

# THE JOURNAL OF THE RIDE AND TIE ASSOCIATION



"P & Rs"  
from  
"The Event" yearbook  
by Joose Arts

## ISSUE NO. 5

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# The National Championship at Alturas: a Retrospective

by Aileen Johnson

A few scattered campers lined the creek early in the week preceding this year's National Ride & Tie at Alturas. Those who were the first to arrive and had already preredden much of the trail had valuable information and were regarded with more undivided attention than the CBS Evening News covering an election. With each new arrival, news clips painted a picture of this year's race course.

With the exception of a few legends like Chuck Stalley and Mary Tiscornia who did the Levi here in 1972, Modoc County was a new part of the world for most of us. Alturas itself is, by anyone's standards, appropriately called a small town—big on charm, and it managed to meet most all of our ride & tie needs. The surrounding mountains, creeks, and pine trees waited for us to get to know them intimately. And in due time we would.

As the campsites filled outside of town, the air of excitement mounted. Race day was approaching quickly. Most teams spent the days prior to the Race running and riding one or more of the trail's three main legs, the first of which was Dixon Flat to Knob Hill where the first vet check would be. This stretch was a consistent uphill grade that took teams through a few rocky spots and wound in and out of the trees. The reward for completing it was a sandwich at the Knob Hill Mercantile run by Mel Salem whose hospitality none of us will ever forget. This would prove to be an ideal spot for crews; they could enjoy the accommodations while waiting for their teams.

The second leg continued the long and arduous climb which took us to Manzanita Mountain, the highest point of the race at 7,036 feet. The view of Mount Shasta was spectacular and provided a good reason to stop and rest during a pre-riding of the course. It was hard to imagine what it would be like on Race day to put the first and second leg together: this would be 17 miles of uphill.

The first bit of somewhat level and downhill running came at this point and ended at the next vet check at Sweagert Flat. From here back to Knob Hill, the third vet check, there seemed to be more uphill than down, but maybe that's because the point just past the middle often seems like the worst. The cold drinks and homemade cookies back at Mel's made it all worthwhile.

The next leg, back to camp with a vet check in the middle, was gradually downhill following the river. It was here that the rocky sections stretched, but the fear of teams charging over them to the finish line on race day and injuring their horses was allayed when Jim Steere, Head Vet, made the treacherous parts a "walk zone" set off by red flags.

Now it was late in the week and the campsites were filled. Alturas had a new town called Ride & Tie, with a population rivaling its own. This new town's residents took Saturday off, the day before the Race, to buy t-shirts, watch the novice ride & tie and the ultra run, relax, and predict winners. Talk favored a few teams: of course Chris Turney and Jim Howard should do well, but no one was sure of their horse. Steve Shaw and Dan Barger could do well—they finished second last year and won Big Creek two years in a row; Wayne Hinrichs and Mark Richtman certainly had the potential to win, and you can never tell what Chuck Stalley will do. In fact, it seemed that the race was wide open!

Tension mounted, as it does even for those of us who have no intention of winning; everyone wants to meet the challenge of crossing the finish line with the best time possible. The big event was breathing down all of our necks.

Sunday morning finally arrived promising to provide a day full of hot sunshine. The temperatures, in fact, rose to 95°. As we assembled at the starting line it was hard to resist the temptation to stay right there and have a picnic. What a place to start the race! Mackey Meadow, knee-deep in grass, boasted apple trees and a cold stream. You could almost feel Manzanita Mountain waiting. There were slaps on the back and good luck wishes as horse and rider prepared for the stampede. Lud and Barbara McCrary, Race Directors, were there to see us all off (in my case there was a literal translation to that) and with a mass of horses racing up the hill, the Eighteenth Annual National RIDE&TIE had begun.

The spectator crowd moved to Knob Hill where they met John Root on Khyber, the first horse and rider into the check. They were closely followed by Chris Turney riding Zar and four other horse and riders including Dana Polhill on Mogli, the first man /woman team. The first full team to leave the check was the Turney/Howard team, presaging things to come. The Hinrichs/Richtman team experienced The Ride & Tie Nightmare: they ran by Salazar, their horse, while he was tied to a tree and the time that was lost retrieving him cost their team dearly. Sally Edwards and Mary Burroughs on a Virl Norton horse, War Hymn, were keeping some distance between themselves and the next woman team of Cathy Divito and Marit Glenne on Sur Nefix.

First into the second vet check was Chris on Zar, closely followed by Tom Johnson on Fance Flight, and then by Dan

(continued on p. 5)



# RESULTS • RIDE RESULTS • RIDE RESULTS • RIDE RESULTS

## Middleton Ride & Tie

March 1988

12 miles

1	Bruce Allen/Randy Waze	1:27:49
2	Harry Buckmaster/Kent Iretom	1:49:51
3	Scott Hild/Dustin Lee	1:52:45
4	Don Thompson/April Thompson	1:57:15
5	Don Perry/Pat Perry	2:16:00
6	Rosie Williams/Ron Manchester	2:19:00
7	Sally Graf/Chris Graf	2:20:44
8	Lennie Gale/Vicki Gale	2:24:20
10	Deb Gale/Steve Gale	2:27:15

## National Ride & Tie Championship:

Novice Ride

June 18, 1988

19 miles

	Horse	
1	Shellie Endicott/Donna Jones	Dancer
2	Dale Love/Gerry Sismey	Grantis
3	Tracy Irons/Laura Harris	Pingo
4	Sara Gooch/Sydney Smyth	Tessa
5	A.J. Bauer Jr./Tricia Parker	Sutter
6	Cindy McMurray/Jan Smutz	Star

## National Ride & Tie Championship:

Ultra Run

June 18, 1988

45 miles

1	Dow Mattingly	6:27
2	Joe Campbell	6:57
3	Martin Balding	7:08
4	Steve Varga	7:12
5	Dave Lygre	7:15
6	Ron Covert	8:01
7	Brian Stansauk	8:01
8	John Peacock	8:03
10	Floyd Whiting	8:03
11	Hutch Gibb	8:35
12	Les Nightingill	9:00
13	Mike McKenna	9:15
14	Gary Stasauk	10:49
15	JoAnn Guattery	10:56

## The National RIDE&TIE Race: Alturas, California

June 19, 1988 43 miles

1	Chris Turney/Jim Howard	Zarife Ibn Zeyn	1st PL, 1st M/M,B.C	4:09:25
2	Tom Johnson/Chuck Stalley	E.F. Fance Flight	Top Ten, 2nd M/M	4:13:49
3	Steve Shaw/Dan Barger	Renegade	Top Ten, 3rd M/M	4:22:23
4	Gary Polhill/Dana Polhill	Mogli	Top Ten, 1st M/W	4:23:55
5	Lon Clearwaters/Jim Arquilla	Taylor	Top Ten, 4th M/M	4:34:54
6	John Root/Mike Jepsen	Khyber	Top Ten, 5th M/M	4:36:54
7	Tom Laris/Glyn Reynolds	Kabu	Top Ten, 6th M/M	4:40:36
8	Mike Callen/Chuck Jones	Rustifik	Top Ten, 7th M/M	4:41:19
9	Deborah Wagner/Dave Wagner	Lew's Big Red	Top Ten, 2nd M/W	4:43:15
10	Dave Poston/Rod Kinder	C C A Raad	Top Ten, 8th M/M	4:48:38
11	Mike Porter/Gretchen Gearhart	Rodney	3rd M/W	4:50:05
12	Michael Sarkisian/Kevin Blakely	Rocket Man	9th M/M	5:03:57
13	Donn DeAngelo/Dennis Tracy	Dzahad	10th M/M	5:08:53
14	John Emery/John Hodge	Enique	Finish	5:09:13
15	Emmett Ross/Benny Martinez	Billy	FINISH	5:19:50
16	Wendy Watson/Bob Gilligan	Z-Mack Rock	4th M/W	5:20:57
17	Wayne Hinrichs/Mark Richtman	H R A Salazar	Finish	5:23:05
18	Sally Edwards/Mary Burroughs	War Hymn	1st W/W	5:23:32
19	Sherode Powers/Russ Kiernan	Tax Deduction	1st Century-Saddle	5:28:29
20	John Steinmetz/Jane Margulis	Homer	5th M/W	5:30:13
21	Donn Scott/Sara Tellman	Niki	6th M/W	5:30:35
22	John Emery/Stuart Miller	Gai Andre	Finish	5:31:56
23	Don Jacobs/Bea Jacobs	Eclipse	7th M/W	5:36:41
24	Gayle Snow/Kenny Wilsey	Shiray's Kalua	8th M/W	5:39:53
25	Paul Robinson/Susan Simons	Calypso	9th M/W	5:41:35
26	George Putnam/Dennis Scott	Skit	Finish	5:48:16
27	Lew Hollander/Doug Madsen	Wendy	Finish	5:53:20
28	Keith Henriques/Rick Appleton	Garfield	Finish	5:53:21
29	Dave Andreotti/Al O'Brien	Grab	Finish	6:05:04
30	Warren Hellman/John Osterweis	Galahad	Finish	6:06:33
31	James Oury/Robert Oury	Tashmir	Finish	6:08:05
32	Barry Turner/Donald Helms	Ahab	Finish	6:13:26
33	Roger Hanes/David Innes	Tio Rico	Finish	6:14:04
34	Perry Edwards/Ted Moore	Shadow Dancer	Finish	6:26:52
35	Paul Rink/Terry Pintane	Country Cousin	Finish	6:28:08
36	Cathy Divito/Marit Glenne	Sur Nefix	2nd W/W	6:35:10
37	Martha Groth/Christoff Schork	Dahn Hallany	10th M/W	6:37:31
38	Barrie Grant/Paul Johnson	Rielbos	Finish	6:39:38
39	John Melville/Janice Gordon	Doc Shadow	Oldest Runner-John	6:40:22
40	Skip Lightfoot/George Hall	Sirefa	Finish	6:44:11
41	Kate Harling/Mary Tiscornia	Nova	3rd W/W	6:48:15
42	Cynthia Jepsen/Diane Pokrajac	Troubador	4th W/W	6:49:57
43	Brian Johnson/Brenden Johnson	Running J Ducati	Finish	7:00:09
44	Bill Barboni/Bob Spoor	H C C Rumalka	Finish	7:00:51
45	Charlie Liskey/Noel Muller	Cherry Jubilee	Finish	7:02:23
46	Cathy Bohannon/Bonnie Way	Abe Hafid Fadjur	5th W/W	7:04:36
47	Jack Garnett/Jim Larimer	Smoke	Finish	7:05:39
48	Elaine Ruprecht/Jim Clover	WSS PRR Najgena	Finish	7:08:28
49	Leslie Yates/Bonnie Brownson	Steed	Finish	7:09:30
50	Nancy Dickey/Leslie Phillips	Spirit	6th W/W	7:11:06
51	Dennis Fesler/Byron Grant	Cecily	Finish	7:11:22
52	Lauralee Sismey/Rober Love	Rambler	Finish	7:11:22
53	Vivian Tervilliger/Rebecca Hahn	Asil	7th W/W	7:14:22
54	Joan Ruprecht/Ted Ruprecht	Sahnkhist Anisa	Finish	7:15:23
55	Aileen Johnson/Leah Mirsch	Bugs	8th W/W	7:17:17



## RIDE&amp;TIE RESULTS (continued)

56	Judith Teichman/Chet Relyea	Silkie	Finish	7:21:25
57	Mike Longero/Rick Lynn Poppen	Traveler	Finish	7:26:15
58	Michael Cole/Carol Thornton	Kossam	Finish	7:34:45
59	Ad Vandenhooogen/Dave Fanara	Zyrak's Chewbacca	Finish	7:41:39
60	Julie Goodanetz/Laura Johnston	Rubi-Sharrica	9th W/W	7:42:45
61	Gino Pomilia/Ken Greco	Austin	Finish	7:47:57
62	Jan Kahdeman/Michael Morreel	Sun's April Lady	Finish	7:52:27
63	Jim Remillard/Suzanne Remillard	A R Rairago	Finish	7:52:39
64	Dennis Sousa/Joyce Sousa	Fa Ibn Comtes	Finish	7:55:19
65	Kent McLaren/Charlie Lewis	Amiposa	Finish	7:58:46
66	Maureen Bartley/Lynn Harris	Trident	10th W/W	8:13:26
67	Kila Rennaker/Doug Schallenger	Go Jambo	Finish	8:25:04
68	Gary Webb/Ellen McCrary	H C C Crescent	Finish	8:38:29
69	Marianne Gerssing/Bonnie Preston	G.V. Anter	Last to Finish	8:39:16

## RETROSPECTIVE (cont.)

Barger on Renegade. Gary and Dana Polhill weren't far behind, and the Clearwaters/Arquilla team was keeping them honest. It was at this time that Stalley/Johnson briefly took the lead; Fance Flight was able to get out of the vet check a minute faster than Zar, so Chuck raced off to catch Tom.

Five miles before the third vet check back at Knob Hill, Steve Shaw noticed that Renegade had thrown a shoe. Thanks to the skill of their crew, Jim Bumgardner, it was on again within a minute and the Shaw/Barger team was back in the race. The Polhills had crept up even closer, though, and it looked like this might be the race for third and fourth place. The Howard/Turney team left Knob Hill one minute ahead of Fance Flight, and Chuck and Tom's flight down the mountain had begun.

It was easy to miss both first place teams at Aspen Meadow, vet check #4; both teams were in and out in a flash! And all the question marks anyone had entertained about Zar became laughable—he recovered in close to three minutes and moved out easily to finish the race in first place. Chuck Stalley and Tom Johnson were a close second place finish. With the shoe replaced, the Shaw/Barger team finished third. The Polhill team hung on to an impressive fourth place overall and won first place in the man/woman division. Sally Edwards and Mary Burroughs won first place in the women's division, finishing 18th overall.

Out of 79 starting teams, 69 finished this year's race. All of them were awarded a custom made buckle at the banquet that followed the race and

the first 25 teams' buckles were made of silver and gold. Turney and Howard received the first place prize, a custom two-horse trailer by Built-Rite, and the second place team won a Brown's Ortho Flex Saddle. There were many other awards including cash prizes. The Best Condition Award went to Zar who trotted out for the vets as though he would like to do the course again.

A Ride & Tie Horse Hall of Fame was instituted this year and it was at the Awards Banquet that the induction of four horses was made. Hall of Fame horses are Smoke owned by Jim Larimer, Jazeel owned by Lon Clearwaters, Peanuts owned by Chuck and Pam Stalley, and Rushcreek Greg owned by Marge and Vern Biehl. Each of these horses, nominated for their exemplary performance in the sport of ride & tie, was presented with a custom-made blanket, and each will be honored individually in spotlight articles in *The Journal*.

Some people say the best part of the race is when it's over. For those people, the country-western dance at the Cal Pines Lodge after the dinner banquet was just what the doctor ordered. For others, the Race is never over; for those people, while the band played, strategies for next year were made. □

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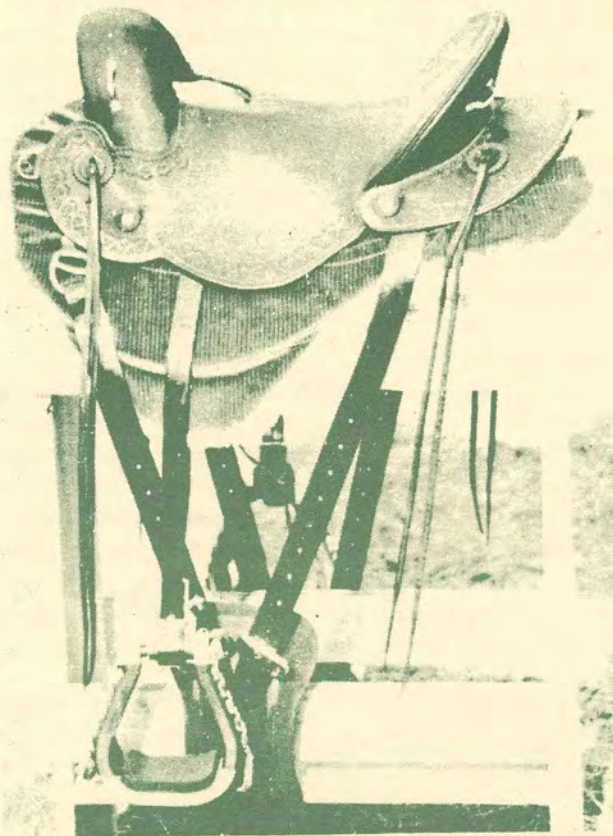


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**Editorial:**

## How to Succeed in Keeping Ride & Tie Alive Without Really Trying: {You Can't}

by Aileen Johnson, Editor

If you went to Alturas this year, chances are you noticed that this year's National event was a little bit different from past years. You've probably made an assessment of the differences by now, cataloging them according to good ones and not-so-good ones. In my case, I liked having an ultra run and novice ride & tie on Saturday, but didn't like the long wait for dinner after the Race; it seems like it's been a lot speedier in years past.

The Race came and went, in spite of our analyses. I left space for Alturas at the end of the "PAST RIDE & TIE WINNERS" page in the Program Issue, and now I have two names and a horse to fit into all five spaces, plus a Best Condition horse.

That may not warm your heart in the same way it toasts mine. But then, the biggest difference this year may not be the foremost matter on your mind. It is on mine.

All past Races were produced by Levi Strauss. Even in the past few years when we had Emmett and the McCrarys for directors, Levi put on the Race.

Guess who put the Race on this past year? **WE DID!** We all did! Every member of The Ride and Tie Association, by virtue of at least a minimal membership fee, made the race possible. We were always the Family of Ride & Tie, but now we have a family business.

The most noteworthy point anyone can make about this year's Race is simply that it occurred!!

It took more than membership fees which cover expenses, however, to keep the sport alive. A few people volunteered their time, opinions, and abilities all year long. They didn't wait to see if The Association would be any good; they plunged in and took risks and worked around their own training timetables, and simply made it work. In no uncertain terms, without The Association there simply would not have been a Race this year.

By virtue of participating in Alturas, every one of us who has a reason to criticize is now a member of the Ride & Tie Family. (If you weren't already a member, entering the race made you one). Family members have rights and privileges: one privilege is voicing an opinion.

With family privileges, however, come obligations and responsibilities. Each person who has specific expectations for how The Race ought to be is obligated to either get involved and make it happen yourself, the way you want it to be, or pay to have it done. (And so far, there aren't enough members, and they aren't paying enough, to pay anyone else to do it specifically your way. You can't tell a volunteer how to volunteer his or her time.) With your contribution comes the right to voice an opinion about the quality of the Race.

No one would dispute the fact that advice and opinions are necessary for the growth of the sport. How we go about expressing ourselves, though, can make a critical difference in the health of our organization.

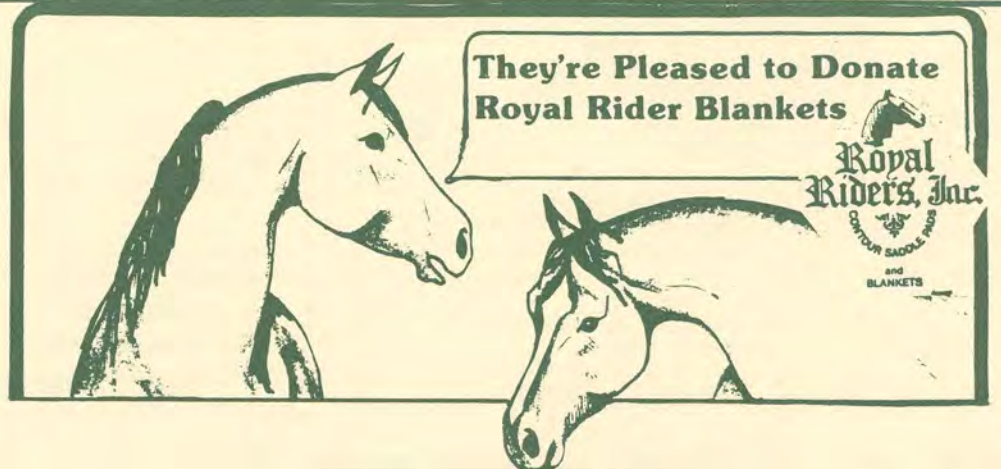
In my other life I am an educator. My responsibilities include observing and analyzing the lessons of other teachers. Both my performance on the job and that of the teachers I watch are observed critically by administrators. Teachers are always emotionally involved in their teaching performance; when they're critiqued, they always try to do their best. We teachers don't crave criticism, but if we're good, we want to get better and we're therefore obligated to hear it. I've been at both ends of the teacher critique and I know that the way and the conditions under which critiques are given

(continued on page 8)

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make the criticism either benign or malignant. It's benign, even therapeutic, if the recipient can hear and use it; it's malignant if it creates anger and defensiveness.

The people who devoted their time and skills to the Race and the Association this year are not unlike the teachers under observation: they did the best job they were capable of doing and they're now emotionally involved. I don't know anyone, though, who is so serious about any aspect of this sport that they crave criticism. Professionals have an obligation to hear it. But none of us is a professional ride & tier. Not one of us—winners, participants, and race management alike—gets paid over and above our costs and expenses or is given promotions and prestige. (The Association does pay the Race Director a small fee). Neither is anyone who is involved in the sport so emotionally detached (it may be impossible for anyone involved in ride & tie to be emotionally detached) that criticism isn't painful. Ride & Tie seems to be one of those things to which you devote your heart and soul without expecting much in return, least of all, criticism.

Experts in my field agree that three practices make the critique of teaching a positive, productive, benign event: the first is to establish a rapport before you do anything else; the second is to look for what's going well and explicitly label it; and the third is to focus attention on those things that can improve a future performance. Consequently, I won't waste a teacher's time thrashing out why a particular practice didn't work; instead I'll try to focus attention on recurring

categories of student/teacher behavior, and then initiate a discussion about how to approach the same problem in a different way next time it happens.

I cite these three points because I think they may be useful ways in which we can structure our ongoing critiques of how we are working together as the Family of Ride & Tie. We've already gone a long way toward developing camaraderie. We're a very friendly group! In the case of teacher evaluation, change is always a shared responsibility. You're one of the family now. Don't you think the same assumption might work for you? □

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# Honorary Ride & Tie Buckle Awarded to Viril Norton

Association acknowledges his contribution to the sport at National Awards Ceremony

by Don Jacobs

At 73, Viril Norton still looks for the ultimate equestrian challenges, from riding in the rugged Tevis Cup 100 mile endurance ride to training African zebras. This is why, according to Viril, "you couldn't beat me away from a ride & tie with a pick handle." Although injuries and operations have prevented him from competing himself, Viril's spirit, enthusiasm, and his horses have contributed to ride & tie for 14 years. At this year's post race awards ceremony, he was officially recognized with the presentation of a 1988 completion buckle.

The daring sense of adventure that brings him to ride & tie has been nurtured for the past seven decades. Born in Lovel, Wyoming in 1916, Viril started herding cows on a Shetland Pony at age five. By age 12, he was driving mules amidst the narrow row crops on his father's farm, who Viril claims was the best mule man on earth. When he wasn't working on the farm, Viril was running, capturing, and training wild horses.

It was his knowledge of mules that put Viril in the *Guinness Book of Records* for the fastest horseback ride across the United States. Competing against 102 teams from 13 countries in the Great American Horse Race, held in 1976, he won the event by averaging 32 miles per day, covering the entire 3500 miles in 315 hours of saddle time.

In long distance racing, Viril competed in more than 20 endurance rides in 1987 alone. Last fall he won the Nevada Pony Express Race by over 30 minutes. He has competed in Europe, where in Germany there is a 100 mile race named after him. Once he rode a horse from Illinois to the White House to deliver 250 letters to the President from "Head-start" children. It took him 38 days to travel through some of the worst storms the region had ever experienced.

Endurance riding and ride & tie are only two of the many equestrian activities that have felt the impact of Viril's competitive spirit and horsemanship. Well known throughout the country as "Mr. Gymkhana," Viril led a team of 20 girls who beat everyone in the country in pole bending. He himself was unbeaten in barrel racing and became a national champion in stadium high jumping. A national equestrian

magazine once quoted one of his competitors as saying, "Mr. Norton's horses never look spiffy and his English riding isn't worth a damn, but he sits in the saddle like glue!"

Mike Porter, who is one of Viril's teammates in the Almaden Triathlon and on one of his teams in this year's Ride & Tie, agrees with the glue analogy. He watched Viril stay aboard a horse that "spooked" and jumped over a steep embankment. "Viril never batted an eye. As soon as they hit the bottom, he turned the horse and galloped him back up the hill and into the race."

Viril's horsemanship has been an inspiration to many ride & tiers who have learned to ride on his horses. And his horses have helped many teams into the top ten. For three years in a row the Levi first place women's teams have used Viril's horses, Little Art and Shamus. Rodney brought a team to third place in the man/woman division this year. And one of the four Ride & Tie Hall of Fame horses, Jazeel, was a Viril Norton animal. But an even more important contribution to ride & tie than his horses or his horsemanship has been Viril's daring spirit of adventure, challenge, and friendly competition. These are the things that ride & tie symbolizes. Viril himself concludes, "I'm living proof that working and playing with horses and ride & tiers is just about as much fun as anybody can have on earth." □

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## To the Members of The Ride and Tie Association:

As the new Director of the Ride and Tie Association I wanted to express my gratitude to all those who successfully helped us through the maze of the first year. First and foremost I want to thank Stephen Shaw who was the one individual responsible for getting the Association established. My first letter to the membership will go into detail about all the work and effort this young man and his advisory board put into keeping the sport of ride & tie alive. Without their efforts we would all now just be riding endurance, or running, or some alternate activity instead of looking forward to the next exciting ride & tie race.

It was a great first year!!! So many things were accomplished with great effort. Everything did not always go as planned but we are learning. My next communication to you will detail the needs of The Association and what you can do to help. We have a myriad of talent in this organiza-

tion and your skills are needed. Many individuals are working on projects as you read this. New people are calling who want to know about our sport. People who read about it in the various magazines are excited and want to "get out there and try it." The race site selection committee is finalizing the selection of a race site for the 1989 Race, planned for the Frazier Park area in the Los Padres National Forest north of Los Angeles. I could go on forever but Aileen (*Journal* Editor) said if I didn't get this in I wouldn't make this issue of *The Journal*.

My parting words to you are this. The Ride and Tie Association is like a fledgling that has just left the nest. We are fluttering along the ground trying to get our wings to work. With everyone's help we will one day be soaring like an eagle over the High Sierras but it won't be easy.

Feel free to call me with input, creative thought, and wild ideas (I like those the best). 'Til next time,

**Wayne Hinrichs, Director**  
**(415) 897-1829**

## This Year's Top Ten

by Stephen Shaw

In each issue of *The Journal* we will highlight the top ten teams from the recent National Championship. Starting with 10th place, you will meet the team members and their horses. This column will culminate with the first place team in the race program issue next year.

Tenth place was captured this year in Alturas by Dave Poston and Rod Kinder aboard Dave's horse CCA Raad. This team has been seen frequently in top ten (three times) since they teamed up in 1983. This year they were 39 minutes behind the leaders. Dave (45 years old) finished in the coveted top spot of the 1981 Levi using his horse Navaloj. Dave and his family are from Loomis, California and are often at endurance rides on his tough horses. He has eight Tevis buckles and has been in 13 Levis'. Dave works for the state as a trades supervisor.

Rod Kinder (41) has been riding horses since he was 15, about the same time he met his childhood sweetheart and wife. They have been living in Loomis, California for about 12 years. Rod was first introduced to ride & tie by Smokey Killen at the San Jose Levi in 1982. Since then he has been in numerous ride & tie events. Rod is an X-Ray technician at Roseville Hospital but spends most of his time biking, gold mining, ultra running, or crewing for his wife at her triathlons. In addition to his gold and silver RIDE&TIE buckle, he also sports one for the Western States 100.

Ninth place and 34 minutes behind the leaders in our

43 mile event this year was the ever competitive team of Deborah and David Wagner. This husband and wife team made this their fifth top ten finish in as many years using the same horse, Red. They all three captured first place in the man/woman division in 1985 at Foresthill. Deborah (38) and Red finished 14th at the Race of Champions 100 mile endurance ride in the tough year at Brian Head, Utah. The Wagners both finished the Tevis in 1985 in seventh and eighth place. These two cross country skiers started in ride & tie as crew for David's brother (Phil was third overall at Park City in 1984). Their two children, age 14 and seven, are now their most avid crew. David (45) is an architect in Draper, Utah. Deborah is a secondary physical education instructor.

In eighth place was the ultra team of Mike Callen (37) and Chuck Jones (29). Bud Dardi's Rusty carried this duo to another top ten finish only 32 minutes behind first place. Mike and Chuck plan on using their own horse in 1989 in Frazier Park. Mike Callen is a state park ranger at Folsom, California where he teams with a dog in the K-9 unit. He is married with two children, ages eight and six, but he still finds time for his ultra running (he has four Western States 100 buckles) and endurance riding.

Chuck is from Nevada City, California. He works as a youth counselor and ultra runner. He won the Western States 100 in 1986, the year he was named the U.S. #1 Ultrarunner. He has been married to Donna for over a year now. They met and teamed up for the Cuyamaca Ride & Tie in 1986...another ride & tie romance. 1986 must have been a good year for Chuck! He hopes to complete the Tevis soon on his own horse. A top ten at that event would give him top tens in the three most grueling endurance sports we know. □



## Ride & Tie Seeks Affiliation with AERC

Chuck Stalley reports on Committee proposal designed to benefit both organizations.

Many of you have already become aware of our efforts to develop an affiliation with the American Endurance Ride Conference: Steve Shaw's recent Association Update letter mentioned it, and it was the subject of an informal meeting of ride & tiers at Alturas when we met for dinner at the Knob Hill Mercantile. The sub-committee of the AERC which was organized to pursue this goal consists of Tom Bowling and Cliff Lewis, both of the AERC Competitions Committee, and Jerry Colton and Chuck Stalley of The Ride and Tie Association.

Historically, ride & tie races have had goals which parallel those of AERC rides. Sanctioning these rides would bring them under the direct umbrella of the AERC for its positive influences and humane treatment of horses. Therefore it was the recommendation of the Committee that the following be approved:

1. The AERC will sanction ride & tie events in a special events category. The cost of sanctioning an event will be \$5.00 per team to be paid by event management at the time of recording.

2. The minimum rules for sanctioning will be to comply with all AERC veterinary rules, guidelines, and criteria as they would apply to ride & tie.

3. The rules for ride & tie will be governed by a Ride & Tie Committee. The Ride & Tie Committee is the same as the Board of the Ride and Tie Association. Any additional rules would be at the discretion of this committee. All rules will be compatible with those goals and ideals of the AERC.

4. Any costs for national awards or other programs will be the sole responsibility of the Ride & Tie Committee. In fact, the decision to offer specific promotions will be at the discretion of the Ride & Tie Committee.

5. To preserve the historical records of the past ride & ties, the AERC will enter into their computer the ride results of the past ride & ties. This information will be provided within one year by the Ride & Tie Committee. The Ride and Tie Association, recognizing that there is expense involved, would make a \$5,000 one time donation to help offset the cost of starting up this program. AERC would publish the Ride & Tie results in the *Endurance News* and *Yearbook*.

An AERC decision regarding the adoption of this proposal should occur sometime in the near future, possibly at the AERC Convention in February. Each member of The Ride and Tie Association can help ensure their approval by contacting your regional AERC Representative and voicing your opinion and support.

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Sept. 24 **Fort Collins Ride & Tie**  
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Fort Collins, CO 80525

Sept. 25 **Old Selam Ride & Tie  
and Endurance**  
Idaho

Carl Gilbert  
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7721 Settlers Road  
Boise, Idaho 87304

October 2 **Mother Lode Grabbles Horse  
Association Ride & Tie**  
Foresthill, California  
17 miles

Judy Haulman  
(916) 367-2820  
P.O. Box 697  
Foresthill, California 95631

October **Leatherwood Handicap  
Benefit Ride & Tie**  
Leatherwood, North Carolina  
7/25 miles

Ann Davis  
(919) 563-6676  
Route 4, Box 220  
Mebane, North Carolina  
27302

October 9 **Perry Creek Ride & Tie**  
British Columbia, Canada  
12/30 miles

Fred Clark  
(604) 526-7925  
SS1 Site 13-24  
Cranbrook, B.C. V1C 4H4

October 30 **Cuyamaca Ride & Tie**  
San Diego, California  
30+ miles

Ralph Walker  
(619) 445-0428  
23479 Japatul Valley Rd.  
Alpine, California 92001

Nov. 19 **Lockwood Valley  
Ride & Tie Rally**  
Frazier Park, California  
20+ practice miles

The Ride and Tie Association  
(213) 546-3781  
P.O. Box 1193  
Manhattan Beach, CA 90266

April **Central Oklahoma  
Ride & Tie**  
Central Oklahoma  
10 miles

Rachel Bailey  
(405) 360-1644  
1706 N.E. 77nd  
Norman, Oklahoma 73071

April 15 **Mountain Side Ride & Tie**  
Redding, California  
10/25 miles

Gayle Snow  
(916) 357-4500  
2193 N. Street  
Anderson, California 96007

April 15 **North Florida Ride & Tie**  
Bryceville, Florida  
12 miles

Kathy Paul  
(904) 743-2332  
4315 Packard Dr.  
Jacksonville, Florida 32216

April 29 **Steed & Speed Almaden  
Ride & Tie**  
San Jose, California  
11/22 miles

Lanny Brown/Rick Appleton  
(408) 633-5666  
982 Dolan Road  
Castroville, California 95012

May 13 **Corner Canyon Ride & Tie**  
Draper, Utah  
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Dean Jackson  
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14381 S. 1700 W.  
Bluffdale, Utah 84065

May 13 **Prineville Ride & Tie**  
Redman, Oregon  
8/25 miles

Lew Hollander  
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P.O. Box 100  
Redman, Oregon 97756

May 14 **Cuneo Creek Ride & Tie**  
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May 27 **Edgemont Ride & Tie**  
Edgemont, North Carolina  
14/28 miles

Finn Hassing  
(704) 294-3845  
Route 1, Box 109  
Hickory, N.C. 28602

May 27 **Rocky Mountain Ride & Tie**  
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Bobbi & John Di Pietra  
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4950 West Shar Trail  
Sedalia, Colorado 80135

May/June **Middleton Ride & Tie**  
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Sally Graf  
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Middleton, Idaho 83644  
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June **OCTRA Ride & Tie**  
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Bluffdale, Utah 84065

August 15 **Swiss Ride & Tie**  
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Dr. Georges F. Riedler  
Sonnenterrasse 25  
CH-6030 Ebikon, Switz.  
041 33 20 87

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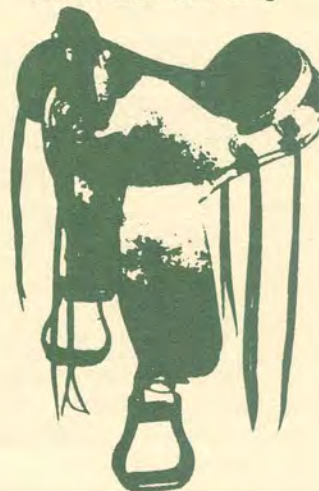


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*"He was one of, maybe the most courageous little horse I've ever ridden. He thought he could do anything...and he really came pretty close."* Gordy Ainsleigh

*"Smoke's performance at Big Creek and Sunriver was the most awesome display of horsepower I've ever seen."* Jack Garnett

*"The best word to describe him is inspirational."* Jim Larimer

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He's a small, gray, three quarter Arabian gelding. His first owner was a 10 year old little girl in Grass Valley who wanted him for a show horse. But the feeling wasn't mutual: when the horses were supposed to walk and trot around the ring, Smoke would pass all of them. He was just too aggressive.

Jim Larimer thought that might be a good quality for ride & tie, so for \$400 he took Smoke home and entered a few races. In 1974, Jim, Gordon Ainsleigh, and Smoke entered the Levi Ride & Tie at Klamath Falls, Oregon. After they cleared the last vet check, three miles from the finish, Smoke pushed himself into a wide open gallop. He was almost like a runaway when a dip in the road loomed ahead. Jim thought they would crash, but Smoke's "athletic ability took him over like a rollercoaster." They finished 12 minutes ahead of the next team. It was Smoke who wanted to win. In a press release in 1974, Murray Olderman reported: *"He has to be a rugged stallion because Ainsleigh, with full tack, puts 221 pounds on the horse's back."*

With an overabundance of confidence, Jim and Gordy raced the Levi the following year at Paso Robles. They tried to "overpower the course and consequently pushed too hard in the beginning." At the first vet check Smoke had trouble, but he held on to finish.

A new union was forged in 1978 at Big Creek when Jim teamed with Jack Garnett, a "remarkable rider" in his own right. Smoke has the ability to relax completely at the vet check, a common attribute of a winning endurance horse. In fact, his sluggishness made Jim think he'd never clear the vet check. He did though, and Jack tells how he trotted up the entire grade out of Waddell Creek. Shortly afterward, in a news release entitled, "Watch Jim, Jack and their Smoke," by Tex Maule, Jim was quoted: *"That horse! I couldn't believe him. Everything went just the way we planned it. Smoke went by the leaders like a bomb. He is a great horse."*

Smoke's most spectacular race was in 1979 at Sunriver. Neither Jack's nor Jim's running speed was peaked. They had to rely on Smoke's. Somewhere back in the pack, Smoke took control of the race. *"He ran so fast I was terrified,"* Jim reminisces. *"There was*

*one 90° turn. He came up to it at a flat out runaway gallop. My life flashed before my eyes; I didn't think he could make the turn. Dirt sprayed like a vehicle but Smoke never missed a stride."*

For Jack, the memory is still fresh. *"All of a sudden I realized we were in the lead. Smoke was super excited; he was all hyped up. I've never been on a horse that ran that fast and hard. It was as fast as I've ever gone. He took a few tenuous steps when the terrain was rough and I thought they'd have to pick us up with a blotter. But he pulled us through. We won the race by 29 seconds and I credit it all to Smoke."*

Smoke was the Levi Ride & Tie Poster Horse in 1980. His fame continued to grow when he carried Jack and Jim to a third place finish in the 1981 Levi, and when Jim teamed with Jim Howard in 1983 at Eureka, Smoke finished second. Smoke also earned six Tevis buckles with four different riders. Cathy Divito, Ride & Tie Hall of Fame Committee Chair, is awed by Smoke's performance, too. *"To be taken on the toughest 100 mile race and finish it six times is phenomenal, and three of those years were back to back, and only a few weeks after Levi. He's one tough little cookie."*

Smoke's finish this year at Alturas was not spectacular. But other facts about his performance were.

In the preceding months, Jim's wife, Cena, had been riding Smoke, but with no intention of anyone using him at a National event. He was retired. As the race approached, Jack Garnett and Jim found themselves without a horse, and so Smoke was quickly taken out of retirement. Smoke is now 23 years old and he finished one of the longest Ride & Ties in ride & tie history. Jim had severe leg cramps, but had that not happened, Jack knows that Smoke would have finished in the top 25.

In fact, Smoke has completed every race he's ever been in.

He's never been pulled from a ride. And in most of them he finished in the top ten. Smoke has won at least \$18,000 in Ride & Tie prize money.

Of all the famous Ride & Tie horses, Smoke is the only one who raced in the first four years—and the last year. He's been racing for 15 years. He just keeps on going.

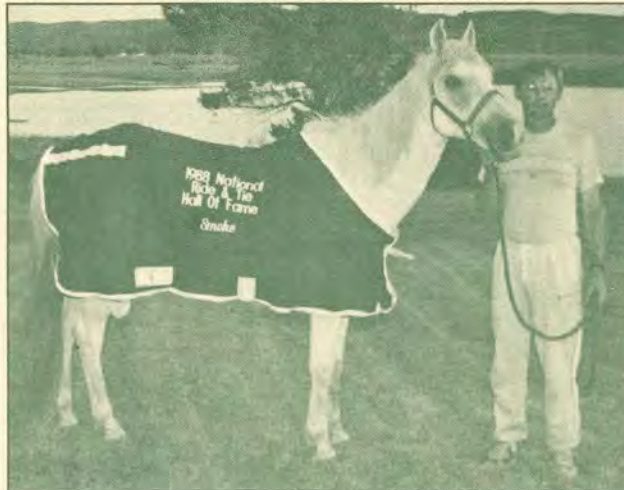
*"He did remarkable things when Jim rode him."* Gordy Ainsleigh

*"He's one of those great little horses that carried these two big guys in years where there was a lot of competition. Smoke is a true performer."* Cathy Devito

*"He gets all excited for ride & ties. I've ridden him on endurance rides. He's strong but not super. There's something about Ride & Tie that gets into Smoke's competitive spirit."* Jack Garnett

On June 19, 1988, shortly after completing his eighth National Ride & Tie, Smoke was the first of four horse to be inducted into the new Ride & Tie Hall of Fame.

*"I can't think of a horse that deserves it more."* Jack Garnett □





## Frazier Park: Site of 1989 Ride & Tie

We keep going round and round about what to call our race. I know that I will always know it as the Levi and every chance we get, we call it that. I've heard it referred to as "The Big One" but why don't we just call it the World Championship? We could use your input; send us a card with your thoughts.

The World Championship in Frazier Park, California on July 9 will continue the tradition of exposing us all to a new area and challenging trails. But this year has led to a great new discovery. How is it that we and endurance riders have missed this area? It's a real gem. I predict that after our race we will have an annual event there. We can add it to "must dos" in California, along with Cuyamaca and Big Creek. The area is that nice.

In fact it will be easy to schedule annual races in the year up there because you can be there anytime from April to Thanksgiving without it ever going over 93°. We predict 85° for race day this next year. There's always a cool breeze there and the nights get downright cold.

The actual race site is not Frazier Park (the nearest big/little city four miles from camp) but is the Plunderosa Ranch

in Lockwood Valley. This is only a 15 minute drive from the Frazier Park off ramp on Highway 5 between Bakersfield and Los Angeles, but the terrain and trees are completely different from what you see from the highway.

Plunderosa Ranch is at 5,600 feet with pines and pinon trees all around. (We wish the campsite had as many but it will be bright and sunny. Maybe someone will have shade for rent!) Lockwood Valley is surrounded by three mountains and we hope to be running up two of them: Frazier and Pinos Mountains. The trails can go up to 7800 feet. Each year on Father's Day the ranch hosts a Pro Rodeo, so the grounds should be pretty well groomed from this activity.

Marge and Vern Biehl have been scouting the trail for over a month and I think we can be assured of a good mix of fast, fun, fabulous, gnarly, satisfying, and challenging. Each trail loop discovered so far has at least four water stops along it and many vistas. I suspect that the trails will lend themselves to a shorter course this year but we'll have to see if the Biehls plan something longer than 38 miles.

We're still looking for the trail to the hot springs—they say it's only 15 miles from camp. Many of the old mines in the area are close by or even along the potential trails.

We'll keep you informed of developments as they occur. For those adventurous fanatics, the ranch has six permanent campsites and Russ, the owner, says anyone is welcome anytime. Just drop in. □

## ETC.

The following people may be looking for teammates (T) or a horse (H) for ride & tie events. Call them to find out.

• Phil Beaudoin: (T/H) (714) 786-5276 • Camile Gerald (T/H) (312) 363-4823 • Karen Krahl (T) • Carole Francis (T/H) (415) 961-9010 • Laura Hutcherson (T/H) (415) 593-0944 • Ed Butrovich (T) (805) 486-2763 • Sue MacAllister (T/H) (303) 793-6621 • Anne Byard (T/H) (415) 381-2676 • Kurt Kissmann (T) (303) 891-7218 • Karen Wilson (T/H) (916) 756-0800 • Sue Rojcewicz' (T) (415) 457-8843 • Lisa Smith (T/H) (415) 331-2648 • Georges Riedler (from Switz.; needs partner for U.S. events: T/H) 041-332087 • Ralph Walker (T) (619) 445-0428 • Nancy Parish (T) (707) 829-2122 • Harry May (from Germany; needs partner for U.S. events:) 061-280-42394 • Rick Tegeler (H) (415) 883-0555 • JoAnne Balwin (T/H) (818) 574-5211 • Janice Gordon (T/H) (818) 963-0972 • Barry Turner (T/H to buy) (916) 272-8525 • Chris Knoch (T) (916) 345-3837 • Carolyn Laessig (T/H) (415) 641-1917 • Rolf Laessig (T/H) (415) 641-1917 • Ric Schlexer (T/H) (707) 822-5486 • Michael Kogutek (T) • Taylor Devine (T/H) (214) 341-7700 • Jack Wells (T) (415) 866-8550 • Michael Pacelli (T/H) (415) 755-5656 • Dan Rodgers (T/H) (602) 962-4837 • Greg Shaffer (H) (707) 745-1433 • Michael Sarkisian (H) (916) 823-1692 • Ron Crawford (T/H) (208) 882-0832 • Tom Sneedon (T/H) (818) 785-6652 • Marily Reese (H) (209) 855-3029 • John Crane (T/H) (415) 586-1215 • Bert Murray (T/H) (415) 484-0308

## MARK PACK WORKS

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*Phil Mark  
1801 Eastshore Highway  
Berkeley, California  
(415) 885-2183*



## Keep the Sport of Ride & Tie Alive: Become a Member or Renew Now

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

**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 As-**

sociation 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 of the sport, information and applications for the National RIDE&TIE, 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.

As a 501(c) (3) non-profit organization, these contributions are tax deductible.

### THE RIDE AND TIE ASSOCIATION MEMBERSHIP FORM

NAME(S) \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

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

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

**PREVIOUS ENDURANCE AND RIDE & TIE ACCOMPLISHMENTS:** (List events, finishing place, 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.

**IN WHAT WAYS COULD YOU VOLUNTEER TO ASSIST THE ASSOCIATION AND/OR THE RIDE&TIE RACE?** \_\_\_\_\_

**WHERE DID YOU HEAR ABOUT THE ASSOCIATION?** \_\_\_\_\_ **SUGGESTIONS:** (please attach)

THE RIDE AND TIE ASSOCIATION  
 P.O. BOX 1193  
 MANHATTAN BEACH, CA 90265  
 (213) 546-3781

