCH RIDE & TIE, Sequim, WA, Don Betts, (360)681-5218, [RideAndTieDon@aol.com](mailto:RideAndTieDon@aol.com)
- SEPTEMBER 18-20 CHESAPEAKE FALL RIDE & TIE, Fair Hill, MD, Kate Peloquin, (410)652-3454, [cpenguin57@aol.com](mailto:cpenguin57@aol.com)
- OCTOBER 3, MANZANITA RIDE & TIE, Boulevard, CA, Terry Wooley Howe (619)445-5443, [endurance@hughes.net](mailto:endurance@hughes.net)
- OCTOBER 17 FOOTHILLS OF THE CASCADES, Ride & Tie, Mary Nunn (503)829-6002, [flyingn@molalla.net](mailto:flyingn@molalla.net)



**ACCIDENTS CAN HAPPEN - continued** to us for safety and security. The horses with us were somewhat young and while we had handled them at home, this trip was just the second trailer ride of their lives. The two that had been thrown from the trailer were easily caught and my pre-teen son was able to stand in stocking feet in the snow and hold onto these two, very scared horses without any problems. And when a guardian angel with a 16' empty stock trailer arrived, the horses easily followed us into the new trailer.

Having extra halters and lead ropes...well, it is pretty self-explanatory. Eventually, you'll need them.

There were no injuries save our youngest son's sore back. We had installed seat belts in the back of the cab however they were easy to not sit in correctly. Upon impact with the empty flatbed, Spencer bounced around some and was a bit sore. Because of the build of a semi-cab, it acted as a cage around the people during the crash. We couldn't have asked for a safer vehicle.

We immediately called US Rider and though the address of "two miles east of Hoodoo on Hwy 20" seemed to be pretty vague, they got the equipment we needed to haul the truck and trailer off the mountain. Our investment in the membership more than paid for itself in helping out with the tow vehicle. They also checked back several times to make sure we had been taken care of and had what we needed.

The accident was a fluke. There were things we might have been able to do differently to avoid the accident and then again, perhaps not. We had a good tow vehicle; all the doors and windows were fastened; the load was balanced; everything was in good repair. What is really important in an accident is the preparation before the accident and then how a person reacts.

Janelle Wilde, Race Manager for the Bandit Springs Ride & Tie and Endurance Ride is one of those exceptional managers who have welcomed the addition of ride & ties to her events. This year she will be offering a multi-day ride & tie at Bandit Springs on July 11 and 12th.

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## mystery photo



This issue's unusual Mystery Photo is a photo of graffiti found on a wall at a beach in San Francisco. The artist has been competing at Ride & Tie since 2002 and has even earned the first place Woman/Woman title at a Championship. Do you know who it is? The policeman who stopped the artwork didn't arrest her. He must have been appreciative of fine art. Send your guesses to me at Annie12345@aol.com. Hint - She says she can draw both right and left handed at the same time!



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The November Mysterious Photo still has not been identified. Any guesses?

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**THE  
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PO BOX 2436  
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**OOPS!** I forgot to give credit to Erik Weber for the beautiful cover photo on our 2009 Handbook! One of his photographs of the 2008 Championship Race Start is on the cover of this newsletter too.

Check out more photographs at [www.desart.com](http://www.desart.com) and watch for them in this and newsletters in the future.



**The Ride and Tie Association Membership Form**

Send completed form and payment to:  
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Name(s) \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_ E-mail \_\_\_\_\_

(Check One)

Lifetime Member (\$500) No more annual membership fees. Eligible for special savings as offered.

Supporter (\$100 or more) Same benefits as Competitor Member. Also available for special savings as offered.

Competitor Member (\$25) Any competitor must be a current member to compete in sanctioned Ride & Tie events.

Friend of Ride & Tie (\$20) Not an actual competitor but would like to show their support for Ride & Tie.

Competitor Family (\$40) Immediate family residing at one address. List all names to be included.

Membership year is from January 1-December 31. All categories of membership will receive Ride & Tie Newsletter, information and applications for the Ride & Tie Championship, advocacy for growth and competition in all aspects of the sport, inclusion and eligibility for the national point system and assurance of the continuance of the sport of Ride & Tie. The Ride and Tie Association is a 501 (C)(3) non profit organization.