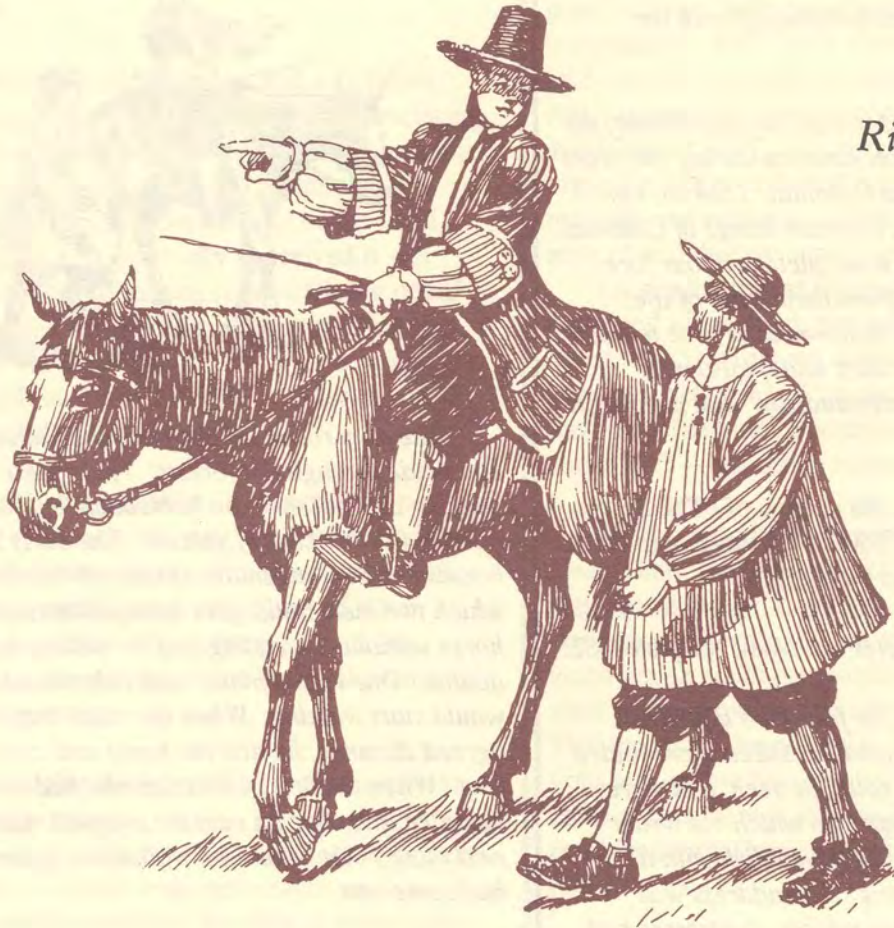


THE JOURNAL OF THE RIDE AND TIE ASSOCIATION



Ride and tie

Ride & Tie Origins: Page 2

ISSUE NO. 2

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RIDE & TIE ORIGINS

Ride & Tie has been traced to many sources and origins since its rescue from historical obscurity by Bud Johns and Levi Strauss in 1970. An interesting portrayal of our now infamous sport is described by Edwin Tunis in his superbly illustrated Colonial Living, published in 1958 by The World Publishing Co. These sections even conjure thoughts of the Tevis. To quote:

"This is an attempt to describe, in one volume, the ways of pioneer life in North America during the years that can truthfully be called Colonial: 1564 to, say, 1770....Here are the small, common things of Colonial existence....It's hoped that some picture of our forebears themselves emerges from their ways of life. They weren't always admirable—neither, one fears, are their descendants—but they had qualities of fortitude and of 'rugged individualism' that are worth remembering."

From these contents in the section of "The Seventeenth Century" (that's the 1600's for those who can't seem to divide P&R criteria by four):

"I. New England - Travel and Mail," pages 61-62:

"Letters were not then, or for years afterward, enclosed in envelopes. Instead the sheets were folded so that none of the writing could be seen, and were sealed with a blob of hot wax into which the writer impressed his seal from an engraved disk with a handle or from his signet ring. The address was written directly on the sealed packet. Addresses had to be descriptive. Since there were no street numbers, a town address usually located the addressee's house by a near-by landmark, often a tavern or shop sign, as: To Mr. Faithfull Freeman, near the sign of the Plow, in Milk Street, Boston." (the rock house, second

on the left, past the trail alleyway, Michigan Bluff, California.) *"There was no postal service. Letters were entrusted to someone, or passed from hand to hand for delivery...."*



Ride and tie

"The only roads at first were the paths the Indians had made through the forests. These were all right for walking and passable on horseback, but were too narrow for any kind of vehicle. The early scarcity of horses bred the ingenious system of ride-and-tie, by which two men could gain some advantage from one horse without exhausting him by making him carry double. One would mount and ride ahead, the other would start walking. When the rider had covered an agreed distance, he tied the horse and continued on foot. When the first pedestrian reached the horse, he mounted and rode on past the original rider to the next tying point, where he walked on again. All three had some rest."

From this emerges our sport which relies upon the sharing of strengths and abilities, but most of all, upon teamwork.

May the spirit of sharing be with you during this holiday season.

ULTRA RUNNER MAGAZINE

"for information on training and events"

\$20/year

P.O. Box 481
Sunderland, MA 01375

**The Ride and Tie Association
requests proposals
from interested individuals who
desire to function as paid
Race Directors for the future
National Ride & Tie events.**

THE RIDE AND TIE ASSOCIATION

by Bud Johns

Most of you reading this know of my interest in ride & tie so I trust that will explain why I've been asked to express my views about what the Association can contribute to the future of the sport...and to its present.

I'll summarize it as Education and Availability: educating people about the most exciting, stimulating multi-discipline team sport that exists and increasing the availability of opportunities to participate in it. The challenge to the Association is to be the focal point of the sport. As originally conceived it was going to be a communications center/rallying point/information outlet for ride and tiers, something that unfortunately has been missing for several years. That's a big job but now it has the additional one of putting on the sport's major event.

I won't take space here to discuss operation of The Race but obviously the way it's done will affect publicity for the entire sport, attitude of contestants and prospective participants, and a host of other factors. I do hope that a "title sponsor" will be attracted who will assist local and regional events as well as the major race.

The Association needs to be a prompt, accurate source of information:

- +Accurate calendar of events and contact persons.
- +Records of results from past major races.
- +An up-dated version of the manual done some years ago telling how to organize and manage a ride & tie race. Then, when an individual or group decides to have a race, help-in putting it on, publicizing it, interesting sponsors, and encouraging experienced ride & tiers in the area to participate. The latter is just one of the valuable uses for the kind of complete current mailing list which the Association should maintain of people who participate or have expressed interest in doing so.
- +An information packet to tell newcomers inquiring about the sport the basics of what it's about, how to do it and where in their area they can participate and meet others who do.
- +A basic media information packet and prompt, professional response to individual media requests...and a program to interest both print and

broadcast media in the sport. This is another area where Association maintenance of records and photographic files from past events is important.

+A program of working with and maintaining good relations with organizations of runners and horsepeople. They have some parallel interests and problems, it's a means of attracting more participants, and, maybe even more important, making more horses available for R&T. Cooperative efforts with other organizations also should be considered as a means for research and education about fitness and the performance of both humans and horses under stress.

+A regular means of communicating with those interested in the sport, not only about ride & tie but about what R&Ters are doing in their other sports and non-sport activities. This also relates to my feeling that Association membership—and its information about R&T—should be economically accessible to all.

That's certainly not a complete list but it gives an idea. There's also a need for a film/video on the sport that can be shown to groups, school classes, and other audiences. There's also an opportunity for a "how to" video which could get people hooked on trying the sport while showing them how—and why—to do it. That brings up the potential for ride & tie demonstrations and, where horses aren't available, bike and run races at shop-center parking lots and such locations combined with showings of the film on "the real thing."

Just think. Successful conduct of an E and A program with these and other elements could put the Association in the center of a realistic move to make ride & tie an Olympic sport.

But even more important is its opportunity to insure the future of the sport and "the ride & tie family" feeling among participants at all levels.

Bud Johns invented the sport of Ride & Tie, directed its major race the first 14 years, and described those experiences, as well as R&T's historical background as a means of transportation in his book, What Is This Madness?

1988 RIDE & TIE SCHEDULE

| | | | | | |
|----------|--|---------|--|-----------|---|
| March 12 | North Florida Ride & Tie Bryceville, Florida 12 miles Kathy Paul (904) 641-8844 4315 Packard Dr. Jacksonville, Florida 32216 | May 14 | Prineville Ride & Tie Redman, Oregon 8/25 miles Lew Hollander (503) 382-7846 P.O. Box 100 Redman, Oregon 97756 | June | OCTRA Ride & Tie Ontario, Canada 11/22 miles Diane Liebrechts (416) 342-5520 RR#6 Cobourg, Ontario Canada K9A 4T9 |
| April 23 | Mountainside Ride & Tie Redding, California 10/25 miles Gail Snow (916) 365-8225 2193 N. Street Anderson, CA 96007 | May 21 | Big Creek Ride & Tie Santa Cruz, California 31 miles Barbara & Lud McCrary (408) 423-4572 330 Swanton Road Davenport, California 95017 | July 16 | Park City Ride & Tie Park City, Utah 32 miles Dean Jackson (801) 254-4347 14381 S. 1700 W. Bluffdale, Utah 84065 |
| April | Central Oklahoma Ride & Tie Central, Oklahoma 10 miles Rachael Bailey (405) 360-1644 1706 N.E. 77nd Norman, Oklahoma 73071 | May 28 | Rocky Mountain Ride & Tie Denver, Colorado Bobbi & John DiPetro (303) 681-3226 4950 West Shar Trail Sedalia, Colorado 80135 | August | Bracebridge Ride & Tie Ontario, Canada 25+ miles Dr. Ray Fife (705) 645-9236 Box 1510 Bracebridge, Ontario Canada, POB 1C0 |
| April | Wildflower Ride & Tie Lake Hughes, California 25 miles Marge & Vern Biehl (805) 724-1060 Desert Pines Arabians P.O. Box 12 Lake Hughes, CA 93532 | June 5 | A.T. Team Ride & Tie Eagle, Idaho 15 miles Sharon McCollum (208) 286-7163 6100 N. McDermott Meridian, Idaho 83642 | August 20 | Swanton Pacific 100 Ride & Tie Davenport/Santa Cruz, California 100 miles Barbara & Lud McCrary (408) 423-4572 330 Swanton Rd. Davenport, California 95017 |
| May 7 | Steed & Speed Almaden Ride & Tie San Jose, California 22 miles Rick Appleton (408) 426-1252 7875 Empire Grade Santa Cruz, CA 95060 | JUNE 19 | THE RIDE&TIE RACE ALTURAS, CALIFORNIA 40+ MILES BARBARA & LUD McCRARY, DIRECTORS (213) 546-3781 (408) 423-4572 P.O. BOX 1193 MANHATTAN BEACH, CA 90266 | August 28 | Boise Basin Gold Rush Ride & Tie Idaho City, Idaho 15/30 miles Sharon McCollum (208) 286-7163 6100 N. McDermott Meridian, Idaho 83642 |
| | | | | September | Cuyamaca Ride & Tie San Diego, California 30+ miles Ralph Walker (619) 445-0428 23479 Japatul Valley Rd. Alpine, California 9200 Redman, Oregon |

THE ASSOCIATION NEEDS YOUR HELP

by Emmett B. Ross

It seems like just yesterday that I did my first Levi's R&T at Bolinas in Point Reyes—actually it was 1978. The two things that keep me coming back are the friendships that have developed and my love and admiration for horses. Each and every one of you is unique—thanks. And being the somewhat selfish creature that I am I don't want to lose those things, so I have devised this challenge—that we all join to lend financial support. I would like to encourage each and every one of you to offer your individual talents when called upon. I've recently been working closely with several members of the Association Committee; namely Steve Shaw and Aileen Johnson, Jim Steere, Lud and Barbara McCrary, and Wayne Hinrichs who are devoting eons of their spare time to get us off on the right track. During some of our sessions, new ideas and dreams crop up but there is no time to follow these dreams and ideas to fruition. I keep insisting that there is a huge pool of talent that needs to be tapped—and that's where you come in. As the needs arise, I hope everyone will be there offering whatever they can.

In the meantime, let me challenge you with an idea or two. First, I think membership enrollment is essential to our survival. Our initial goal is 1,000 members at whatever level of contribution. Currently, we have 200. To mount a comprehensive drive requires a full time person. Until someone volunteers to serve in that capacity, let me throw out an alternative. If each one of us would call ten people to ask for their enrollment, I think we can make great strides toward our goal. Call **anyone**, ride & tie buffs, (even people who you think have already joined), endurance riders, runners, and other interested parties. Then ask them to do the same. You'll be surprised how many people **haven't** joined yet. Call the Association, 546-3781, for the forms.

Secondly, until we can get another major sponsor (ideas welcome) the level of prize money available will be affected dramatically. Truthfully, so few people really benefit from it, that I have suggested a stakes race involvement. Example:

If you think your team is capable of top three, five, or ten etc., then you put up a predetermined amount. If you achieve your goal, you get a certain percentage of the pot. (This would apply to all three divisions and Top Ten overall). The details are not yet known. I only throw out the idea so that you have a chance to contribute to the concept. (Let me clearly state: this is my idea and has not been adopted yet). But I feel it might help relieve the monetary burden the prize money places on our resources, and quite honestly it is a means of shifting the burden to the teams who feel they have a chance without financially penalizing 90% of the participants. I also feel it

(continued on page 12)

September 25 **Old Selam Ride & Tie and Endurance Ride**
Idaho

Sharon McCollum
(208) 286-7163
6100 N. McDermott
Meridian, Idaho 83642

September 25 **Fort Collins Ride & Tie**
Fort Collins, Colorado
18 miles

J.D. Murphy
(303) 223-2412
2725 Grenada Hill Dr.
Fort Collins, CO80525

October 8 **North Park Riding Club Ride & Tie**
Pennsylvania
9 miles

Michelle Gorny
(412) 487-1924
2267 Wildwood Road
Gibsonia, PA 15044

October 9 **Perry Creek Ride & Tie**
B.C., Canada
12/30 miles

Fred Clark
(604) 426-7925
SS1 Site 19-44
Cranbrook, B.C. C1C
4H4

October **Leatherwood Handicap Benefit Ride & Tie**
Leatherwood, N.C.
7/25 miles

Ann R. Davis
(919) 563-6676
Route 4, Box 220
Mebane, N.C. 27302

**HAVE WE MISSED YOUR EVENT?
PLEASE LET US KNOW.
CALL (213) 546-3781
OR WRITE THE ASSOCIATION.
WE WOULD LIKE YOUR RIDE RESULTS, TOO!**

Alturas, California: 1988 Home of The Big One

The 1988 RIDE&TIE will be held in Alturas, California. This small town, located in the northeast corner of the state at the junction of Highways 229 and 395, has a population of 2800 and is situated at an altitude of 4450 feet.

Alturas has made a name for itself in cattle and lumber, and recreational hunters enjoy the deer (which are extremely beautiful furry animals with black tipped coats) and the Canadian geese. The city rests in an Alpine "basinlike" meadow surrounded by volcanic rimrock.

When you make your way to Alturas for this year's Big Race, the following mileage quotes may help you. The following are distances from each city to Alturas.

| | |
|---------------------------|-----------|
| Klamath Falls, Oregon | 98 miles |
| Redding, California | 145 miles |
| Reno, Nevada | 172 miles |
| Bend, Oregon | 240 miles |
| Eureka, California | 306 miles |
| Sacramento, California | 312 miles |
| Novato, California | 349 miles |
| San Francisco, California | 354 miles |
| San Luis Obispo | 595 miles |
| Los Angeles via Hwy. 395 | 647 miles |
| Salt Lake City, Utah | 690 miles |
| Sun Valley, Idaho | 707 miles |

Right now, Alturas is under two feet of snow but in June typical temperatures reach the high 70s during the day and high 30s at night. It is unlikely that there

will be any precipitation in June. The meadows will be green with poplars and aspens. There is plenty of water in this area, both on the trail and at base camp.

The race will be conducted on the property of California Pines Resort Development, a property owners' association with 3300 acres of timberland including ponderosa, pine, and cedar trees. The RIDE&TIE course mileage will be between 40 and 45 miles beginning at 4500 feet and climbing to 7300 feet. Most of the trail will be over abandoned railroad grades and old logging roads. More detailed information on the trail will be included in the next issue of *The Journal*.

Base camp will be five miles from the Alturas Lodge which is a delightful facility offering ride and tiers free use of their swimming pool, tennis courts, and showers. A restaurant, laundromat, telephone, gas station, and minimart are available there, too. There's even a private plane landing strip. Rooms are available at the lodge for those who prefer not to "rough it." To make a reservation, call (916) 233-4672. In addition, mobile homes are available.

The town of Alturas is anxious to host **The 1988 RIDE&TIE**. Each month a special event is featured. Examples of past events are the bass derby and a honker hunt. In 1988, the big event for the month of June will be our very own RIDE&TIE. **DON'T MISS IT!!**

THE JOURNAL OF THE RIDE AND TIE ASSOCIATION is currently published quarterly by The Ride and Tie Association, P.O. Box 1193, Manhattan Beach, California 90266. Telephone: (213) 546-3781. Address correspondence to Aileen Johnson, Editor, *The Journal of the Ride and Tie Association*.

SUBSCRIPTIONS may be obtained by joining The Ride and Tie Association, a non profit organization. Dues are tax deductible (pending final IRS certification). Various categories of membership are offered for your interest or level of commitment. Descriptions of membership categories and an application form are included in each issue. Make checks payable to The Ride and Tie Association.

CONTRIBUTIONS in the form of information, results, articles, graphics, pictures, and advice are welcome. Manuscripts should be typed, double-spaced and will be returned if accompanied by a self-

addressed, stamped envelope. The editor reserves the right to make minor changes, corrections, or necessary revisions to all manuscripts accepted for publication in order to meet *The Journal's* standards. Information about rides, Ride & Tie race results, horse acquisitions, or any other news of interest can be communicated to *The Journal* by calling the 24 hour number: (213) 546-3781

FEE STATEMENT: *The Journal of the Ride & Tie Association* does not offer payment for submitted manuscripts. Donations made to *The Journal* are appreciated and will be used toward publishing future issues.

ADVERTISING: Cost for placing a classified ad is currently \$7/issue for 35 words and \$14/issue for unlimited words. Simply send in your ad with a check and indicate the number of issues for which you want your ad to run. Advertising rates can be obtained by requesting a rate card.

The Second Annual Desert Pines Handicap Ride & Tie

by Marge Biehl

[The Hallmarks of a Biehl ride are plenty of water, well marked trails, and good company.]

The Second Annual Desert Pines Handicap Ride & Tie got off to a shaky start when we were all awakened two hours early by a 5.5 earthquake. The big jolt must have triggered the flow of adrenaline as several teams turned in some pretty fast times despite the unseasonably hot weather.

After all of the contestants agreed on their handicapped starting times, our first team was off at 7:00 a.m. sharp. The rest of the teams left at 10, 15, and 20 minute intervals, according to their running ability and previous race times, with our last and fastest team starting at 8:15 a.m.

A handicapped race like this allows the teams that usually are the tail end of a typical race to see and actually be a part of the front action. They get a chance to assess the skills of top teams. (It also makes them run faster, knowing that the good guys are coming up behind them—editor's note) When you abide by the rules of handicapping, the slowest teams actually have a chance to win the race if they perform just beyond their conceptualized capacity. This makes for an enticing perspective for all participants. The fastest teams really have to hustle if they want to win.

That was supposed to be Steve Shaw and Dan Barger, but Dan hadn't shown up yet. Only minutes before their starting time, the phone rang, and guess who got hung up in San Jose??? Tony Whitmore was here just to run the whole 25 mile course. Even though he hadn't ridden in four years, he volunteered to team up with Steve. What a guy!!

Our first starters, the Dave and Judy Watson team, held their lead until the last six mile loop, when the heat really started to get to them (and to the rest of us) and the pack was closing in. By then, we had lost four teams: the Bill Johnson/Denice Dyer team had to pull their horse due to a bad stone bruise. The Renee Gillette/Larry Bowers team (their first attempt at ride & tie) pulled themselves. They decided that only

three weeks' training wasn't enough to prepare them for the challenging course plus the heat. The Shattuck/Bomar team pulled out on the first loop to give aid to our injured drag rider. The Vern Biehl/Phyllis Buffham team pulled after loop two because it was Phyllis' son who was the injured drag rider.

That left eight teams to struggle up the last two mile hill in 90 degree heat. Jeff Biehl was the first runner out of the last vet check. He and his partner, Glenda Kimmerly, had been running strong all morning. Jeff ran five and a half of the last six miles before Glenda could catch him. Most of the horses were getting hung up in the vet check with elevated respirations due to the heat. However, they were still able to maintain their lead over the next team and won by two and a half minutes. Gary Polhill wasn't quite as lucky as Jeff. His partner, Brandt Buffham, didn't catch him until the finish line. Of course, anyone who knows Gary knows it's no big deal for him to run the last six tough miles in 53 minutes. However, he was seen walking some of the steeper sections of the Big Hill.

The best Race to the Finish went to the third place team, Kim and Karen Sanders, 17 year old twins who had just raced in a cross country meet the day before. The girls had been ahead of my partner, Lon Clearwaters, and me all day when we finally caught them about a half mile before the finish. I felt bad that we were going to beat them because they had done such a good job of pacing. We all rounded the last corner with about a quarter mile to go when the girls and their horse, Teza, turned on the after-burners and sprinted to the finish line. Not only did they beat us, they also nipped the Wendy Watson/Jeff Snyder team who were only a few yards from the finish line and in the process the girls' horse, Chapars Chateza (Teza), clinched the Best Condition award.

The last full team to the finish was Steve Shaw and Tony Whitmore. Tony is a very tough runner but

Desert Pines Handicap (continued from page 7)

four years out of the saddle took its toll. Even though they had the second fastest overall time with their late starting time, it wasn't fast enough to catch the pack.

Our last two teams had their problems. Dave Watson, of the Watson/Watson team, hit the Big Wall with two miles to go, and his body turned into uncontrollable jello. I know the feeling well. Have you ever tried to make jello run??? Debbie Lyons of the Herten/Lyons team made a wrong turn and by the time she got back on the trail, Jeff had gotten ahead of her on the horse. He kept going, thinking she was still in front of him. (Yeah, likely story.) He did seem a bit frantic when he rode across the finish line so we sent a search party and found Deb before she ran up the big two mile hill.

It wasn't our best completion rate (50%) but I think everyone got a good workout, and even though it was so hot, all of the horses were in good shape after the ride. One nice thing about our handicap start is that everyone is finished by noon so we can all start eating and present the awards.

We'd like to thank the following sponsors for an assortment of awards: a personalized horse blanket (the Best Condition award) donated by Glenda Kimmerly; solar desk top calculators and flight bags courtesy of Air Canada a la Bill Johnson; re-heater heat packs donated by The Ride & Tie Association, and official Tour de France water bottles given by Kevin Lee and Michelle Beller. Our hard luck award went to Cody Buffham, our drag rider, who took a nasty kick to the head and had to be flown out by helicopter. Boy, what some people won't do for a little excitement. You'll be glad to know that Cody is home and recovering quite nicely.

Vern and I want to thank all the people who donated the awards and helped in the vet check. We want to thank all of the contestants for braving the heat and taking care of their horses.

Our next ride, the Wildflower Ride & Tie, is scheduled for sometime in April, 1988 and will be announced the first of next year.

ADVISORY BOARD MEMBERS OF THE RIDE AND TIE ASSOCIATION

Wayne Hinrichs

1865 Indian Valley Road
Novato, California 94947
(415) 847-9044

Lud and Barbara McCrary

330 Swanton Road
Davenport, California 95017
(408) 423-4572

Jim Steere, DVM

P.O. Box 119
Novato, California 94924
(707) 763-1972

Mary Tiscornia

Rancho Baulines
Bollinas, California 94924
(415) 868-0771

Ralph Wadsworth

Wadsworth Construction Co.
1776 South Main Street
Salt Lake City, Utah 84115
(801) 468-2376

Stephen Shaw

Acting Director, The Ride and Tie Association
2601 Airport Drive #110
Torrance, CA 90505
(213) 530-3800
(213) 545-1054

RIDE & TIE...

**THE RULES ARE SIMPLE;
THE DYNAMICS, INTRIGUING;**

**THE STRATEGY,
A LIFELONG CHALLENGE**

Strategy in Ride & Tie Racing (continued from page 9)

horse and also helping his partner into the saddle during a trade. The stronger rider in this case becomes the manager of the team because he is able to observe the breathing rate and condition of the horse after it has rested and can give orders as to length of the next tie and the speed at which the horse should next be ridden.

When using the tie and trade method, tying at one-half mile intervals will give the horse less than one minute's rest whereas tying at two mile intervals will give the horse two or three minutes' rest. One must always make a long tie prior to going into a vet check because at least four minutes is required for the horse to recover even on a flat course. The tendency is

always to make the tie too close to the vet check causing the second runner to have to wait on the horse.

In conclusion, strategy in ride & tie racing is nothing more than pre-planning the entire effort so that each runner or rider is able to run or ride the portions of the course which he is best at. The distance one must plan between ties or trades is based not only on the relative abilities of the runners and the horse, but also on the type of terrain one is encountering. Many things can happen during a race which can drastically change all the plans, so a good team must be able to revise the strategy in the middle of the race in order to minimize the problems and continue to maximize the effects of their efforts.

E T C

The following people may be looking for teammates or horses for ride & tie events. Some have previous horse/race experience. Call them or write and find out.

- Kim Schauer: P.O. Box 6535, Carmel, CA 93921; **may be looking for a teammate.**
- Jack Wells: (415) 866-8550; **needs a teammate.**
- J.D. Murphy: Park City (303) 223-2412; **sometimes needs a teammate.**
- Michael Pacelli: (415) 755-5656; **needs a teammate with horse.**
- Joe Stadum: (415) 372-7444; **needs a teammate and horse.**
- Dan Rodgers: (602) 962-4837; **needs a teammate with horse.**
- Greg Shaffer: (707) 745-1433; **needs a horse.**
- Michael Sarkisian: (916) 823-1692; **needs a horse.**
- Ron Crawford: (208) 882-0832; **needs a teammate with horse.**
- Tom Sneedon: (818) 785-6652; 3rd Catalina 50 mile, 17th American River Run, 10th Catalina, many ultras, new to R&T, **needs teammate with horse; triple crown interest.**
- Marily Reese: (209) 855-3029; **needs a horse.**
- John Crane: (415) 586-1215; **needs a teammate and horse.**
- Cindy Murray: (415) 484-0308; **needs partner and horse.**
- Bert Murray: (415) 484-0308; **needs partner and horse.**

The following individuals have indicated that they may have a horse to loan or lease for The RIDE&TIE RACE. If you need a horse or partner, they may be able to help.

- Jackie Bumgardner: (619) 375-8915.
- Judy King: (213) 541-5983.
- J.D. Murphy: (303) 223-2412.
- Jan Kahdeman: (707) 874-3205.
- Lari Shea: (707) 964-7669; 3 horses to lease; \$250 each.
- Marge Biehl: (805) 724-1060; may have a horse.
- Lisa Crawford: (208) 882-0832.
- Julie Miller: (214) 234-2610.
- Donna Jones: (916) 265-5966.
- Elizabeth McKinstry: (215) 245-7704.

Next year's Cuyamaca Ride & Tie may be significantly different from past years. We all hope it will be without this most recent year's rainstorms. (Ride & Slide?) They are conceptualizing a Ride & Tie along with a 25 and 50 mile endurance ride, and to include a 50 mile ultra run concurrently. This would be some endurance event.

Who is Jim Pellam and why was he and friend hanging around the Tevis ride this last year?

A few new categories for divisions in upcoming years have been suggested:

Three runners using two horses. Contestants would have to declare themselves. It would be a strategist's ultimate challenge. It is predicted that each runner would only run about one third of the course. This might be a new way for non-runners (believers) to enter the sport.

Hiker/runner category. The declared runner would always have to take the horse through the vet check. On the trail, strategies would be interesting.

The Tevis has the Frontiersman Division; Old Dominion Ride has the Calvary Division; the Race of Champions has the Solo Division; I propose a Renegade Division for RIDE&TIE. This team could utilize crews, etc., but they would have to complete the course BAREBACK. Does anyone have definitive information on how the horse would fare? Maybe we would allow the use of a bareback pad.

What do you think of these? Any other ideas??

Two publications on the sport of ride & tie are available: **Ride & Tie: The Challenge of Running and Riding**, by Donald T. Jacobs (\$10) and **What Is This Madness**, by Bud Johns (\$7.95) Both are available through The Ride and Tie Association.

First Annual Benefit Biathlon
February 6, 1988, 7 a.m.

Competition open to teams or individuals
25 mile horse race followed by 12 mile cross country run.
Info: EHRA Box 63, Agoura CA 91301 (818) 889-7228

Why does my wife think that it's appropriate that so much mail comes addressed to "The Ride and Tie Ass.?"

FROM THE HOME OF LEGENDARY RIDE & TIE HORSES

HAVNIK



PEANUTS



EF FANCE FLITE



OFFERING FOR SALE UP AND COMING RIDE & TIE CHAMPIONS

| <u>Name</u> | <u>Year</u> | <u>Height</u> | <u>Description</u> |
|----------------|-------------|---------------|---|
| Assi Amar | 1983 | 15.0 | Bay purebred Arab gelding, a hot mount for experienced riders. |
| Cherry Jubilie | 1982 | 15.3 | Chestnut half Arab gelding, great horse for a team with large riders. Parents are fine athletes. |
| Tanaale | 1980 | 15.1 | Chestnut purebred Arab gelding, no white, finished '87 Levi, 9th on Big Horn 100. Anyone can ride this horse. |
| Mariquesh | 1979 | 15.0 | Grey purebred Arab gelding, finished Castle Rock 50 in '87. Very competitive horse. |

CONGRATULATIONS TO THESE FINE RIDERS ON THEIR FUTURE CHAMPS!!!

Shelli Endicott on Sabre (5 years old)
1987: 2nd on Lassen Challenge 50, 6th American River 50

Jeff Herten & Debbie Lyon on Cheyenne (5 year old)
1987: 1st Husband-Wife Team '87 Levi

Chuck Jones on Cody (5 year old)
Good luck to you two in your quest for the Endurance Triple Crown!

Chuck and Pam Stalley
1966 Honey Run Road
Chico, California 95928

(916) 895-0369
Please feel free to leave a message.

The Ride and Tie Association

Founding, Lifetime, and Supporting Members

Founding Members

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Look for Founding and Lifetime Members at The Ride&Tie Race.

NEED PARTNER WITH ENDURANCE TRAINED HORSE FOR "THE RIDE&TIE," JUNE 19, 1988.

I'm 50 years old, 5'11", 170# and live at 625 Abbie St., Pleasanton, CA 94566.

I have a lifetime of running and riding experience. I'll pay team entry fee and share expenses. Please write or call evenings or weekends, (415) 484-0308.

Thanks. Bert Murray

Published every month,
 total trail riding news!
 Competitive - Endurance - Ride and Tie

Subscribe to TRAIL BLAZER

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Trail Blazer, 554-A Empero Rd San Luis Obispo, CA 93401

The Association Needs Your Help (continued from page 5)

won't create any additional risk for anyone to run for the gold that doesn't already exist.

What do you think? Wayne Hinrichs has agreed to help work on the details. Call me at home at (714) 854-9255 or at work (714) 937-1900 or write me at 55 Rainbow Ridge, Irvine, CA 92715.

In the next issue:

1988 Ride&Tie Race Entry Form

Ride & Tie at Endurance Rides

Association Update

Ultra Runners in Ride & Tie

Getting to Alturas

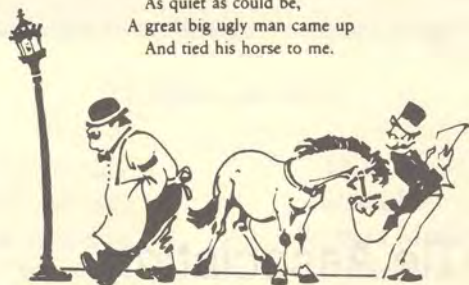


Members of The Ride and Tie Association

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| | Diane Lestor | Tony Schaurer | |

As I Was Standing in the Street

As I was standing in the street,
As quiet as could be,
A great big ugly man came up
And tied his horse to me.



anonymous

A special **thank you**
to **AlphaGraphics**
for assistance in
the publication of this journal
and for support for
The Ride and Tie Association

The sport of Ride & Tie
continues to recognize and appreciate
the continued support of
Levi Strauss & Co.

THE RIDE AND TIE ASSOCIATION

Membership Offerings

| | |
|--------------------------|-----------|
| Founding Member | P/T |
| Lifetime Member | \$500 |
| Supporter | \$100-400 |
| Competitive Member | \$35/year |
| Competitor Family Mbrshp | \$45/year |
| Member | \$10/year |
| or Family Membership | \$20/year |

As a 501(c) (3) non-profit organization, these contributions are **tax deductible** (pending final IRS certification).

Founding Members: These were limited-time openings for membership. This lifetime membership will receive continual acknowledgment and recognition for assistance in initiation and founding of the Association. Look for Founding Members and their family by their identifiable numbering in any of the national Ride & Ties in which they compete.

Lifetime Members: They will receive lifetime membership in the Association for themselves and family as well as annual recognition for their lifetime contribution to the sport. Lifetime members will receive special numbers in the national Ride & Tie.

Supporters: They will receive a one year membership in the Association and special recognition for their donation to further the growth of the sport and the Association.

Competitor Membership: This voluntary membership category recognizes a true commitment to the sport and is the membership for anyone who plans on participating in events. This membership also provides access to the membership data base which can link up teammates with horses, riders, and runners. This honors category is intended for past and present participants in Ride & Tie. With this membership you can receive a Competitor's statistics number.

Members: These, along with all other categories of membership, will receive *The Journal of the Ride and Tie Association*, information on the growth and nuances of the sport, information and applications for the national Ride & Tie event, advocacy for growth and competition in all aspects of the sport, representation on the Board of the Association, and assurance of the continuance of Ride & Tie.

Send your membership application and contribution **NOW** to:

The Ride and Tie Association
P.O. Box 1193
Manhattan Beach, CA 90266

or call the 24 hour phone: (213) 546-3781

HORSE NOMINATION FORM

We are developing a statistical data base of equine information. This information will allow The Association to honor and promote ride & tie horses. Some possible awards are "Ride & Tie Hall of Fame," and "Ride & Tie Horse of the Year." Your ideas and input are necessary for the formation of these categories. Please inform us of additional information, categories, and parameters relevant to equine honors.

Please fill out as much information as possible and forward to The Ride and Tie Association. If additional parameters are added, you will be contacted.

HORSE'S NAME _____
AERC # (if avail.) _____
OWNER'S NAME _____
PHONE _____
CITY/STATE _____

HORSE'S NAME _____
AERC # (if avail.) _____
OWNER'S NAME _____
PHONE _____
CITY/STATE _____

HORSE'S AGE _____ BREED _____ SEX _____

HORSE'S AGE _____ BREED _____ SEX _____

PERFORMANCE

PERFORMANCE

RIDE & TIES COMPLETED:
race/ place/ year/ best condition?

RIDE & TIES COMPLETED:
race/ place/ year/ best condition?

attach additional information as necessary

attach additional information as necessary

SIGNIFICANT ENDURANCE RACES:
ride/ place/ year/ best condition?

SIGNIFICANT ENDURANCE RACES:
race/ place/ year/ best condition?

attach additional information as necessary

attach additional information as necessary

TRAIL TRACTABILITY _____ P/R _____ *

TRAIL TRACTABILITY _____ P/R _____ *

*These subjective categories refer to a ride & tie horse's unique ability to perform in this sport. On the honor system, these should be answered as follows: Trail Tractability: A—very calm at the start, on the trail, and at ties. B—curious or agitated by the flow of events. C—hyper and stressed by the flow of horses and tying. D—somewhat crazed; a handful on the trail; very difficult to tie; always a doubt at the tie. Pulse and Respiration Grade: On the average, this horse reaches a general ride & tie criteria of 72/min. in how many minutes? 2,3,4,5,6...10...15...

AS A FUND RAISING PROJECT OF THE ASSOCIATION WE WOULD APPRECIATE A \$10 DONATION PER NOMINATED HORSE FOR THE RIDE AND TIE ASSOCIATION STATISTICS AND HALL OF FAME. YOU SHOULD BE A MEMBER.

THE RIDE AND TIE ASSOCIATION APPLICATION FOR MEMBERSHIP

NAME(S) _____

ADDRESS _____
street city state zip

PHONE NUMBER _____

TYPE OF MEMBERSHIP: (Please check your choice of membership offerings.)

- | | |
|--|---|
| <input type="checkbox"/> Lifetime Member (\$500) | <input type="checkbox"/> Competitor Member (\$35/year) |
| <input type="checkbox"/> Supporter (\$100-\$400) | <input type="checkbox"/> Competitor Family Membership (\$45/year) |
| | <input type="checkbox"/> Member (\$10/year) |
| | <input type="checkbox"/> Family Membership (\$20/year) |

PLEASE NOMINATE THIS HORSE: _____ (See previous page)

PREVIOUS ENDURANCE ACCOMPLISHMENTS: (List events, type, finishing place and INTERESTING FACTS)

| | |
|-------|-------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

I am a _____ RIDER _____ RUNNER

My present teammate's name: _____

I _____ need a teammate; _____ need a teammate and horse; _____ have a horse to loan.

PLEASE LIST THE NATIONAL RIDE & TIE EVENTS IN WHICH YOU HAVE PARTICIPATED.

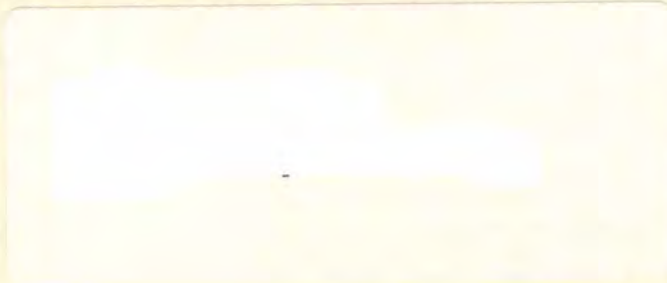
ARE YOU A RACE DIRECTOR OR DO YOU HAVE SUCH INTEREST? _____

WOULD YOU VOLUNTEER TO ASSIST THE ASSOCIATION? _____ THE RIDE & TIE RACE? _____

WOULD YOU LIKE A COPY OF THE RIDE & TIE GENERAL RULES? _____

MAIL WITH APPROPRIATE MEMBERSHIP FEES TO:

THE RIDE AND TIE ASSOCIATION
P.O. BOX 1193
MANHATTAN BEACH, CA 90266
(213) 546-3781



STRATEGY IN RIDE & TIE RACING

by Ralph Wadsworth

“Strategy in Ride & Tie Racing” appeared in the May-June, 1986 issue of TRAIL BLAZER and is reprinted here with permission of Susan Bran-non, TRAIL BLAZER’s editor. Ralph writes this column while vacationing on the beach in Waikiki, Hawaii, and finds himself distracted by passersby.

Ralph and his sons, Con and Todd, famously known as the “Wad Squad,” have captivated the sport of ride & tie, winning the Levi three consecutive years. Success accompanies their endurance endeavors, as Ralph has an impressive record in 50 and 100 mile races.

Strategy in ride & tie racing can be defined in simple terms as “the manner in which the team members perform their functions in order to complete the race in the minimum time.” Since the human two-thirds of the team, who share the running task, get to decide which portion and length of the trail they are best adept at running, some strategy can be applied here. If the third partner, the horse, could talk, he would probably have some preference as to which human should be the rider on various parts of the trail; strategies must keep the horse’s interest in mind.

As with a golfer trying to sub-par a particular course, the ride & tie team (at least the two-thirds human portion) must be equally familiar with their course in order to divide up the riding and running to their best advantage. Only by going over the course at near-race speed will they be able to determine and mark the locations on the trail where the last trade is made, and note the precise distance and time of the horse as he is ridden in to the next vet check so that he has time to “recover” and be ready to be presented to the veterinarian for permission to continue the race. Of course, the determination of the exact locations along the trail will be tempered by experience and judgement because at race pace the pace might be faster than training; the weather and temperature might be different, the horse might be more excited (and might not recover as quickly), and there can be a multitude of other variables which could compound the problem into one whose solution might require an APPLE II.

(Difficulty of writing this with all the distractions is attested by the fact that a week has now passed

since I began writing and we have left Honolulu and are now in Maui. Proving once again that “It’s a small world,” we have run into Boyd and Karyn Zontelli, who are vacationing here, and we had the pleasure of discussing Boyd’s recent Tevis Cup win over dinner.)

The determination of distance between ties or trades is another facet of the strategy. Ties that are close together have the following effect on the team: The runners are obviously able to run faster between shorter ties and the horse is worked harder because the tie-up time is shorter. Since some time is used in tying and untying the horse or making trades, one soon approaches the point of diminishing returns if the ties become too close. Conversely, if the ties or trades are too far apart, the runners’ speed decreases and the horse gets more rest at the tie. The ability of the riders to quickly tie, untie, mount, dismount, and trade also becomes an important factor in deciding upon the tie distance (again maybe a job for the APPLE II). In general, it is better to tie and trade at closer intervals going uphill, and at longer intervals on the flat, or downhill.

It might be well to discuss the merits of each rider tying the horse after each one rides versus tying and trading alternately. Sometimes it is necessary for each rider to tie each time in order for the designated rider to ride into a vet check, but in general, the alternate tie and trade method is faster; it takes less time to make a trade than to tie and untie.

It is advantageous to have the weak rider tying the horse each time and the stronger rider untying the

(continued on page 10)