



THE GAZETTE'S SUPER PARTNER

TERRY JENSEN Portland, Oregon

Ride & Tie ranks as one of Terry Jensen's favorite things. She entered her first Ride & Tie with her mother, Marty in 1977 and finished 3rd. Since then she has won one (Trask River '78) and has had luck on two (Overland 77 and Levi 78) which were uncompleted.

Terry is 15 years old and is a sophomore at Lincoln High School in Portland, Oregon, where she is a member of the varsity gymnastics team. Gymnastics has long been a first love - but seems to be seriously threatened by running. Terry completed her first attempt at Marathoning in February at Seaside, Oregon. She has done very well in numerous road runs during the past 4 years and ran and swam at the Coffinbury Lake Bathlon in 1977 and 1978.

Terry enjoys Endurance Riding, too and enters whenever she can talk her folks out of a horse. She and Flying C Glæoui make an especially tough team. They have always done well. At Overland Ranch they came in Second Place and took Best Condition on the

Fifty Mile Ride October 14th. She, as well as the other children in the Jensen family, participate in the family Arabian Breeding Business. Their filly, Running J Mariah, has done well in several shows this year.

In between these activities, Terry raises prize winning, rabbits and is an honor student besides. Though she plans to be a veterinarian, she is presently involved in the International Studies Program at school. She plans to spend 3 weeks in Far-away Germany during November 1978 being a mother's helper and practicing her German.

Terry has six brothers and sisters, all as active as herself. They are all horse lovers and runners, but none are quite ready yet for Ride and Tie. They make an excellent crew and one or more Jensen children should be appearing in the Ride and Tie world in the near future...and if they are as pretty and tough as our girl Terry - watch out!

LEW'S NOTES

This issue of the GAZETTE has been mailed to you at the courtesy of Levi Strauss Co.. It was Bud Johns' most generous offer to make the mailing and pay for the postage to help get the GAZETTE going and to promote information exchange in the great sport of Ride and Tie. The GAZETTE is written and published by Lew Hollander, Jimmy Butler, and Nancy Springer. We send it free to anyone who is interested in Ride and Tie and will take a minute to send us a post card with their address.

We are planning to form an organization of Ride & Tie enthusiasts at a meeting in Portland January 7 at the Flamingo Motel, which is close to the airport. It is anticipated in our plan to charge a membership fee, possibly \$10 per year, which will pay for next years, GAZETTE administration expenses and year's end awards.

We anticipate maintaining a point system and possibly a total rider mileage program. This means records and points must be accumulated and tabulated for the numerous Ride and Ties that are popping up all over the country. We will also maintain an up-to-date schedule of Ride & Ties and publish the results.

Bud Johns and the Levi Co., who of course, have started the sport as we know it and sponsor the big race each year, have been extremely helpful and enthusiastic about promoting smaller Ride & Ties and giving assistance wherever it is needed. They could have tried to keep just their race in the foreground, but have constantly shared their expertise, enthusiasm, and financial support to other competitive Ride & Tie events. I merely wish to point out that this is very commendable and to thank them sincerely for all of us who appreciate the efforts that Levi, Bud Johns, and Jim Steere have made in the growth of this sport.



LEW AND HANNE HOLLANDER,
RIDE & TIE SUPPORTERS AND PARTICIPANTS.

SPECIAL MEETING

We are having a meeting for anyone interested in Ride & Tie, January 6 & 7. The meeting will be in conjunction with the Pacific Northwest Endurance Riders meeting which will be in Portland at the Flamingo Motel on Saturday the 6th. It is planned to have a half or one hour program on Ride & Tie, sort of an introduction of skills and strategy.

The P.N.E.R. awards are to be given out on the evening of January 6. As part of the ceremony the 1978 Ride and Tie Championship awards will be presented. The awards will be given in conjunction with the P.N.E.R. banquet and we are hoping Bud Johns will make the presentations.

The serious job of organizing Ride & Tie will be done on January 7, Sunday. We would hope that those of you interested would attend a day long meeting at that time. The meeting will be at the Flamingo and I will try to arrange a brunch so you won't starve.

Rid'n & Winning

At anything you do, self confidence has a lot to do with winning or not. Many times confidence is the difference between two good athletes, or teams, as it is in the Ride and Tie.

It is necessary to start early and be well prepared in your training. Pick your partners early in the year. Have a backup horse that could win the race. Go with the best horses available. Choose the easiest horse to ride and train, then do your homework!! Hours riding and running are what builds your confidence.

Try to stay away from complicated strategies. Be sure to use your horse to the maximum. Give him plenty of time in the vet checks. If you think it will take him ten minutes to get through a certain check, give the horse fifteen to twenty minutes before the second runner arrives. Anytime one of the runners is waiting for the horse in a vet check, he is wasting time. This little thing sounds easy, but timing is one of the hardest things to perfect in the race.

Confidence through training and studying and being prepared allows you to handle anything that comes up during the race.

Go for first place from the start of your training and if it's your turn to win; it's yours.

- Chuck Stalley, National
Levi Ride & Tie Champion
Three Years

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Overland Ranch

25 Mile

Ride & Tie

Riding and Running and smiling all the way - at least most of the way...that's what 9 teams did at the 25 mile Ride and Tie held at OVERLAND RANCH Redmond, OR on October 15th. The event was held the day following an official P.N.E.R. /A.E.R.C. Endurance Ride. The race was an event of its own, though. Dusty and very challenging, the trail was tackled and defeated by each team that began the race.

Joe Cannon and Barrie Grant won the First Place Position with a winning time of 2 hours and 54½ minutes, that's a quick 25 mile trip across the Oregon High Desert. Joe comes from Sierra Madre, CA and Barrie is currently from Pullman, WA. We understand they could have completed a bit faster if they hadn't gotten off the trail chasing a coyote. As it was two other teams were right on their tail, take a look at the results below and you'll see that the Stearns Team and the Jensen Team both finished within a minute or so of the winners. But - as always everyone who completes a ride and tie is a winner and it was a fun race.

PLACING	TEAM	TIME
1st	Joe Cannon - Sierra Madre, CA Barrie Grant - Pullman, WA	2:54½
2nd	Peter McPartlin - Monroe, OR Dana Stephens - Monroe, OR	2:55½
3rd	Mr. & Mrs. Al & Marty Jensen Portland, Oregon	2:56
4th	Rebecca Phillips & Jerry Newbrey Pullman, Washington	3:05 & 40 sec.
5th	Bill & Pam Wagner Pullman, Washington	3:11½
6th	Emie Wisely - Coos Bay, OR Kirk Trigg - Springfield, OR	3:12 & 50 sec.
7th	Doug Madsen - Lakeview, OR John Iremonger - Portland	3:31
8th	Jimmy Butler & Carol Gilbert Redmond, Oregon	4:59
9th	Nancy Springer ; Redmond, OR Scott Hollander - Powell Butte, OR	5:37

Riders, Runners, Readers, Writers

We need input from all of you regarding your feelings, thoughts, philosophy, strategy, tips, dos and don'ts on Ride & Tie. We would like to hear your training program. We want to hear news from any Ride & Tie and the ride results you send us we will publish.

This month we were fortunate to receive an article from Jim Remillard, one from Chuck Stalley, and one from the Jensen's. I am sure many of you will get a new insight from these articles. We would appreciate hearing from the rest of the Ride & Tiers great or small. We particularly want to know what you would like to see in the coming year and how you would like to see the sport grow. Should we have longer Ride & Ties? 50, 75 or 100 milers? Should we have lots of short ones - 10 to 15 miles? Should we have a combination of both? It has been suggested by me, Lew Hollander, that we have sort of a decathalon with an endurance ride on one day and an equally long Ride & Tie the next day and some appropriate system of scoring to find out who is best overall. This would possibly be a greater test of a horse than the runners, however, but would certainly take skill, planning, and preparation. It has been suggest by my son, Scott, that we have a bike and tie. Where one eliminates the horse and uses a motorcycle. In any case send us your ideas, thoughts, articles and particularly ride results. It is hard for us who publish the GAZETTE to have to track down each ride and pry the results from them.

RIDE and TIE SPECIAL

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Kodel Saddle Pads	\$15.00 ea.	
Equine Stethoscopes	5.00 ea.	
Horse Thermometers	2.00 ea.	
Easy Boots	15.00 ea.	

PRICES GOOD ONLY UNTIL 11-15-78

ARTA

P.O. Box 100 - Redmond, OR 97756

All Hail The Return Of The Centaur!

So says Donald T. Jacobs in his new book - RIDE & TIE, THE CHALLENGE OF RUNNING AND RIDING; published by World Publications of California. Jacobs offers advice and information for beginners and seasoned runners and riders.

This book is meat. . . real meat with lots of rich flavor and nurishme nt, if Ride & Tie is your dish. If you really want to get into running and riding, don't miss a gourmet's feast with Jacob's book!



BUMPER STICKERS



All the above stickers are available at

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Redmond, OR 97756

IF YOU HAVE ARTICLES, POEMS, STORIES, PHOTOS OR ANY OTHER TYPE OF MATERIAL YOU WOULD LIKE US TO PRINT, PLEASE ! P L E A S E -SEND IT IN.

RESULTS

DRINKERS OF THE WIND

1. Lew Hollander, Powell Butte, OR
Scott Hollander, Powell Butte, OR
2. Al Higgins, Ketcham, ID
Jack Mooseau, Ketchum, ID
3. Roger Nebeker, Kuna, ID
Joe Nebeker, Homedale, ID
4. Bob Boutier, Ketchum, ID
Peter Allen Morse, Piedmont, MT
5. Norman Frankland, Victor, MT
Mike Casny,
6. Ron Gevin, Ketchum, ID
Brad Stackman,

1978 First Annual

Levi's/Park City Ride & Tie Results

1. Chuck Stalley, Chico, CA
Butch Alexander, Sonoma, CA
2. Bob Gilligan, Big Bear Lake, CA
Rene Ruiz, Sherman Oaks, CA
3. Dean Hubbard, Reno, NV
Hans Manot, Reno, NV
4. Charles Johnson, Pleasant Grove, UT
Greg Lee Johnson, Pleasant Grove
5. Ron Nehring, Salt Lake City, UT
Bob Kassow, Park City, UT
6. Eric Sadler, Taylorsville, UT
Robert Jepson, Salt Lake City, UT
7. Bob Hoogendyke, Big Bear Lake, CA
Don Cousins, Big Bear Lake, CA
8. Dave Goble, Park City, UT
Roberta Eichman, Park City, UT
9. Phil Wagner, Kaysville, UT
Pat McEwen, Salt Lake City, UT

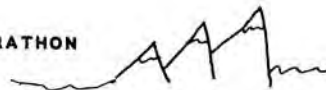
RESULTS

SAFELY RUN FOR FUN

1. Steve Steward, Lakeview, OR
Jim Haines, Lakeview, OR
2. Marty Jensen, Portland, OR
Mike Revilli, Portland, OR
3. John Iremonger, Hood River, OR
Doug Madsen, Lakeview, OR
4. Bill Churchill, Lakeview, OR
Jim Farley, Lakeview, OR
5. Dana Stevens, Monroe, OR
Brian Smith, Monroe, OR
6. Scott Hollander, Powell Butte, OR
Don Howlett,
7. Lew Hollander, Powell Butte, OR
Hanne Hollander, Powell Butte, OR
8. Bill Wagner, Pullman, WA
Pam Wagner, Pullman, WA
9. Cheri Madsen, Lakeview, OR
Becky Iremonger, Lake view, OR
10. Nancy Springer, Redmond, OR
Jim Butler, Redmond, OR
11. Mike Dueno, Powell Butte, OR
Darlene Springer, Redmond, OR
- 13 Started - 11 Completed
10. Lew Hollander, Portland, OR
Hanne Hollander, Portland, OR
11. Browning/Browning
12. Bombard/Farrar
13. Groth/Richards tie
Ross/Spurlock tie
14. Robinson/Christensen
15. Jensen/Yeager tie
Mullen/Fish tie
16. Orme/Orme
17. Symonds/Symonds
18. Park/Tildtson

I hope that this information is helpful and useful to the GAZETTE readership. I certainly appreciate the opportunity to share my views on this exciting sport. I would like to make the final point, however, that winning is finishing, and to finish in distance riding and running should be the primary goal for all those involved.

PIKES PEAK MARATHON



BUTCH ALEXANDER, Chico, CA, ran the PIKES PEAK MARATHON. We understand it was his first attempt at marathoning. Butch did ok. Out of 300 starters he came across the finish line 5th! Butch has teamed with Chuck Stalley to win the LEVI RIDE & TIE times.



Levi's Ride & Tie

SUNRIVER - OREGON JUNE 17, 1979

TRAIN TO WIN

- JIM REMILLARD

Every reasonable person attempting to write such an article regarding winning strategy for the Ride and Tie race would have to be honest enough to indicate that there is really no one absolute or fool-proof method. For as many good teams that there are competing in this sport, there are winning strategies. Hoping not to offend any other competitors, when I think of the best ride and tie strategists at this point in the sport I think of Chuck Stalley, Jim Larimer, and Ken Williams, in no particular order. Each uses vastly different techniques in some areas, but similar in others. The fact that each of them has won the Levi Ride and Tie several times, with different partners, except for the Stalley/Alexander team, indicates that there are many different "winning" combinations.

When I think however, of winning, or attempting to win a "Ride and Tie Race", I think of the following ingredients:

1. A Super Horse
2. Preparation
3. Running
4. Riding
5. Tying
6. Crewing
7. Coordination & Teamwork
8. Last, but not least "Luck"

A SUPER HORSE

I do not recall in the six years that I have been involved with the sport of ride and tie, or the history of the few years before that, that any race of major significance was won by a horse, other than a SUPER HORSE. Smoke, Peanuts, Grey, Pathfinder, Flying C Glaoui, and Saudii, to name a few, are horses that are not only great ride and tie horses, but have consistently over the years, proven themselves as endurance horses. I believe that a ride and tie race has been won by teams with average running ability, but the key ingredient, in my opinion, to any winning combination has to be the horse.

PREPARATION

Another key ingredient to a successful ride and tie race is preparation. Many races are won because teams have put it all together on the day of the race, but the coming together stems from many months of training and preparation for the one particular day. Personally, our ride and tie horses are used during the entire endurance year (April to Oct. for us)

In endurance racing, Ride and tie is but one of many that we prepare for. Some of our endurance rides are used as training rides, while others are all out efforts. We try to find a balance of both in the ride and tie events. Our training and preparation cycle begins in early March, after our horses have been on pasture for the winter. We bring them up slowly, riding approximately five days per week through the Levi Ride and Tie race in mid June. Our schedule runs something like this:

Tues and Thurs are somewhat easy days
(4 to 8 miles of walking and trotting)

Wednesday

is a long more brisk (8 to 12 miles) with some cantering. This day has traditionally been used in our program as a ride and tie training day for my partner, Walt Schafer, and this past year, for Sally Edwards and Merrill Cray, who finished 5th overall in the Browns Ride and Tie in May, and 8th overall (2nd womens team) at Levi in June.

Monday and Friday are rest days
for the horses.

Saturday

is usually a 8 to 12 mile brisk ride, in which we ride from our home to Bidwell park, participate in the weekly "fun run" program sponsored by the Chico running club, and return home. These again, are particularly good experiences for the horses as well as the runners. Because they must stand for about an hour after being ridden, amidst a large crowd of runners, then the return ride home. For the runners it's good because we learn to use the different muscle groups associated with both running and riding.

Sunday

As in long distance running and riding, unless there is a race of either dimension, this day is reserved for a long, ride and tie training session. Our sessions range from 12 to 25 miles depending upon the time of year, our motivation, the weather, and the like. Often times during these rides, we will get as many horses and runners together as possible to simulate, at least for the horses, and the new ride and tie enthusiasts, the experience of riding. We have found this to be a very valuable training tool. Our Sunday ride is sometimes just a long one, without the ride and tie session, to give the newer competitors a chance to ride for a long distance, which I believe is very beneficial during an actual race. Our day is usually concluded with a potluck dinner. (This year six teams from the Chico area competed in the Levi Ride and Tie, and we all had an enjoyable time preparing for the race with one another.

Our training for all days, except Sunday, is done on flat terrain, in and around the Chico area. Our Sunday endeavors are always ones in which we trailer to

the mountains. Hill work for both runners and riders cannot be omitted from the program.

RUNNING

Many runners, especially the really good ones, tend to think that their running is far more important than the training necessary for the horse. I disagree. There needs to be a good balance. The right combination of good running preparation for the humans, excellent training for the horses, and the right combination of both at the same time is very important. I have experienced runners spend far more time in their own preparation than they do on riding, and the result tends to be a breakdown of a willingness to ride, or poor riding of the horse, during the latter stages of a long ride and tie race.

Individual running, however, is a very crucial aspect of the ride and tie sport. Basically, the best teams in ride and tie, are marathon runners who also are good endurance riders. There are not many like this. Gordy Ainsleigh, Chuck Stalley, Jim Larimer, Jack Garnett, Ken Skirk, Al and Marti Jensen are some good examples of fine runners who excel in endurance riding.

It is hard to talk specifically about running, since it varies so greatly from runner to runner. I can talk a bit about my running, and that of my partner, Walt Schafer. Walt is a superior runner; a 2:36 marathoner (6 min. per mile for 26 miles), with 4:30 per mile speed at the age of 39. He has been running since his high school days in the midwest, and was a collegiate competitor at the Univ. of Michigan. There are few people who can either do the type of running training which Walt does, or stay with him in a road race. One of his real strengths is his own preparation and planning. When I go to the starting line with Walt and Saudii for a ride and tie race, I feel confident. Walt generally runs between 60 and 100 miles per week, depending on the time of year, his professional workload, and how he is feeling. During the preparation for our 1st place win in San Jose, and 2nd place at the Levi this year, Walt was running between 60 and 80 miles per week of very quality running. By this I mean, a good mix of long slow runs, hill efforts, interval running on the track, fartlek and tempo runs in the woods, and racing. In my opinion, there are few better runners in the field of the Levi any better prepared, or with more ability than Walt Schafer.

As for myself, I vary between above average to good on most scales. I have been running for 11 years now, on a daily basis. I average between 55 and 75

miles per week year around, and perhaps improve the quality of some of the runs during the two to three month period prior to the ride and tie races. I generally commute to and from work by running, averaging around 10 miles per day. I cannot overestimate the value of a long run weekly if possible, but certainly two to three times per month. For a person seriously considering being competitive in the ride and tie races, it would be a very valuable experience to run one and perhaps two marathons during the year preceding the ride and tie event. In my opinion, a marathon however, is much easier than a 35 to 40 mile ride and tie race.

Reduced body weight, good equipment, daily yoga and/or flexibility exercises, body strengthening, and good nutrition are other areas that go hand in hand with a good running program.

For those of us who are of average running ability, I think that it is possible to win at ride and tie, IF, you have a super horse, a partner of higher running ability, and the team emphasizes good preparation and teamwork. Less than great runners have won the Levi Ride and Tie race. So don't be psyched out by all of the talk of fast times and high mileages. They are important, but there are other areas in which you can balance things out.

RIDING & TIEING

I will combine these two areas, because they are so closely related. In a competitive race a person has the choice between going out and establishing a lead, or starting more conservatively, and working their way through the pack, hopefully, to the front by the finish of the race. It is my personal preference, and that of my two partners Walt and Saudii, to go to the front as quickly and purposefully as possible. Actually, we do not like to race in the open meadow which is customary of the start of most ride and tie races, but rather, be conservative at this point, and move up front at the first big hill. To be competitive, I believe that a team must move towards the front as quickly as possible, or at least within the top ten by the first check, or there will not be the opportunity to do so later in the race. Very rarely do the good teams up front slow down enough to allow a team to move up from back in the pack.

My ride and tie experience has been that you can win by either tying short, within a mile of one another, or by tying long, three to 5 miles apart. The first two years that Walt Schafer and myself won the Browns (San Jose) Ride and Tie race, over good competition, we did so by Saudii and I moving from the

start all the way to the half-way point (9 miles), and the only vet check, leaving the horse to recover, and running to the finish, to be caught by Walt one mile or so from the end. This year, however, we decided to change our strategy up a bit, stayed close most of the way, and won on the same course. During the Levi Ride and Tie this year in Santa Cruz, we stayed within two miles of one another at all times, maintained good contact with one another the whole way, and finished strong and in second place. Our winning time all 3 years was 1 minute apart.

For newcomers to the sport, my suggestion, however, would be primarily to stay fairly close together. Walt and I have settled on a comfortable routine after four years together, where we go between thirty seconds and two minutes from one another, when one person comes by the other who is running. The rider on the horse will go to the 30 sec to 2 min, depending on the time of the race, the pace that we are trying to maintain, the type of terrain, how close we are to a vet check, how tired the horse appears to be, or how close we are to teams that we are trying to pass, or avoid being passed by.

The key to this whole area, however, is how strong or good is the horse that you are riding. Superior runners can go at such a fast pace in some races, that they will literally out run their horses. Horses, you will remember, have to stop at vet checks and recover, where runners do not. It seems to me to be poor strategy, in a race with more than one vet check, to conduct a race in such a way that one runner gets so far ahead of the other runner and horse that the horse can never catch up. Generally, I feel that teams have more fun, do better, have less chance to make errors, or at least can recover from them better, if the team members stay closer together. It is much harder to correct a mistake when team members are several miles apart, and cannot discuss a particular situation. Good communication is one of the keys to success in this sport.

CREWING, COORDINATION AND TEAMWORK

These three areas can also be linked together, even though there are many various aspects to each. In this article, suffice it to say, that it does not matter how good the horses or runners are, if there is not a good crew, who is prepared to handle any situation, chances of success are slim. I have been very fortunate during the past few years. Suzy Alexander, besides being a fine business partner and mate, is one of the best crew leaders that you will find anywhere. This year at the Brown's & Levi Ride and Tie races she coordinated the activities for

five teams, with only a few helpers. All of her teams finished, and four of the teams had never done a ride and tie race.

Having everything together that is necessary, and knowing how to use it, and be able to instruct others on how to help is crucial. The bottom line at every vet check in my opinion, is to get out with as short a stay as possible, but after having had the opportunity to use anything that might be necessary.

I think that it is safe to say in general, that the most fit horses go through the vet checks the quickest. In some cases, a particularly skilled horse handler can save a few minutes over a less experienced one, but if a horse is not in good shape they will spend much longer in the checks than most competitors would like.

In my estimation, and this has been confirmed by other top ride and tie competitors, at the first vet check of a ride and tie race, 10 minutes in a check from arrival to departure is considered excellent, with 15 being about average for the real good horses. Some horses take as long as 30 minutes to an hour, for a variety of reasons. The time spent in the checks is reduced later in the race, as excitement wears off, and the speed of the race slackens. At the ride and tie race sponsored by Levi this year, our horse (Saudii) went through the three checks in 6, 4, and 2 minutes respectively. This fact was instrumental in our high finish, as was the help that we received from all of our good crew, and Saudii's superior conditioning. Our other horse in the race, Fanaan, ridden by Sally Edwards and Merrill Cray, went through quickly, but not quite as fast.

The entire effort in this sport requires a level of coordination and teamwork that you will not find in a particular running event, or endurance race. To do well, everything has to go right. In the past, when competition was not as keen, a team could get away with a major problem, but not today, there are simply too many good teams close behind who are ready to move right up and take a team's place who has faltered. The key is communication, coordination, teamwork, preparation, strategy, a super horse, and finally, LUCK.

LUCK

A team that runs past a horse, loses one through a poorly tied knot, gets lost, or what have you, will, and have gone from the front to the middle or back of the pack in a hurry. Many of these problems can be prevented, and in some cases, overcome, but rarely will a team win which makes too many mistakes, or has a bad day, with lady luck. Much more could be written on this subject.