

# THE JOURNAL OF THE RIDE AND TIE ASSOCIATION



"RC Mouse", Dan Barger, and Gary Polhill Winning the 20th Annual Ride & Tie Championship

ISSUE NO. 10

DECEMBER 1990

**Inside:**

1990 World Ride & Tie Championship by Jeff Herten  
Final 1990 National Point System Standings  
Cuyamaca Ride & Tie: Man/Woman Teams Prevail  
1991 World Ride & Tie Championship Race Information  
Pro Novice Events Scheduled for 1991  
Membership Sign Up Contest

## A Message from the Executive Director

As 1990 draws to a close, some thoughts from this year's ride and tie season. It was a good year for the sport of ride and tie. The 20th Annual World Ride & Tie Championship was a great success. Race Directors Ted and Joan Ruprecht, along with Bob Dickerson, did an outstanding job of providing a first class race site and a first class race. The newly created Masters Division for the Championships turned out to be a very competitive category and was very well received. As Jeff Herten reflects in his story on page three of this issue, the 1990 WRTC truly was "A gathering of the clan". If you missed the Championships this year make plans on attending in 1991. Information on the 1991 World Ride & Tie Championship is included in this issue. We hope you plan on being there for next year's event.

It was refreshing to see the high level of camaraderie and family spirit at the ride and ties this year. The unique ride and tie spirit was especially present at this year's Championship event. Participation at most events was up with a 20-30% increase in the number of teams competing. The World Ride & Tie Championship event had 102 starting teams, the most since 1987.

I want to thank all the volunteers who helped the Association this year. A special thanks to Susan Simons for doing all the work on the 5, 10, and 15 year awards. A special thanks to Jeff Herten for providing timely articles for publicity. A special thanks to Rick "Maddog" Appleton for doing the statistics on the National Point System. Thank you to Gay Wiseman of Photoworks for providing the picture for this year's WRTC poster. I want to thank all of our sponsors for this year's WRTC and encourage the membership to purchase their products. Their ads can be found throughout this issue. Last but certainly not the least, is the biggest thanks of all to my wife Robin for her help and support. I use major portions of time we could be spending together to do volunteer work for the Association.

The response to the National Point System has been excellent. Now in it's second year, the Point System has been a friendly and spirited competition between the more active ride and tiers. It has increased the participation at most rides and has provided a needed measure of recognition for the

dedicated ride and tier. Once again we will be recognizing these Champions at our mid winter gathering in Reno, Nevada. (More information elsewhere in this issue)

A new trial project on line for the 1991 season is the Pro Novice events. As one part of an effort to bring new people into our sport the Association will be providing some very nice awards for two pro novice events in 1991. (See page 16 for details)

In another effort to get more new members and get current ride and tiers to join the Association we are having a membership sign up contest. (See details on page 17)

As always, we are in need of people to help the Association. If you haven't come forward yet, make helping the sport of ride and tie your personal goal for 1991.

During this holiday season let us all give thanks for a good year and look forward to 1991. New adventures and new ride and tie friends are just out there waiting to be discovered for those who venture forth.

I came across this little vignette by Shel Silverstein and it reminded me so much of when we sit around the fire and talk about our exploits after a tough race. I thought I would share it with you

as a sort of ride and tiers lament.

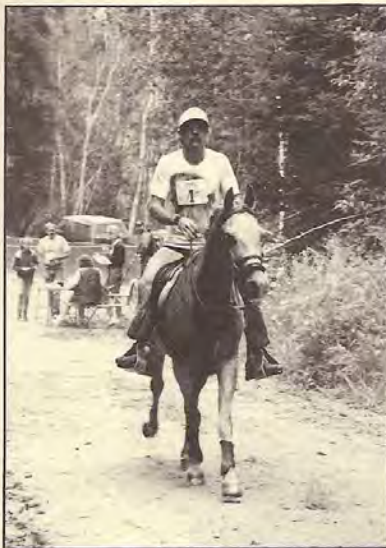
### INVITATION

by Shel Silverstein

*If you are a dreamer, come in,  
If you are a dreamer, a wisher, a liar,  
A hope-er, a pray-er, a magic bean buyer...  
If you're a pretender, come sit by my fire  
For we have some flax-golden tales to spin.  
Come in!  
Come in!*

Until I see you out there, keep on riding and tying.

Wayne Hinrichs  
Executive Director



# "THEY SAID IT WAS EASY"

by Jeff Herten

STORY OF THE 1990 WORLD RIDE & TIE CHAMPIONSHIP

*"A gathering of the clan."*  
That's what Bud Johns called it. From Sunday on, familiar rigs from all over the western states pulled into Louisiana Pacific's tree ranch at Big Lagoon. Anglers soon discovered a bonanza in the wild trout stream flowing through camp with Chris Knoch and Jennifer Remillard trying for the Lunker

half a century ago. Pre-riding the trail offered opportunities to explore the eerie ruins of old logging camps and to enjoy the pristine beauty of this lush country. With rare exception, all of the names in our sport were on hand, but some partnerships had dissolved and new ones reformed. Last year's winners Wayne Hinrichs

and Mark Richtman had new partners; Hinrichs teaming with John Hodge, and Richtman with Kim Schaurer. Perennial contenders Dan Barger and Gary Polhill had joined forces, riding Bernice Kalland's outstanding Rushcreek horse, "Mouse". Robyn Root returned to competition after several years off due to the rigors of vet school and her try at Olympic competition. She and her husband Jon had the use of Mike Jepsen's speed machine, "Khyber". The horse developed a lameness several weeks before the race however, and the Roots sought desperately for a fast and fit horse. Several days before the race they borrowed Emmett Ross's new horse, "Freeway". Jepsen was teamed with strong running Frank Hutchinson. Chris Knoch decided to team with somebody who could ride, and he joined Gino Pomilia who had a fine young gray named "Joe Wee". Dave Andreotti hooked up with Jim Howard and Chris Turney with Marcee Keller.

Veteran Mary Tiscornia would



award with a nineteen inch steelhead. Sleek, shiny Arabs tossed their heads and pawed the cold water as they were sponged down after sorties out on the course. The potluck was a resounding success, Chris Knoch's ride and tie ale was quaffed to rave reviews and a festive vacation atmosphere filled the sunny north coast camp.

The twentieth anniversary of "The Big One" would bring together over a hundred teams to challenge the course put together by Ted and Joan Ruprecht and Bob Dickerson. Three loops over logging roads and railbeds, unused since the area was logged and the logs transported by narrow gauge



## Story of the 1990 World Ride & Tie Championship (continued)

team with Marcia Smith. Legends Jim Larimer and Jim Remillard teamed up on Remillard's "Fairago". Returning powerhouse teams Chuck Stalley and Tom Johnson (the latter just two weeks off a spectacular victory in the Western States 100 mile run, only fourteen minutes off the course record on a hot day) on Stalley's superhorse "Fanci Flite". Con and Tod Wadsworth on "Sur Abel", Deborah and David Wagner on "Jet" and defending women's champion Kathy Appleby would team with Cherry Stockton on "Billy". Lon Clearwaters and Jim Arquilla on "Taylor" would make the race at the front an interesting and competitive one.

Heavy rains on the north coast two weeks prior left a great deal of water and mud on the course, and anyone who rode the trail during that glorious week of sunny warmth before the race experienced the fear of trotting or loping along firm packed trail on a sunny stretch and two strides later find themselves in deep slick mud in the shade of one of the countless redwood and firs along the course. Going fast on race day would require superb judgement and great horsemanship.

The course began on a gravel bar beside the creek, immediately crossed it through thigh deep water, then climbed nearly a thousand feet over a mile and a half. This first stretch was relatively narrow with very few opportunities to tie, and for safety reasons it was designated a no-tie

area. Leveling out for a short while on top of the ridge behind camp, the trail led west through dense second-growth fir and redwood, then undulated up and down some moderately steep sections along the ridgeline. At five miles the trail descended very steeply to a logging road beside an old ghost town, turned south a short ways on a stretch known as "the gap", then swung sharply north to ascend and circle a huge, densely forested hill. Here the climb was moderate and the footing good. At nine miles, the first vet check, a trot by would be held at a confluence of logging roads. On the north side of the hill the trail was still wet and very slick in spots

of a narrow ridge. Here, old burned trunks of limbless firs jutted skyward, giving this section its designation of "toothpick". The descent of "toothpick" was steep and slick; treacherous to both run and ride. At the bottom, the trail turned west and dropped over the rim of a narrow canyon to join an ancient railbed which paralleled the canyon southward. The deep shade of the canyon meant lots of water still on the trail, and here contestants would encounter "the bog". For a mile the trail wound down the canyon, flanked closely on either side by towering ferns. The trail was variably spongy, slick, or pastern deep clutching mud. Near the end of rider's and runner's tolerance for the endless goo, the trail dropped sharply to deep sand, crossed a creek and climbed to the other side of the canyon joining a good packed road for a mile and a half trot into the first full vet check, seventeen miles into the race.

From the vet, the course led back down the same road along the west canyon wall but stayed along that side of the rim for several miles, descending and crossing a clear cold stream at one point. Then the trail climbed gradually out of the canyon along a well packed railbed and, at twenty-one miles, joined the ridgeline section of loop one. Here the course retraced the ridgetop roller coaster of the first section, but cut back south before the steep descent to "the gap" and the old ghost town. The trail descended gradually on good fast trail to the east rim of the same canyon and followed it south to rejoin loop one at the now infamous "bog", then returning to the vet check at twenty-eight plus miles. Loop three was not a loop, but a ten mile stretch of trail returning to camp in a north-westerly direction from the vet check. The short steep ups and downs, deep mud and long climbs, and descents of loops one and two,



as it gradually descended to a broad, flat valley through which a small creek ran. A long flat stretch of trail led down the valley through thick stands of white-barked alder. Picturesque and beautiful, looking like a wilderness photo opportunity, the stretch was aptly known as "Ansel Adams". The trail followed the creek several miles then turned south to cross it and began a long steep climb over a mile to the top

## Story of the 1990 World Ride & Tie Championship (continued)

were followed by a racetrack-fast finishing stretch. From the vet check there was a long gradual climb to a flat topped ridge. Here a dilapidated decoy left years before had given this stretch the moniker "headless duck". The trail was broad, well packed and flat for several miles, then began a long gradual drop towards camp. Wide, firm trail meant a very fast pace on this stretch, simply designated "the descent". Three and a half miles from camp there was a steep, tricky creek crossing, then more gently descending freeway into camp and the finish. Somewhere along this stretch there would be a P and R gate stop-and-go vet check. Recovery there might be the essential key to victory.

Race day dawned cool but the high overcast promised to give way to sun as it had all week. A hundred colorfully tacked sleek horses pranced and pawed on the gravel bar until the signal came. Instantly the yells rang out and the bright mass leapt forward. Loping through the creek, the leaders were obscured by splashing water. Tightly packed they moved as a wave through the fine spray. On and on they came, riders whooping and horses snorting as they climbed out of the creek and moved quickly

up the hill and out of sight. Behind them, a minute later, the runners got the signal. A solid column moved quickly across the earthen bridge downstream and churned up the road after the horses.

The race was on!!!!

Powerful, fit horses moved easily up the long hill, their riders fighting to stay in control and conserve valuable energy. Three-quarters of the way to the top a monitor stood where the trail widened, marking the first place ties could be made. Quickly, leaders jumped off, tied and sped

on toward the ridgetop.

In the first few miles there were a dozen strong teams running at the front. All of the expected powers fought for the lead. In addition, Dennis Tracy and Brad Hawthorne on a horse named "Slow" challenged the leaders. At the first vet, the nine mile trot-by, Barger/Polhill, Wadsworths, Richtman/Schauerer, Johnson/Stalley, Hawthorne/Tracy and Andreotti/Howard were within three minutes of one another. Despite the tricky footing, the pace



was blistering.

Anxious crews set up at the first full vet check at seventeen plus miles and awaited the first riders. The hard climb and slick descent of "toothpick" should slow the leaders some and the first horse was expected near 9:45. There were looks of astonishment all around when Don Jacobs loped his raw-boned mustang into the vet area at 9:26. Jacobs, an old pro, is a fine rider and the steaming horse had obviously pushed hard, but where was the rest of the field? As the minutes ticked by and no other competitors arrived it became apparent that Don had taken a

## Story of the 1990 World Ride & Tie Championship (continued)

wrong turn. At "the gap" he had missed the left turn and stayed on the road, cutting off the hilly section of loop one. As the first riders arrived, Jacobs remounted



his horse in frustration and rode out to retrace his steps and complete the missed section of the trail. There were few surprises as the leading riders steamed into the check. Tom Johnson and Brad Hawthorne arrived together and a minute later so did Gary Polhill. Tod Wadsworth was a minute back and Jim Arquilla and Kim Schaurer were a minute behind the Utah rider. Arriving shortly behind them were Jon Root, Chris Knoch, Jim Howard, Frank Hutchinson, and Pat Davis. There were eleven horses within seven minutes of each other at the end of seventeen miles. The race was so close that seconds mattered, especially recovery time and the closeness of the following runner.

Barger and Polhill gave a clinic on the speed and efficiency of getting through the vet check. Dan Barger arrived a minute behind his partner, the horse was recovered, vetted, and Barger was on his way five minutes later. Stalley and Dennis Tracy were just running in as Barger rode out and the Barger/Polhill team, now the leaders, had smoothly picked up

four minutes on their nearest competition. Stalley and Wadsworth rode out together followed by Lon Clearwaters and Mark Richtman. Deborah and David Wagner, twelfth into the vet, were sixth out with a nifty eight minute turnaround. Robyn Root, Dave Andreotti and Nick Larsen left on the same tick of the clock. Marcee Keller was a scant three minutes behind. With ten teams thirteen minutes apart anything could happen.

The last remnants of overcast burned off and jackets and sweats were shed by crews at the vet as horses and runners streamed through the check. The vetting was smooth and efficient and recovered horses were quickly on their way.

The second loop, eleven miles, was moderately hilly but included another run through "the bog", which by rights should have slowed teams down. The leaders kept the pressure on, seemingly unmindful of the difficult footing. Completing the loop, Tom Johnson rode "Fanci" in, fifty-eight minutes after the horse had left the check. A minute behind Johnson, Tod Wadsworth trotted in, and four minutes back Gary Polhill brought "Mouse" in for the final check.



Then, four minutes back, six riders poured into the vet: Richtman, Wagner, Knoch, Arquilla, Root and Davis. There were still only twelve minutes separating the first eight teams.

Barger and Polhill's transitions were picture perfect. The runner followed rider in by several minutes and the horse was down and quickly vetted. From rider-in to rider-out took four minutes. Stalley/Johnson and the



Wadsworths took eleven minutes each. Polhill/Barger had a ten minute advantage over the other two teams in time spent in the vet checks. That's a big margin to overcome on the trail.

Dan Barger rode out two minutes ahead of Chuck Stalley. Con Wadsworth was a minute back. Kim Schaurer was seven minutes back followed within five minutes by a crowd of seven riders. The sprint for the finish was on.

The sun was bright, the day comfortably warm, as the elite of ride and tie pushed all out over the top of "headless duck" and down toward camp. The Wadsworths pulled up gradually, working their way past Stalley and Johnson. Tom Johnson, after his incredible effort two weeks prior at

## Story of the 1990 World Ride & Tie Championship (continued)

the Western States, did not have his usual powerful finish. The Wadsworths were within site of Barger/Polhill. At the last vet they

Eighty-seven of one-hundred and two teams completed the course. And as they dragged their mud-caked, sweat-soaked bodies across

had been advertised. For most, the course had been all they wanted on that day. And later, after a quick rinse in the creek, hair slicked down and clean boots on, they would eat a magnificent roasted salmon dinner, cooked in the traditional Indian fashion. All day the huge split fish, skewered with aromatic redwood stakes and propped vertically around a large fire pit of alder, had roasted and smoked, driving anyone left in camp and all of the canines to distraction. And as the tired and aching bodies rested in chairs and feasted on salmon, corn and a giant anniversary cake, war stories were swapped, myths spun, and legends recounted. The shared elation of conquest and of victory welded a bond of comradere that has made the ride and tie family what it is. And as the echoes of the dancing feet faded into the darkened forest as the last embers of the fire flickered and died, talk turned to next year, to the next "gathering of the clan."



had cut the lead to one minute. But one minute is a lot of ground to make up in three miles and Dan Barger, Gary Polhill and "Mouse" kept pushing the pace, sprinting down the last steep hill and across the finish line, one minute ahead of the Wadsworths. In the last two years the Wadsworths have missed being champions by a total of two minutes and twenty-one seconds.

Stalley/Johnson, backing off the pace, were ten minutes behind the Wadsworths. They were followed in rapid succession by Richtman/Schaurer, the Wagners (first M/W team), Knoch/Pomilia, Andreotti/Howard, Keller/Turney, Arquilla/Clearwaters and the Roots.

A darkhorse Utah team of Gary Thayne and William Nelson won the very competitive Masters Division, fifteenth overall. Marcia Smith and Mary Tiscornia were sixteenth and first Woman/Woman team.

And so, the twentieth annual World Ride & Tie Championship went in the books.

the finish, many wanted to know where the "easy" course was that



**"THE END"**

## 1990 World Ride & Tie Championship Results

Pl.	Team	Div	Pl	Time	Pl	Team	Div.	Pl	Time
1.	Barger/Polhill "Rushcreek Mouse"	M/M	1	3:49:56	27.	Montgomery/Schilling "Baskons Playboy SQ."	M/M	20	5:14:10
2.	Wadsworth/Wadsworth "Sur Abel"	M/M	2	3:50:57	28.	Klentos/Windeshausen "Wahli"	M/M	21	5:14:44
3.	Richtman/Schaurer "Zubeini"	M/M	3	4:05:57	29.	Kiernan/Watson "Z-Mack"	M/W	7	5:15:52
4.	Wagner/Wagner "Jet"	M/W	1	4:06:58	30.	Browning/Rotkis "Farmus"	M/M	22	5:16:45
5.	Knoch/Pomilia "Joe Wee"	M/M	4	4:11:37	31.	Hollander/Madsen "Miss P"	M/M	23	5:18:44
6.	Johnson/Stalley "Fanci Flite"	M/M	5	4:00:50	32.	Buck/Marks "Moon"	M/W	8	5:21:06
7.	Andreotti/Howard "Scooter"	M/M	6	4:11:58	33.	Callen/Jones "Raz"	M/M	24	5:21:10
8.	Keller/Turney "Grab"	M/W	2	4:14:30	34.	Johnson/Johnson "Ducati"	M/M	25	5:23:20
9.	Arquilla/Clearwaters "Taylor"	M/M	7	4:15:49	35.	Bartley/Margulis "Homer"	W/W	2	5:27:39
10.	Root/Root "Freeway"	M/W	3	4:15:59	36.	Burbank/Snowbarger "Swift Tayru"	M/M	26	5:30:48
11.	Davis/Larsen "Rooster"	M/M	8	4:22:20	37.	Barboni/Robinson "Calypso"	M/M	27	5:31:57
12.	Hutchinson/Jepsen "Troubador"	M/M	9	4:23:19	38.	Skillwoman/Meyer "Sequoia Dancer"	W/W	3	5:32:18
13.	Pintane/Rink "Country Cousin"	M/M	10	4:32:44	39.	Scott/Vaughn "Ike"	W/W	4	5:32:19
14.	Hinrichs/Hodge "HRA Raji's Star"	M/M	11	4:36:01	40.	Gey/McLaren "Tracey"	M/M	28	5:36:31
15.	Nelsen/Thayne "Cashe"	M/M	12	4:37:06	41.	Kerrigan/Pence "Sauntha"	M/W	8	5:38:07
16.	Smith/Tiscornia "Saber"	W/W	1	4:38:03	42.	Hawthorne/Tracy "Star"	M/M	29	5:40:12
17.	Helms/Woods "Ahab"	M/M	13	4:46:23	43.	O'Connor/Sherfey "Rifik"	W/W	5	5:42:41
18.	Ameral/Driscoll "Soul"	M/M	14	4:56:24	44.	Dickerson/Mechals "Tripper"	W/W	6	5:43:00
19.	LaBelle/Poston "CCA Raad"	M/M1	15	4:59:48	45.	Klopfer/Klopfer "Chardonner"	M/W	9	5:44:18
20.	Larimer/Remillard "AR Fairago"	M/M	16	5:03:08	46.	Appleby/Kirk "Sunji Bay"	M/M	30	5:46:41
21.	Christofk/Ross "Mogli"	M/M	17	5:05:27	47.	Francis/Schlexer "Tokken"	M/M	31	5:49:46
22.	Hellman/Osterweis "Bugs"	M/M	18	5:06:42	48.	Fesler/Mills "Kriess Kross"	M/M	32	5:50:22
23.	Clover/Parsons "Reflection"	M/W	4	5:07:44	49.	Gisvold/Smith "Taj"	M/W	10	5:50:38
24.	Blakely/Sarkisian "Rocket Man"	M/M	19	5:09:52	50.	Appleton/Longero "Buster"	M/M	33	5:50:39
25.	Butrovich/Maas "LPR Shalan"	M/W	5	5:12:14	51.	Fenton/Tillotson "Annie"	M/M	34	5:50:40
26.	Glenn/Hall "Halloween"	M/W	6	5:13:29	52.	Mornell/Kay "Muncie"	W/W	7	5:51:30



## 1990 World Ride & Tie Championship Results

Pl.	Team	Div	Pl	Time	Pl.	Team	Div	Pl	Time
53.	Hornbeck/Patterson "Gray Duke"	M/W	11	5:51:30	79.	Hubbert/Skyhorse "Janessa"	M/W	23	7:14:36
54.	Jepsen/Pokrajac "Honey Buns"	W/W	8	5:53:26	80.	Borromeo/Schuler "Kachon"	W/W	14	7:18:14
55.	Bohannen/Way "ABE Hafid Fadjur"	W/W	9	5:54:16	81.	Conley/Richardson "Ala Raffon"	W/W	15	7:32:42
56.	Roush/Roush "Traveller"	M/W	12	5:56:14	82.	Browning/McCrary "Rifikson"	W/W	16	7:38:57
57.	Myers/Tatar "Burgundy's Ladd"	M/M	35	5:57:48	83.	Hought/Hought "Masada"	W/W	17	7:40:35
58.	Hinrichs/Hinrichs "HRA Bur Image"	M/W	13	5:58:15	84.	Anderson/Brundy "Duke"	W/W	18	7:40:36
59.	Bayer/Poppen "Saliib"	M/M	36	5:59:10	85.	Peterson/Wills "Amakua"	M/W	24	7:42:02
60.	Broome/LaLonde "Raoul"	M/W	14	6:00:23	86.	Lambert/Weeks "Leroy"	M/M	29	7:47:36
61.	Putnam/Scott "Skit"	M/M	37	6:01:35	87.	Dunn/Oster "Baran de Washoe"	W/W	19	8:18:13
62.	Love/Sismey "Rambler"	M/W	15	6:03:35					
63.	Ruprecht/Ruprecht "Sohnkhist Anisa"	M/W	16	6:04:15					
64.	Betts/Brown "Mighty Mo Montana"	M/M	38	6:09:55					
65.	Harris/Nightingill "Razzberry"	M/W	17	6:12:26					
66.	Relyea/Teichman "Esor"	M/W	18	6:19:30					
67.	Padgett/Padgett "Adamma"	M/M	39	6:28:17					
68.	Murphy/Ratcliff "Steed"	M/W	19	6:29:19					
69.	Hickey/Richland "Eli"	W/W	10	6:34:19					
70.	Lightfoot/Riffle "Flip"	M/M	40	6:35:53					
71.	McCarthy/Phillipps "Rushcreek Jake"	W/W	11	6:38:15					
72.	Clowers/Conover "Sweetwater Lace"	W/W	12	6:55:05					
73.	McDonald/Vandenhogen "Rif"	M/M	41	6:57:11					
74.	Leach/Lyons "Trident"	W/W	13	6:58:10					
75.	Divito/Hooper "Sur Nefix"	W/W	14	7:00:16					
76.	Scheinman/Taylor "Lottie"	M/W	20	7:01:46					
77.	Cowman/Moreland "Baystar"	M/W	21	7:12:41					
78.	Melville/Shea "Redbird"	M/W	22	7:14:13					

### OTHER DIVISION WINNERS

#### MASTERS

Both competitors must be 40 or over

1st Man/Man	Thayne/Nelson	4:37:06
2nd Man/Man	Remillard/Larimer	5:03:08
3rd Man/Man	Hellman/Osterweis	5:06:42

1st Man/Woman	Kiernan/Watson	5:15:42
2nd Man/Woman	Kerrigan/Pence	5:38:07
3rd Man/Woman	Klopfers/Klopfers	5:44:18

1st W/W	Wilma Kay/Mornell	5:50:40
2nd W/W	Dunn/Oster	8:18:13

#### CENTURY IN THE SADDLE

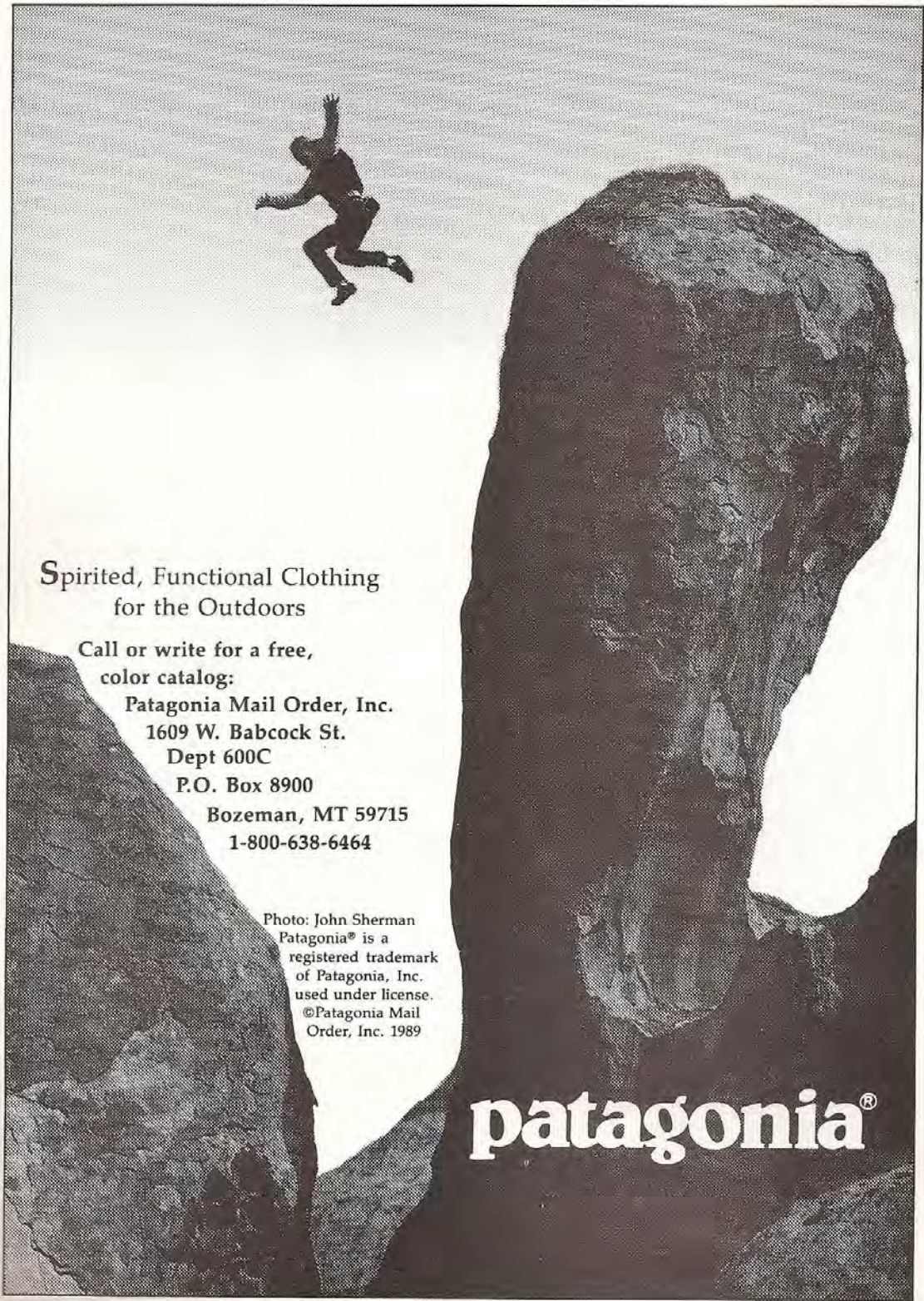
Combined age of runners is 100 years or more

1st	Osterweis/Hellman (M/M)	5:06:42
2nd	Hollander/Madsen (M/M)	5:18:44
3rd	Klopfers/Klopfers (M/W)	5:44:18

#### FAMILY DIVISION

1st	Wagner/Wagner (M/W)	5:06:48
2nd	Johnson/Johnson (M/M)	5:23:20
3rd	Klopfers/Klopfers (W/M)	5:44:18

<b>Youngest Team</b>	Scheinman/Taylor
<b>Youngest Finisher (14 yrs)</b>	Luke Scheinman
<b>Oldest Finisher (68 yrs)</b>	John Melville



Spirited, Functional Clothing  
for the Outdoors

Call or write for a free,  
color catalog:

Patagonia Mail Order, Inc.  
1609 W. Babcock St.  
Dept 600C  
P.O. Box 8900  
Bozeman, MT 59715  
1-800-638-6464

Photo: John Sherman  
Patagonia® is a  
registered trademark  
of Patagonia, Inc.  
used under license.  
©Patagonia Mail  
Order, Inc. 1989

patagonia®

# **Steve Ray Gonzalez Saddlery**

**Presenting "The S.R. Enduro Saddle"**  
to the  
**1st Place Finishing Team**  
at the  
**20th Annual**  
**World Ride & Tie Championship**



**Supporting Unity of Horse & Rider  
for the Competitive Riding Sport**

210 Golden West  
Ojai, CA 93023  
(805)-646-2982

## LETTERS FROM THE MEMBERSHIP

Dear Wayne & Robin,

This is a very tardy but much deserved thank you note for all that you did for the 20th Annual Race and your efforts at coordinating and promoting the Association.

Much Thanks, Jim & Suzy Remillard

Ted & Joan,

I'd like to thank you and your co-race directors for you supreme efforts to put on the Championship Ride & Tie. Of my eight ride and ties including four Championships I found the Trinidad Ride & Tie to be the most scenic, easy to follow and most organized. The course, marshals, aid stations and vet checks out shinned all others. After doing these "things" at Eureka, Almaden, Davenport, Cuneo Creek and Alturas I think I'll find that Trinidad is the standard by which all others will be measured.

Could you arrange for Uri and I to finish top 15 next time?

Much thanks again, Regards, Chris Ameral

Dear Ted and Joan,

The best part of the pre race meeting was when Ted told us not to allow our expectations to run wild in what we wanted at the ride and tie. It surely hit home to me to remember what the race is really about and to be conscience of how much work and the many hours that a few people put in to create a ride and tie. I hope there's something I can do next year to be of help.

I can imagine you two must have been exhausted. How did you manage to do the race too? Every time I turned around I saw one of you doing something. But I can tell you that all your effort was surely appreciated, as this ride and tie was really perfect, truly memorable in that the course could not have been more beautiful and the footing so good. But who ever said it was mainly flat! It seemed I was always running up hill or down, but mainly up.

The vet check area was very organized and not over crowded the way I thought it would be.

My family and I sure enjoyed the surrounding country. Fern Grove and Patricks Point were beautiful. We had a great vacation and I sure enjoyed the ride and tie.

Many, many thanks, Sincerely, Jeanne Sherfey

Dear Wayne & Robin,

I can't express enough how wonderful both of you are. Thank you so much for the great effort you put into the race. This year's race was the best ride and

tie I've been involved with since 1982. This year's race was challenging, exciting and fun.

I hope both of you are doing well.

Thank you again, Christopher Turney

Dear Wayne & Robin,

Thank you for all the energy and time as our President and First Lady that you have put into the sport of ride and tie.

Largely to your credit, this year's Championship was pulled off brilliantly, especially considering it is done on a limited budget and volunteer time.

Thank you, thank you, thank you,

Marcece Keller

*Editor's Note: The following letters follow the maxim that you can't please everyone all the time. In an effort to be fair we are printing all letters received. We reserve the right to not publish letters which attack individuals or other competitors. If you are writing to us and do not want your letter published please state so and we will respect your wishes. We do appreciate constructive criticism. A lot of effort was put into this year's race to implement the suggestions we received after the 1989 WRTC at Frazier Park.*

Ride & Tie Association:

Just a short note to thank everyone for all the hard work put in for this years World Championship. I enjoyed my first ever ride and tie although I was sorry that Kathy, my better half, wasn't able to successfully defend her title.

As a volunteer for some races here in San Diego it's helpful to get feed back on the pluses and minuses. The people, area and competition were all highlights. The lack of mileage markers and the pre race meeting were both downers. The biggest disappointment was the waiting for dinner for over an hour only to be told it would be another 30-45 minutes before the salmon would be ready. Not acceptable. I'd also suggest to future race directors that they ask for additional help/volunteers to do last minute things up to race day. We could have helped with mileage markers for the week we were up there prior to race day.

Thanks,  
Gerry Appleby

*Editor's Note: It was planned to have race markers on the course. Unfortunately they did not get put out due to a shortage of volunteers. People did state after the race that they would have helped put up mileage markers*

## LETTERS FROM THE MEMBERSHIP

*but that did not get communicated to the Race Director. We appreciate all offers of help and we will advise future Race Directors to solicit help at the race site if it is needed. This will provide those individuals that want to help the chance to do so.*

*The Championships, for many years, even under Levi Strauss, were run without mileage markers, as most veteran ride and tiers know.*

*The race management regrets the wait for the salmon dinner which occurred because of it's uniqueness. Fresh whole salmon was barbecued on stakes for all to see by the local Indians. The spirit of ride and tie has always meant that we are willing to try new or different things and unfortunately in this case it created an unanticipated wait for some at dinner. We encourage all participants to treat the dinner/awards banquet/dance as a multi hour get together, to talk with friends and enjoy their repast in a relaxed and comfortable setting.*

Hi Wayne,

I wrote the enclosed piece for the next "Ride & Tie Journal" if you and the board think it would be helpful.

I'm not grinding my own ax here though most people, including Jim Steere, think I earned a completion buckle. (Without mileage markers and a knowledge of the course my alternative were limited and we did go the distance!) I am concerned, however, about the sports future as, I'm sure, you are.

Use the letter if and as you think appropriate.  
Don Jacobs

### IN A BOX UNDER THE TENT

by Don Jacobs

During the Eureka Ride & Tie, I ran behind a lady wearing a shirt that read: "The determination of an heroic effort will be remembered in the heart and mind long after the success or failure is forgotten." She turned off to untie her horse before I could read the name of the author, but I thanked her for the inspiration.

I think this statement applies to our sport in many ways and it's truth has created the mystique of the event now known as the "World Championships". But with the abandonment of Levi Strauss, a new aspect of this concept has evolved. Now the "determination of a heroic effort" also has to do with putting the race on as well as racing it or finishing it.

The Ride & Tie Association and family can already be applauded for it's efforts and determination, but we have not yet reached the "heroic" level rivaling that of it's competitors. Yet, if our sport is to continue, this may be necessary. If our

effort is no greater than the average local endurance ride, the magic of the "World Championships" could disappear.

Take for example, the task of placing mileage markers on the trail. In Alturas, the "heroic" efforts of Jack Garnett the night before the ride showed the relative importance of having accurate distances indicated on the trail. This year, their absence also showed their importance. Several teams got lost and stayed lost on ribboned trails, not knowing an accidental cut off caused them to jump five miles out of sequence. Robyn Root asked a monitor how far it was to the vet check so she could pace her run to the max. The monitor underestimated and Robyn, a top runner who had studied the course, hit the wall. Even Chuck Stalley, one of the legends of heroic efforts, might have avoided his difficulty if previous mileage markers had been placed on the opening stretch.

It's easy to criticize and no one is saying it's easy to put on a World Championship event. And I know this article may put pressure on future ride organizers. But it can be done, even without Levi Strauss. Emmett Ross's efforts in last year's event fit the quotation I think. So let's all use the traditional ride and tie effort to help assure that our World Championship continues to inspire.

And, yes, it will take an heroic effort for Chuck to want to put on the race next year, but we all know he is up to it when he remembers what he needs to remember and forgets what he needs to forget.  
Don Jacobs

*Editor's Note: Don Jacobs is an old friend of mine and a veteran ride and tier. Unfortunately his team was disqualified for not only missing a significant portion of the trail, but more importantly, one of the team members and their horse did not go through vet check #1. In reference to Don's statement that Dr. Steere said he would have given him a finish, I discussed this with Dr. Steere. Dr. Steere was unaware that Jacob's team, in not covering the course did not go through vet check #1. Since their horse did not go through the vet check the race management regrettably felt no finish could be awarded. Our goal is for everyone to finish.*

*As far as his "heroic efforts" comment, I would humbly suggest that only "heroic efforts" by Steve and Aileen Shaw, Robin, myself and many others are keeping the sport of ride and tie, and the Championship race alive. It has been a total volunteer effort because of our fledgling status, and the lack of funds. The amount of work to be done is incredible.*

## 1990 NATIONAL POINT CHAMPIONS

These are the 1990 year end standings for the National Point System as compiled by the Point System Chairman, Rick Appleton. These results reflect the points as accumulated from the following sanctioned ride and ties: R&R, Mountainside, Speed and Steed, Big Creek, Trail Digest, Humboldt, World Ride & Tie Championship and Cuyamaca.

Questions concerning the scoring should be addressed to Rick "Maddog" Appleton at 415-898-6389. There has been some very friendly competition in this our second year of the point system. The purpose of the point system is to encourage more participation at the smaller rides and also as a way to recognize those individuals who ride and tie all year long. They are very important to the sport, as they provide the link to the World Ride & Tie Championship. You must have been a member of The Ride

& Tie Association prior to July 15th to be eligible for the point system competition. If you participated in a ride that wasn't sanctioned, then the race management did not request sanctioning for their race. We encourage all ride and tie race managers to sanction their event. It will hopefully increase their turnout and provide support for the Association and the sport of ride and tie. Requests are going out at this time to all ride and tie managers, requesting that they get sanctioning for their event.

We will be recognizing our National Champions at a banquet at John Ascuaga's Nugget in Reno, Nevada on the evening of March 1, 1991. See the article on the following page for details.

The ride and tiers listed below spent a lot of hours riding and tying to become the 1990 National Champions. Congratulations to all!

### INDIVIDUAL STANDINGS (Top twenty individuals)

1. Tom Johnson	884	8. Chuck Stalley	541	15. Pat Browning	400
2. Dave Andreotti	732	9. Chris Turney	532	16. Lon Clearwaters	393
2. Jim Howard	732	9. Marcee Keller	532	17. John Hodge	352
4. Mark Richtman	685	11. Robyn Root	508	18. Gino Pomilia	335
5. Wayne Hinrichs	589	11. Jon Root	508	19. Mike Longero	312
6. Gary Polhill	573	13. Kim Schuarer	490	20. Jim Arquilla	309
7. Chris Knoch	553	14. Marcia Smith	452		

### TEAM STANDINGS (Top five each division)

Man/Man Division		Man/Woman		Woman/Woman	
1. Andreotti/Howard	543	1. Root/Root	410	1. Bartley/Margulis	324
2. Stalley/Johnson	338	2. Keller/Turney	368	2. Tiscornia/Smith	297
3. Richtman/Schuarer	312	3. Wagner/Wagner	189	3. O'Connor/Sherfey	157
4. Pomilia/Knoch	309	4. Butrovich/Maas	118	4. Jepsen/Pokrajac	142
5. Clearwaters/Arquilla	272	5. T.Hinrichs/R.Hinrichs	110	5. Dickerson/Mechals	99

### MILEAGE STANDINGS (Top twenty based on mileage)

1. Dave Andreotti	179	11. Chris Turney	147	19. Jane Margulis	117
1. Jim Howard	179	11. Marcee Keller	147	19. Terry Pintane	117
2. Pat Browning	174	11. Mark Richtman	147	19. Paul Rink	117
2. Robin Hinrichs	174	11. Chris Knoch	147	19. Chuck Stalley	117
2. Wayne Hinrichs	174	15. Rick Appleton	142		
2. Tom Johnson	174	15. Tim Hinrichs	142		
2. Marcia Smith	174	17. Warren Hellman	124		
8. Mike Longero	167	17. John Osterweis	124		
9. Jon Root	149	20. Mo Bartley	117		
9. Robyn Root	149	20. Lon Clearwaters	117		

### HORSE STANDINGS (Top Ten)

1. Scooter (Dave Andreotti)	710	6. Taylor (Lon Clearwaters)	393
2. Rushcreek Mouse (Bernice Kalland)	635	7. Zubeini (Kim Schaurer)	387
3. Joe Wee (Gino Pomilia)	541	8. HRA Raji's Star (Wayne Hinrichs)	352
4. E.F. Fanci Flite (Chuck Stalley)	539	9. Sur Abel (Ralph Wadsworth)	338
4. Grab (Dave Andreotti)	394	10. Saber (Mary Tiscornia)	311

# 1991 Ride & Tie Schedule

## (PARTIAL SCHEDULE)

### March 30

4th Annual Bay Area Ride & Tie  
Marin County, North of S.F.  
7/13/18 miles  
(Practice only, not a race, for  
novices, and veterans)  
Wayne Hinrichs  
1865 Indian Valley Road  
Novato, CA 94947  
415-897-9044

### March 31

R & R Ride & Tie  
Bob Lyons  
351 Knob Hill  
Eagle, Idaho 83616  
208-939-6820

### April

Mountainside Ride & Tie  
Redding, California  
15/25 Miles

### April

Wildflower Ride & Tie  
Southern California  
20+ miles  
Vern and Marge Biehl  
P.O. Box 12  
Lake Hughes, CA  
805-724-1060

### May 5

Speed and Steed Ride & Tie  
San Jose, CA  
11/23 miles  
Rick Appleton  
1851 Indian Valley Road  
Novato, CA 94947  
415-898-6389

### May 12

Prineville Ride & Tie  
Prineville, Oregon  
20 miles  
Lew Hollander  
P.O. Box 100  
Redmond, OR 97756  
503-382-7846

### May 19

Big Creek Ride and Tie  
Davenport, CA  
30 miles  
Lud and Barbara McCrary  
330 Swanton Road  
Davenport, CA 95017  
408-423-4572

### June

Glacier Trails Ride & Tie  
25 miles  
Wendy Maas  
1530 Highway K  
Hartford, Wisconsin 53027  
414-673-4218

### June

Trail Digest Ride & Tie  
Gardnerville, Nevada  
25 miles  
Cliff and Cathy Lewis  
P.O. Box 2864  
Minden, Nevada 89423  
702-265-5641

### June 22

Lightfoot Ride and Tie  
Morgan Hill, CA  
10/20 miles  
Skip Lightfoot  
970 Blossom Hill Road  
San Jose, CA 95123  
408-779-4243

### July 13

1991 World Ride & Tie  
Championship  
Taylorsville, CA  
The Ride & Tie Association  
1865 Indian Valley Road  
Novato, CA 94947  
415-897-1829

## OTHER RUNNING AND RIDING EVENTS FOR RIDE & TIERS

### **EHRA BIATHLON**

Karyne Zontelli and Ingrid Shattuck have scheduled the EHRA running and riding biathlon for January 26, 1991. Held in Agoura, CA north of Los Angeles, this unique event is usually won by a ride and tier. You may compete as an individual or team. The first leg is a 25 mile horse race and with second leg a 10 mile run. Entries are limited to 50 competitors. For information call Karyne at 818-889-7228 or Ingrid at 805-495-2248 or write: EHRA, Box 63, Agoura, CA 92301. Paid entries must be received by January 22, 1991.

### **LIGHTFOOT/ALMADEN TRIATHLON**

On April 20, 1991, Skip Lightfoot, veteran ride and tier will be putting on this exciting and fun filled event. A triathlon, this race uses the horse instead of the swim for one of its three legs. The three legs of the race are; an eight mile run, a twenty two mile bike ride and an eighteen mile horse race. There is a banquet and a band for dancing after the race. Prize money and merchandise total \$7500. For information: Skip Lightfoot, 970 Blossom Hill Road, San Jose, CA 95123 Phone:408-779-4243

## NATIONAL AWARDS BANQUET SET FOR MARCH 1ST IN RENO

We will be holding our second annual mid winter awards banquet get together at Reno, Nevada on March 1st to honor our National Point Champions for 1990. This will be occurring at the same time as the American Endurance Ride Conference Convention which can be a very educational forum. The AERC convention also has vendor booths and The Ride & Tie Association will be there. If you plan on attending and want to stay at John Ascuaga's Nugget you should make reservations no later than January 15th. (800-648-1177). Banquet reservations, \$20 per person, should be made with the Association as soon as possible. We have limited seating. After the banquet we all go dancing. It's a lot of fun.

### Ride and Tie Products for Sale

We have a limited supply of T-Shirts from this year's World Ride & Tie Championship. They have this year's race graphic on the front and the course map on the back. They are white with some blue and brown in the graphic. They are Hanes Beefy Ts and very nice. We have them in long and short sleeve. We also have a few hooded sweatshirts. First come, first served.

Short sleeved T-shirts	\$10.00
Long sleeved T-shirts	\$12.00
Hooded sweatshirts	\$20.00
Bumper Stickers	\$2.50
Coffee Mugs	\$5.00

1989 World Ride & Tie Championship VHS tape from Tatum Video \$20.00

Add \$2.50 shipping on each order.

We also have long sleeve T-shirts from the 1989 Championship for sale at giveaway prices because they are available only in extra large and small. This shirt features a horse and runner on the front and a graphic on the back "19th Annual World Ride & Tie". These are available for a discount price of \$5.00.

### COMMITTEES

We have several committees which need a Chairperson. We need your help!. Without your help we cannot carry on the sport of ride and tie. Check the list below and sign on for the committee you feel you can help. The committees listed below are the ones that need both a Chairperson and volunteers. They would certainly appreciate any help you can give them.

**Awards Committee:** responsible for deciding on award categories, soliciting merchandise for awards, and presenting awards at 1991 WRTC.

**Sponsorship Committee:** responsible in

conjunction with the Association to find a major sponsor for the Championship event.

#### **The Journal Of The Ride And Tie Association**

**2Editor:** responsible for editing, layout, writing and soliciting material for the Association's periodical.

**Publicity Committee:** responsible for all media publicity surrounding the Championship event, distribute press releases, and recruit periodicals to publish stories on the ride and tie.

#### **Other Established Committees:**

**1992 Race Site Committee:** Vern and Marge Biehl-Chairpersons 805-724-1060

**Membership Committee:** Mike Jepsen-Chairman 805-434-2122

**Hall of Fame Committee:** Russ Kiernan-Chairman 415-388-7919

**Insurance Committee:** Steve Shaw-Chairman 408-685-3436

**Veterinary Committee:** Dr. Jim Steere 707-763-1972

## Pro Novice Events Scheduled for 1991

In an effort to bring new people into the sport of ride and tie, The Ride & Tie Association will be providing awards for two Pro Novice events in 1991. An established ride and tie (one in the spring and one in the fall) will be selected to be the hosts for this event. The Pro Novice awards will be given in addition to any awards that the ride may be giving, thus all teams will also be eligible for open division awards. The criteria for eligibility for the Pro Novice awards are:

1. One partner of the team must be novice. A novice being defined as someone who has never done a ride and tie of any kind.

2. At least one member of the team must be a member of the Association at the time of the race. We plan on offering very nice awards for these events to attract teams to the Pro Novice category. Ideas?? Call us! This category could be a lot of fun.

### Attention All Hemingways!!!

*Do you like to write? Have a story to tell about your first ride and tie? An interesting experience that no one can believe. Did you find out that the rigorous aspect of ride and tie gives you new insight into life? If so, send us your story for The Journal of the Ride and Tie Association. We want to hear what you have to say. Letters, whimsy, and artwork gratefully accepted.*



## 1991 World Ride & Tie Championship

### *High Sierras Selected As 1991 Race Site For The WRTC*

The 1991 World Ride & Tie Championship event has been scheduled for July 13th at Taylorsville, CA, approximately eighteen miles north of Quincy. Most of the race will be held in the Plumas National Forest, with the start and finish occurring at the rodeo grounds near Taylorsville. Taylorsville is a very small town on the edge of a large valley called Indian Valley.

The campsite is next to the rodeo grounds which will be the site of all activities. A river is close by with good fishing. There are horseshoe pits, and tennis courts at the campsite. A golf course is located less than three miles away. There is great fishing throughout this area, most notably at Lake Almanor, about twenty miles away. This is a great vacation area.

The course promises to be challenging and is being laid out by Chuck Stalley. Starting elevation for the race will be 3670 feet and go as high as 8000 feet. The race will be run on mostly old logging trails, some fireroads and some trails.

Race Director will be Judy Haulman, assisted by Chuck Stalley, Chris Knoch and other volunteers.

Country living describes this area and the atmosphere of this race location. As Jeff Herten so aptly put it in his story on this year's WRTC, it will definitely be a "Gathering of the Clan" at next year's World Ride & Tie Championship. Make plans on attending now.

### MEMBERSHIP INFORMATION

Our mailing list continues to grow but payment of dues to the Association continues to be slow. Membership dues are our major source of funding and we need everyone to contribute to keep our organization strong and active. This year we are instituting a couple of trial programs to try to enlarge our membership and encourage old members to rejoin.

1. Ride and tiers who pay their membership dues by February 1st will get a \$10 discount on a single membership and \$15 discount on family membership.

2. Anyone who signs up a new or returning member will receive a newly designed ride and tie bumper sticker.

3. Members in good standing will pay a reduced entry fee at the 1991 World Ride & Tie Championship.

### MEMBERSHIP SIGN UP CONTEST

As an added incentive to increase our membership and encourage existing members to get new people to join, we are going to have a membership sign up contest for 1991. Prizes will be awarded to those individuals signing up the most new and returning members. You must be a member of the Association to participate in the contest.

1. The person who signs up the most new and returning members by July 1, 1991 will receive a 19" Color TV.

2. The person who signs up the second highest amount of new or returning members will receive a Gore Tex running suit.

3. The awards will be presented at the 1991 World Ride & Tie Championship.

4. To get credit for members you sign up, the new or returning member that you want credit for must put your name in the blank "where did you hear about the Association?", on the membership sign up form. Alternatively, they can identify you as the person responsible for getting them to join the Association.

5. For membership sign up forms either contact the Association, or copy the dues membership form on the back of The Journal of the Ride and Tie Association.

The contest starts immediately. The membership year runs from January 1st to December 30th, so everyone will be due to submit their dues in December or January. We encourage everyone to participate whether you sign up one member or one-hundred. With a little effort from everyone, we can increase the membership and get more people involved in our sport.

### ATTENTION!!

It's that time of year again when the sport of ride and tie needs your financial support. The Ride & Tie Association needs funds to operate. As with any organization we have office expenses, advertising costs, publication costs, and the ongoing expense of trying to get a major sponsor for The Ride & Tie Championship. Membership dues are now paid for the fiscal year of January 1st through December 30th. If you joined the Association the last three months of 1990, your dues will apply to 1991. Otherwise dues are payable for all members as of January 1st. The sport of ride and tie needs your support.

## Man/Woman Teams Top the Field at Cuyamaca Ride & Tie

### Gary and Dana Polhill Set the Pace

Man/woman teams finished in 1st and 2nd place to best the field at the Cuyamaca Ride & Tie in San Diego on November 3rd. It was thought to be the first time that a man/woman team had gone one-two in a major ride and tie.

Gary and Dana Polhill took top honors with Jon and Robyn Root a close second. Dana Polhill who missed the Championship this year because of the birth of their second child showed she is back with an outstanding performance.

In a knock down "go for it" race the Polhills duked it out with the Roots over the arduous 33 mile course. The Polhill's were using Bernice Kalland's horse "Rushcreek Mouse", the same horse that had carried Gary Polhill and Dan Barger to a first place finish in this year's World Ride & Tie Championship. The Roots were using Emmett Ross's horse "Freeway", which they had ridden to a 10th place finish in the 1990 WRTC. These two teams were in sight of each other for the entire race. In the end the Polhills were across the finish line first. The Roots were hot on their heels, getting beat by less than three minutes. Coming in third and the first man/man team was Dave Andreotti and Jim Howard riding Dave's horse, "Scooter".

First in the woman/woman division, sixth overall and exhibiting the toughness they demonstrated in winning the 1990 WRTC Woman's division was Marcia Smith and Mary Tiscornia riding "Saber".

The Cuyamaca Ride & Tie was under new management this year as Kathy Appleby took over the Race Director's job from Ralph Walker. Assisted by numerous volunteers, Kathy and company put on a great race. The course was well marked and the vet check very ably run by Jim Steere and his son Robert who is now a veterinarian practicing in central California.

Master of ceremonies, lending support and encouragement to all was Bud Johns, father of ride and tie.

Cuyamaca Ride & Tie was celebrating its tenth year. It was a typical, friendly, ride and tie with plenty of camaraderie as the competitors mingled with friends they hadn't seen since the WRTC. A huge fireplace provided a warm place for an exchange of lies, if only, and "I can't believe I didn't see the horse tied there" comments. A new record was set by one of the teams whose horse got loose, not once, but twice!! They shall remain anonymous for obvious reasons. Another team was making perfect ties but on the wrong trail which made for a long race for them. All in all an exciting and fun filled event.

### Finishing Results

1. Polhill/Polhill	M/W 1	3:26:24
2. Root/Root	M/W 2	3:29:01
3. Andreotti/Howard	M/M 1	3:42:03
4. Callen/Woods	M/M 2	3:59:03
5. Browning/Johnson	M/M 3	4:12:22
6. W.Hinrichs/R.Hinrichs	M/W 3	4:13:48
7. Tiscornia/Smith	W/W 1	4:13:52
8. Fesler/Johnson	M/M 4	4:28:12
9. Hellman/Osterweis	M/M 5	4:31:06
10. Klopfer/Muetzel	M/W 4	4:35:22
11. Christophk/McLaren	M/M 6	4:39:25
12. Matheson/Taylor	M/M 7	4:52:00
13. Mornell/Sherfey	W/W 2	4:54:16
14. Foster/Foster	M/W 5	5:08:47
15. Appleby/Kirk	M/M 8	5:12:12
16. Teaby/Jennifer	W/W 3	5:12:15
17. Hillberg/Perry	W/W 4	5:28:24
18. Jepsen/Pokrajac	W/W 5	5:38:01
19. Mills/Mills	M/W 6	5:38:12
20. Sanders/Sanders	W/W 6	6:37:30

Best Condition-"Scooter" owned by Dave Andreotti  
Best Halloween Costumes- Foster/Foster as Superman and Superwoman

**PONY EXPRESS**  
ENDURANCE TACK



*"Quality Tack  
for the  
Serious Rider"*

BRIDLES ■ REINS ■ CRUPPERS  
BREAST COLLARS ■ LEG WRAPS  
HEALTH CARE PRODUCTS

CUSTOM WORK TO YOUR SPECS

**Judy Haulman**  
P.O. Box 1296 Foresthill, California 95634

Catalog Available


(916) 367-2330 (1-800-445-8225)


# THANK YOU!!

The Ride & Tie Association would like to gratefully acknowledge and thank all the sponsors from this year's Championship race. Their generosity and contributions to the awards are greatly appreciated. We encourage our membership to patronize our supporters and advertisers.

<p><b>PATAGONIA</b> Patagonia Mail Order, Inc. 1609 W. Babcock Street, Dept 600 C, P.O. Box 8900, Bozeman, MT 59715 1-800-638-6464 Specializing in outdoor sports clothing</p>	<p><b>GRIFFINS</b> Henry Griffin-Owner 881 Lincoln Way Auburn, CA 95603 916-885-2183 Specializing in endurance tack</p>
<p><b>STEVE GONZALES SADDLERY</b> Steve Gonzales-Owner 210 Golden West Ojai, CA 93023 1-805-646-2982 Specializing in saddles</p>	<p><b>ROYAL RIDERS</b> Mike and Mary Barger-Owners 120A Mast Street Morgan Hill, CA 95037 408-779-1997 Specializing in horse blankets</p>
<p><b>PONY EXPRESS</b> Judy Haulman-Owner P.O. Box 1296 Foresthill, CA 95634 1-800-445-8225 Specializing in endurance tack</p>	<p><b>FLEET FEET SPORTS</b> Valerie Doyle-Owner 1528 Bananza Street Walnut Creek, CA 94596 415-943-6453 Specializing in running apparel</p>
<p><b>PHELAN'S</b> Patti Phelan-Owner 184 Schoonmaker Point #64 Sausalito, Ca 94965 415-332-6001 Specializing in endurance tack</p>	<p><b>NOVATO HAY/FIREWOOD SALES</b> Roy McNutt-Owner 7533 Redwood Boulevard Novato, CA 94947 415-898-2395 Specializing in hay and firewood</p>
<p><b>SKYHORSE SADDLE CO.</b> Loren and Lisa Skyhorse-Owners 101 Skyhorse Lane Trinidad, CA 95570 707-677-3222 Specializing in saddles and leatherwork</p>	<p><b>MARK PACK WORKS</b> Phil Mark-Owner 230 Madison Street Oakland, CA 94607 415-452-0243 Specializing in runner's water belts</p>
<p><b>SIMON'S WOODCRAFT</b> Susan Simons-Owner 1727 Calpella Court Petaluma, CA 94934 707-769-8717 Specializing in fine woodwork</p>	<p><b>GOODYEAR TIRE</b> Skip Lightfoot-Owner 970 Blossom Hill Road San Jose, CA 95123 408-226-0745 Specializing in automotive tires</p>