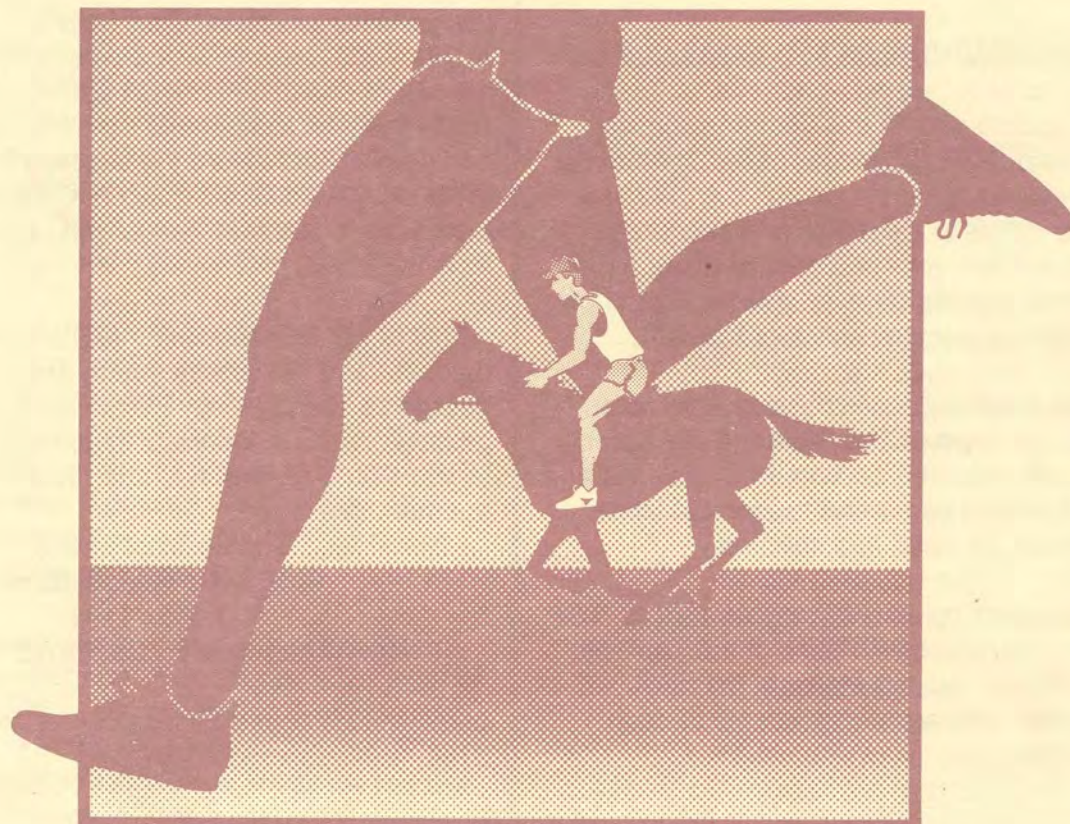


THE JOURNAL OF THE RIDE AND TIE ASSOCIATION



ISSUE NO. 1

IN THIS ISSUE:

What is Ride & Tie ?

Membership Application

Ride & Tiers Take Their Talents to the Tevis

Training Concepts for Ride & Tie Horses by Sherode Powers, DVM

THE NEW JOURNAL OF THE RIDE AND TIE ASSOCIATION

Furthering the sport of Ride and Tie is the purpose of *The Journal of the Ride & Tie Association*. In each issue of *The Journal*, you'll find a variety of regular columns, each featuring different aspects of the sport.

Cover articles will feature high interest stories emerging out of recent ride & tie events. Each issue will update you on this year's upcoming National Ride & Tie (no longer called The Levi at their request; what should we call it?). We welcome your letters to the editor and encourage you to let us know your perspective about a particular event, training style, or opinion about how a race might be run, among other topics.

Each issue will list upcoming ride & tie races, Founding members of The Ride and Tie Association, and will present a section on Classifieds and Personals, where horse and runner availability for racing can be listed and solicited.

Soon a regular column will appear called, "TOP TEN." In it you'll visit with each of the Top Ten finishing teams. We will highlight the background, skills, and accomplishments of each team member.

Other columns are in the brewing stage; we'd like to call one "PERSONALITY" and in it feature a different horse or member each issue. "SHOELACES" will bring you the perspective of sports medicine specialists or ultra marathoners. Their tips will help you prepare for Ride & Tie events. A "HOW-TO" column will be written by race managers and in it they'll tell you how to package rides, find new locations to consider, attract participants, and insure the success of a race. We'd like to dedicate a column to the Board members so that they can air their thoughts and insights.

This is YOUR Association and communication medium. We encourage you to assist in the production of *The Journal*. Please send ideas, suggestions, articles, letters to the editor, classified information, ride offerings and results, or encouragement to:

**The Journal of the
Ride & Tie Association
P.O. Box 1193
Manhattan Beach, California 90266**

or call the 24 hour message center, (213) 546-3781, with this information.

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.

What is Ride & Tie?

...Grueling, Galvanizing, Gratifying

A look at the sport that combines running, riding, endurance, and strategy.

Ride & Tie is based on a means of transportation, cited as far back as the 17th century and later in the Old West, that allowed two people with only one horse to travel great distances quickly without wearing down their horse. One story tells of a rancher who pursued cattle rustlers using his son and his one remaining horse. The team eventually took the rustlers by surprise and regained their property.

This method of transportation was rescued from historical obscurity in 1971 by Bud Johns of Levi Strauss & Co. who sponsored the first Levi's Ride & Tie. Fifty-nine teams ran in that race. Today there are over 350 Ride & Ties worldwide. The sport attracts world-class endurance athletes, many of whom will be competing with about 200 other teams in **The Ride & Tie** next June 19.

At the start of a ride & tie race, one partner begins riding and the other runs. When the rider has gone as far as he thinks his teammate can run, he dismounts, ties the horse to a tree, and continues running. The teammate catches up to the horse, which has had time to rest, and rides the next stretch. When he reaches his partner, he can either give him the horse or ride past him and tie. The team alternates between running and riding throughout the race. This process of "riding and tying" continues for the length of the race (up to 40 miles!) until both partners and their horse cross the finish line. The winning team usually finishes in around four hours although some teams take as long as eight to nine hours to finish depending on weather and trail conditions.

Strategies differ. Some teams switch often, up to 100 times during the race. Others alternate only six times, the minimum amount required by the rules. In either case, the top teams are fast. They average a six-minute mile pace as a team during the race while running across creeks, through forests, and over mountains.

Ride & Tie teams can be comprised of two men, two women, or mixed teams. Divisions for All in the Family (a mother or father and daughter or son, or husband/wife team) and Century in the Saddle (combined age of human and horse teammates equals or surpasses 100) provide challenges for different types of teams. Previous contestants have ranged in age from a 64 year-old man to a 10 year-old boy. You'd be surprised; anyone who keeps moving can finish.

ADVISORY BOARD MEMBERS OF THE RIDE AND TIE ASSOCIATION

Lud and Barbara McCrary
Big Creek Lumber Company
3564 Highway 1
Swanton, California 95017
(408) 423-4156

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

Mary Tiscornia
Rancho Baulines
Bolinas, California 94924
(415) 868-0771

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

Bud Johns
Creator of the sport of Ride & Tie
Race Director of the first 14 Ride & Ties
Friend of the sport

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

RIDE & TIE RACE SCHEDULE

- Oct. 11 **CANADIAN CHAMPIONSHIPS**
Dr. Fred Clark, DVM SSI
Site 19-44 Cranbrook, B.C.
CIC 4H4
(604) 426-7925
12, 30 miles
- Oct. 31 **CUYAMACA RIDE & TIE**
Jay Rose
4211 Holly Lane
Bonsall, CA
(619) 726-4566
30 miles
- April 1988 **WILDFLOWER RIDE & TIE**
Marge and Vern Biehl
Desert Pines Arabians
P.O. Box 12
Lake Hughes, CA 93532
(805) 724-1060
25 miles
- April 1988 **WHISKEY TOWN RIDE & TIE**
Redding, CA.
Gayle Snow
2193 North Street
Andersen, CA 95030
To be announced
- May 1988 **BIG CREEK RIDE & TIE**
Lud and Barbara McCrary
330 Swanton Road
Davenport, CA 95017
(408) 423-4572
30 miles
- June 19, '88 **THE RIDE & TIE**
details to be announced

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BE CALLED IN 24 HOURS A DAY
(213) 546-3781

Ride and Tiers Take their Talents to the Tevis

This year's Tevis Cup 100 mile endurance ride top ten included many familiar ride & tie team members. The expected heated contest from Squaw Valley to Auburn, California materialized but not in the form of speed and a race to the finish. Rather, temperatures in the 100s created a late night and slow finish for most of the contestants.

Reggie Fonseca, aided by the crewing of ride & tie team Dick Fonseca and Bill Johnson, finished second this year just behind Kathy Ray. Dick and Bill had a remarkable 13th place finish in this year's Ride & Tie.

Fourth place and the Haggin Cup Best Condition award was captured by Sherode Powers. Sherode and partner Rus Kiermon consistently finish ride & tie races in the top ten (see article in this issue on training concepts for ride & tie). Crewing for Sherode was this year's Ride & Tie's first place man-woman team of Christie Patterson and Robert Eichstaedt.

Not too far behind, in seventh and eighth places, were Dan Barger and Emmett Ross. Dan placed second in this year's Ride & Tie aided by the 1987 Levi Ride & Tie Best Conditioned horse, Bugs, and teammate Steve Shaw. Emmett Ross, many time top ten contender in Ride & Tie and endurance races was fifth in Ride & Tie this year in a repeated partnership with Gary Polhill.

John Emery of San Francisco finished 11th, duplicating his finish in this year's Ride & Tie. Also noteworthy was the 17th place Tevis finish by Lon Clearwaters on the outstanding Jazeel. Lon, Jazeel, and partner John Pagliano finished 16th at this year's Ride & Tie.

All Ride & Tiers at this year's Tevis are congratulated for completing one of the toughest and most prestigious endurance horse races in the country.



New Members of The Association

Levi Strauss & Co.
 Tom Rotkis
 F. Warren Hellman
 Ralph Wadsworth
 Mary Tiscornia
 Stephen Shaw
 Aileen Johnson
 Roxanne Greene
 Ernest Greene
 Rebecca Erin Greene
 John Feyk
 Dan Barger
 Sherode B. Powers
 Paul R. Elder
 Bert Murray
 Cindy Murray
 Jeff Herten
 Debby Lyon
 Stuart T. Miller
 Linda Mornell
 Gino Pomilia
 Babs Pomilia
 Lanny Brown
 John A. Emery
 Kent McLaren
 Marily Reese
 Bob Spoor
 Wendy Watson
 Rick Peck
 Lew Hollander
 Hanne Hollander
 Ellen Hollander
 Lewis Hollander, III
 Heather Hollander
 Scott Hollander
 Jim Remillard
 Suzanne Remillard
 Jeff Windeshausen
 Polly McKinstry
 Arthur Astorino
 Richard Maben
 John R. Craig
 Lon Clearwaters

Jim Lestor
 Diane Lestor
 Marcy Shone
 Edward C. Nino
 Richard W. Decker, Jr.
 Don Jacobs
 Bea Jacobs
 Donna Jones
 Chuck Jones
 Stephanie Williams
 Keith Collins
 Robert Thomas
 Barbara C. Beggs
 Susan Henwood
 Robert Henwood
 Susan Kastan
 David Kastan
 Jeanne Sherfey
 Michael Pacelli
 Dean Jackson
 M.J. Jackson
 Bob Pruitt
 Alan Kaufman
 Ruby Kaufman
 Mo Livermore
 Michele Roush
 Rebecca Hahn, DVM
 J.D. Murphy
 W.C. Garvie and family
 Rusty Mills
 Ken Williams
 David Wagner
 Deborah Wagner
 Russ Kiernan
 Mike Jepsen
 Cynthia Jepsen
 Cody Jepsen
 Brad Davis
 Clark Davis
 Thomas Sneddon
 Joe Stadium
 Dan Rodgers
 Jack Sutton

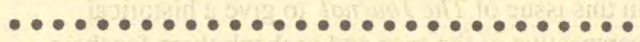
What is "The Ride and Tie Association?"

The Ride and Tie Association is a non profit corporation established to develop the sport of ride & tie. Its membership governs and direct the organization in ways similar to the workings of AERC, AAU, and NATRAC. The Association is designed to be responsive and reflective of member desires in all ways.

THE FUNCTIONS AND DUTIES OF THE ASSOCIATION ARE TO:

- ⊙ establish a membership and membership rolls of interested participants.
- ⊙ develop a medium for communication with and among the members. This medium is presently *The Journal of the Ride and Tie Association.*
- ⊙ develop financial resources for the Association and the Race.
- ⊙ establish sponsors and advertisers.
- ⊙ increase the visibility of the sport, the number of races, and the number of competitors.
- ⊙ record the races and results of the sport and note personal (both horse and human) achievements.
- ⊙ research and disseminate improvements in human and equine endurance performance.

The Ride & Tie Race is a separate event. Its organization and business are sanctioned and supported by the Association. That race will serve as the main or national Ride & Tie race and can be called anything we wish it to be except "The Levi" as requested by Levi Strauss.



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.

You must become a member to continue receiving *The Journal*. This is the only complimentary issue.
JOIN NOW!

LETTERS TO THE EDITOR

To The Ride and Tie Association:

The Association's lack of acknowledgment of Levi when referring to races disturbs me greatly. I'm referring to the application for membership to The Ride and Tie Association which makes the request, "Please list the national ride & tie events in which you have participated." Those "national" ride & tie events were The Levi; why change the name?

Sincerely,

A New and Concerned Member

Dear Concerned Member:

I was concerned about the name change, too, and it didn't make much sense to me. There is a reason for it, though! Although Levi Strauss remains a strong supporter of the sport of ride & tie, they have asked for a diminished role in this year's big race. Toward that end, they have given responsibility for the annual June race to The Ride and Tie Association and asked us to rename the event.

This name change applies to upcoming ride & tie national races (the ones we've known as Levi Ride & Ties) as well as to past races—as per Levi request. We're using the reference "Levi Strauss" a few times in this issue of *The Journal* to give a historical perspective of the race and to thank them for their support.

Since we need to refer to past Levis in some way, we're using the word "National." There is prece-

**In the next issue of...
 The Journal of the Ride
 and Tie Association:**

- Highlights of the 1987 Race, the Final Levi Ride & Tie
- The 1988 Ride & Tie Race Location and Trail
- Strategies for Ride & Tie
by Ralph Wadsworth
- Bud Johns writes about The Association
- Desert Pines Staggered Start Ride & Tie
- Ultra Runners in Ride & Tie

dence for it in some past news releases written by Bud Johns. It's up to The Association membership to determine a new name for "the big race." Any suggestions?

Thank you for becoming a member of The Ride and Tie Association. The support you give is greatly appreciated.

Sincerely,

The Journal of the Ride and Tie Association
 Editor

TRAINING CONCEPTS FOR RIDE & TIE HORSES

by Sherode Powers, DVM

Sherode is one of the very best ride & tie competitors. He shines in endurance riding as well, and just completed the Tevis Cup 100 mile endurance ride in fourth place, winning the Haggin Cup best condition award.

“Training Concepts for Ride & Tie Horses” appeared in the May-June, 1986 issue of TRAIL BLAZER and is reprinted here courtesy of Susan Brannon, TRAIL BLAZER’s editor.

Training horses for endurance races and ride & tie races is pretty much the same. The ride & tie horse should be more manageable. The faster pace and the intermittent stops often cause the horse to get excited. Horses just don’t like to stand tied with other horses racing past.

There are four major factors that I consider during the training procedure. These are: soundness, speed, endurance, and manageability. Rather than expound on training schedules, I will try to explain a few concepts and techniques I use in training.

Easily the most important factor in training is soundness. Most of us know the frustration of not being able to go to a ride or of being pulled from a ride because of a lameness problem. It is imperative for the rider to learn to see and to feel when his horse is lame. I usually stand at the trot rather than post because I can better feel the rhythm of the trot. While trotting, a lame horse will try to keep his weight off the sore leg. This can be seen and felt. At the trot, when the sound leg is on the ground, his weight will sink down on it and the head and rump will drop. When the sore leg is on the ground, the head rises and the hip will be carried high. When a horse is circled at the trot, the inside legs carry more weight than the outside legs. This will usually accentuate the head bobbing and the high hip carriage. This is the reason most veterinarians will have a horse circled when checking for soundness. While riding, if I feel the horse give on a leg, I will try to determine which leg is sore and then look for a good place to stop to examine it. If I am in a race and it is a very slight lameness, I

may wait for a water stop to examine it. I will take a good look at the leg, looking for abrasions, cuts, and rocks wedged in the foot of the suspect leg. I will then feel the leg, flex the joints and squeeze the joints and tendons, looking for the horse’s response and signs of pain. I would recommend that riders become familiar with this superficial exam procedure and practice it several times so that it is almost second nature during a race. When looking at my horse at the trot for lameness, I usually loenge him. By loenge I mean having the horse trot around me in a circle on the end of a line of about 15 or 20 feet. I try to do this every time before I go out on a training ride. A lot of problems can be circumvented by detecting the lameness early and dealing with it. Often a little rest is all that is needed. A few days off at a crucial time is often more important than getting in all those quality workouts. If the horse is not better in a few days, calling in a veterinarian for help should be considered.

For a long time I thought the best way to toughen up a horse’s legs was to spend a lot of time in the saddle and cover a lot of miles at a slow pace. Now I don’t think this is valid. In research studying the horse’s development of dense bone, it was found that the most response in bone growth was stimulated by fast workouts and that it only took a little fast work for maximum response. In other words, a hard gallop at about 30 MPH, for only an eighth of a mile will produce a harder, tougher bone than a workout of 30 miles at about eight MPH. In my mind, I have extrapolated this to include strengthening joints and tendons. I hope I am right and hope someone will test

(Continued on next page)

Training Concepts for Ride & Tie Horses continued from page 7

it. If your horse has not galloped hard or has weak legs it is easy to over do this and end up with a lame horse. So increase the speed in these short gallops in reasonable increments. It is important when galloping fast to have full control of the horse, as they tend to get excited, especially when galloping with other horses. During these hard workouts (see below) I will usually gallop fast for an eighth of a mile two or three times—that is only 15 seconds each time.

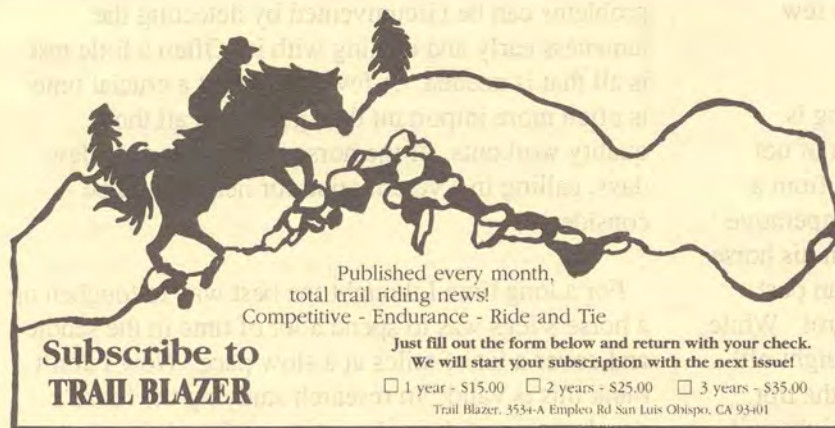
In developing speed and endurance I will try to have two workouts per week where the horse is ridden at a fast pace for twenty to thirty minutes. This is about 15% faster than race pace. During these workouts, I will try to pull three or four hills and climb 1500 feet or so. Just before the hard workouts I will warm the horse up by riding him at an easy trot for 10 to 15 minutes. At the end of these workouts the pulse will be about 100 to 110 per minute and the respiration about 120 to 136 per minute. After five minutes the pulse drops to about 60 and the respiration to about 90. Both the sprints for developing bone and the hard and fast workouts tend to get the horse hyped up, so they are difficult to manage. The long slow workouts

help to take the nervous edge off the horses.

I like to have one long slow ride per week. I like to ride 30 miles or so at about seven to nine miles per hour. These long slow rides tend to relax the horses and keep the nervous energy down. These slow rides also develop the slow twitch muscle fibre. The slow twitch muscles are more efficient in utilizing energy. In other words, they can go farther on the same amounts of energy and they will not produce as much heat; therefore they will not get as hot. If I have a particularly excitable horse I will try to get in an extra ride or two of six to eight miles at a walk and easy trot. These slow rides are especially important the week before a race.

There are a few techniques that I use to get the horse accustomed to the ride & tie races. When riding with a group, I will occasionally stop and tie the horse and let the other riders go on. Then when I get back on I will ride about 100 yards behind the other riders. Other times I will take alternate routes or merely turn around and ride away from the other horses. Practicing the ride & tie procedure during a workout with my partner will substitute for a hard fast workout.

Run hard, ride hard, and take good care of your horses and yourself.



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JUNE 19, 1988**

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The Journal of the Ride and Tie Association

The Concept of an Endurance Triple Crown

by Stephen Shaw

The Endurance Triple Crown is a bet. It is a bet that it is impossible for one person, utilizing the best of his or her training, abilities, and available resources, to meet the challenge of excelling at three different, difficult endurance events.

I bet that it is impossible for one person to complete within the top ten positions The Tevis 100 mile endurance ride, The Western States 100 mile endurance run, and The Ride & Tie in the same year.

The Triple Crown Challenge is for people who have combined the sports of endurance riding and endurance running into ride & tie and can excel at all three of these events. Endurance riding and long distance running are blended in ride & tie, requiring of a person the combined abilities of running and horsemanship. Ride & tie brings together physical models, compassionate trainers, and incredible horses. The Endurance Triple Crown is a challenge to excel in all of the three events we consider to be the ultimate in our respective sports.

Ride & tie, endurance riding, and ultra running all have their Olympics. They are respectively The Ride & Tie Race, the Tevis, and the Western States 100 Mile Run; each are the pinnacle of competition. What better proof of Olympian standards than to excel in all three and in the process bring together riding and running in the ultimate endurance game of ride & tie.

The idea for this type of triple crown was spawned from ideas planted by two true lovers of these sports; one, a previous fundraiser for AERC, and the other, the tenacious Viri Norton. They have not suggested the endurance triple crown race directly, but their love for and commitment to endurance sports and the people who participate in them have inspired the endurance triple crown concept.

Ride & tie differs from the endurance sports of riding and running in that the winners utilize complex strategies. That strategic component of ride & tie makes the sport more difficult to understand. Because

of this, the Triple Crown may appear to some as singular in purpose but in reality is much more complex, just as is ride & tie.

I propose that the winner of the Endurance Triple Crown be assured of a grant of \$12,000 which could be increased dependent upon pledges. The grant would be payable over a five year period in five equal installments. Specific details are available by writing PAYOUT, Ride & Tie Triple Crown, P.O. Box 1193, Manhattan Beach, CA 90266. The winner must complete within the top 10 positions of each of these three events in the same year. I also propose that we include a formula for a women's division. If a winner does not capture this prize in three years, we can change the events and/or criteria

I think the Endurance Triple Crown benefits ride & tie because through it the sport will gain recognition, visibility, new cash flow, and a thrill. This visibility will attract new contestants to the sport. The higher the amount of pledged money, the more attention we will attract to the sport of ride & tie.

I bet that no one can win the triple crown. But if someone does, The Ride and Tie Association will get my pledge, three quarters of which will be paid to the men and women division winners over 5 years. During those five years, the unpaid balance can be used by The Ride and Tie Association. I pledge this money just as I have funded many walk-a-thons and jog-a-thons in the past. In this way, the Endurance Triple Crown becomes a fund raiser for The Ride and Tie Association.

I believe in what the Challenge can do for these sports, and although I don't believe anyone can meet the challenge, I'd sure like to meet the person who does.



The Triple Crown is not funded by Association dues or the race sponsorship. It is funded by fund-specific donations and individual pledges.

Ride & Tie General Rules

1. Each team will consist of two persons and one horse or mule.
2. The horse or mule must be at least five years old.
3. No pregnant or lactating mares will be allowed to compete.
4. Horses and mules must be shod.
5. No foreign substance or medication may be given to or administered to any horse or mule on the day of competition or within 72 hours of the event. This includes ointments or solutions for topical use that contain local anesthetics. Medication administered the two weeks prior to the race must be declared in writing and given to the veterinarian conducting the pre-race examinations. These rules protect the animals and provide fair and equal conditions for competition. Drug testing personnel will be taking blood and/or urine samples on the day of the competition. Violations of the rules will necessitate disqualification and the returning of any awards.
6. Pre-race examination of horses and mules will be conducted without exception.
7. There will be a predetermined number of vet checks where the horses and mules will be observed and/or examined. Pulse, respiration, mucous membrane color and capillary refill, surface factors (galls, abrasions, etc.), attitude, and lameness will be considered as part of the criteria for passing through to the next check. Pulse rate criteria will be announced prior to the race and will be determined in consideration of the weather.
8. Horses or mules may be allowed only one attempt to pass through the veterinary checks. If the animal does not pass the basic criteria stated in Rule 7, it will be pulled from the race. There will be no rechecks as the runner may bring the animal for inspection when it is ready, at the runner's discretion. There will be no mandatory time holds and no check-in time, only cut-off time limits for each check-point. There will be a mandatory post race veterinary examination within one hour of finishing. The animals must be in excellent condition for this event, and abuse of the horse or mule will not be tolerated.
9. Each team will be required to tie its horse and switch from rider to runner and runner to rider at least six (6) times. Teams may tie as many times as they desire. Obviously a required tie will occur at each of the vet checks. The other ties will be done anywhere along the trail as long as they do not obstruct the trail or are not made in designated NO TIE areas.
10. Artificial ties are illegal. The use of any apparatus to create ties will result in immediate disqualification. Hand ties may be allowed at Race Director's discretion.
11. Teams must stay on the marked trail.
12. No smoking will be allowed on the trail at any point.
13. It is not permissible for both members of a team to use their horse at the same time for forward movement. Tailing by a team member will be allowed. Tailing means the rider dismounts, takes a secure grip on the horse's tail and allows the horse to pull him. It's not permissible for one team member to ride while another tails.
14. No person other than team members and designated race officials may handle a team's animal during the race. The one exception to this is that the horse's owner, if not competing in the race, or a previously designated trainer may work with the horse at any vet check specified by race officials to be open for "pit crews." Race officials may require that pit crew members obtain a pass the day before the race. Only contestants may take a horse through the vet checks during the race. Handlers may not work with the animal at any point along the trail except the vet checks. "Hand ties" are not permitted unless a specific exception is made by race management prior to the start of the race.
15. All decisions of the veterinarian committee regarding the health and safety of the horse or mule are final.
16. A trail rider will keep pace with the last contestant.
17. Each contestant will be provided with maps indicating mileage, the trail course, altitudes, watering places, and vet checks.
18. The riders shall be responsible for their horse's or mule's behavior prior to and during the event. If, at the discretion of the race management, any animal becomes unruly or jeopardizes the safety of other competitors, the team may be disqualified from the event.
19. Trail marshals will be positioned at frequent intervals along the course. Any report by a marshal or other designated race official of the infraction of any of the above rules will make the team subject to disqualification by the race director.

THANK YOU

A special thank you
to Levi Strauss & Co.
for the creation of ride & tie
and for continued support for
The Ride and Tie Association
and The Ride & Tie Race.

THE RIDE AND TIE ASSOCIATION

Membership Offerings

Founding Member	\$1,000
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: This is a limited-time opening for membership, until November 1, 1987. This lifetime membership will receive continual acknowledgment and recognition for assistance in the initiation and founding of the **Association**. Founding members and their family will always receive identifiable numbering in any of the national Ride & Ties in which they compete. In some years, they may receive free entry into The Ride & Tie Race at the option of the Finance Committee.

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 statistics number.

Members: These, along with all other categories of membership, will receive *The Journal of the Ride and Tie Association* and information on the growth and nuances of the sport.

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 number: (213) 546-3781.

IT'S SPEED, IT'S DIRT
IT'S WESTERN...

AND IT'S RIDE & TIE

WHEREAS: The Ride and Tie Association is a non profit corporation; its financial disclosure and operations are a matter of public record. Copies of filing can be obtained from the State of California and the IRS. We will go a step farther and provide any written request to the Association with information and audited financial statements.

APPLICATION FOR MEMBERSHIP THE RIDE AND TIE ASSOCIATION

NAME _____

ADDRESS _____

street

city

state

zip

PHONE NUMBER _____

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

- Founding Member (\$1000) Competitor Member (\$35/year)
 Lifetime Member (\$500) Competitor Family Membership (\$45/year)
 Supporter (\$100-\$400) Member (\$10/year)
 Family Membership (\$20/year)

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

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 LIKE COPIES OF RIDE AND TIE GENERIC RULES? _____

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

MAIL WITH APPROPRIATE MEMBERSHIP FEES TO:

THE RIDE AND TIE ASSOCIATION
P.O. BOX 1193
MANHATTAN BEACH, CA 90266
(213) 545-3781