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LAURA CHRISTOFK, EDITOR

Two People, a horse and... **A CREW!!**

Written By Jennifer Oltmann

There is much more to crewing for a ride and tie team than hauling around horse blankets, lawn chairs and water buckets. A ride and tie crew is, among other things, a team of mathematicians and strategists. A good crew is one that can orchestrate the time-sensitive, vet-check transition between three athletes — the two runners and the horse. Each member of the ride and tie team has specific needs, and seeing to those needs within the frame of sometimes only a few minutes is crucial to the team's synchronicity. Any experienced crew person will tell you that the race is as much a game of strategy for the crew as it is for the racers, and what happens in a vet check can make or break a team.

There is some difference between crewing for a top team and crewing for a team that is just out there to do well and finish. Teams running in the front won't spend any time in the vet checks, says Leah Mirsch, who has been crewing since 1981 and has also competed in more than 20 ride and ties. Middle-of-the-pack teams, on the other hand, will take time to eat or drink, and may even sit down for a minute. Therefore, the crew has more time to take care of the horse.

So what arithmetic must a crew do? First — and most obvious — is taking the horse's pulse. Don't take it for a minute because that wastes time. Take it for 15 seconds and then multiplying by four. This may sound simple, but doing it cor-

rectly and quickly is crucial. It is of great importance, advises Leah, to get it down *before* the event.

"If you don't know how to do P & R's, have an experienced person show you how to do it, and learn it ahead of time," says Leah. "Don't be afraid to ask someone, even in a vet check, so long as they aren't busy with a horse."

There's still more math to do. Try calculating this: Based on the pace of your team, the distance they have to travel to the first vet check and the distance that you have to travel to get to the same place, how much time do you have to get there and get set up before they do?

If you are crewing for the kind of record-breaking teams that Vicki Richtman has been crewing for during the past 12 years, then you'll know that the answer is NOT MUCH TIME! Vicki crews with the speed and precision of a formula car pit crew. She has to, because she crews for some of the fastest teams in ride and tie. Vicki has probably set some speed records of her own getting to the vet checks before her team. "I usually have to leave before the start of the race if I'm going to get to the first vet check in time," she says.

According to Vicki, what's most important is to be completely set up before the team comes in. "First, I find out where the vets are. Then I judge the weather

Continued on Page 2

Association Board Meetings

The Association's Board of Directors met on January 28th for its quarterly meeting. Here are some of the key decisions made during the meeting:

- The ride & tie season will last from January 1 to December 31. Sanctioned events within a region will be two weeks apart for the health of the horses and to encourage participation in all sanctioned events.
- Feedback on the proposed dates of the Championship through the year 2000 will be solicited from members in the March *Journal*. Final dates will be determined at the April 28th meeting.
- Starting the 1996 season, an amateur is defined as someone who has completed no more than 2 sanctioned races nor has completed a World Ride & Tie Championship. [Here are some examples: Joe Runner has completed two sanctioned events and never completed a WRTC. He is still an amateur. As soon as he completes his third sanctioned event or completes a WRTC, he is a pro. Jennifer Runner has only completed one sanctioned event, a WRTC. She is now a pro.]

The next Board meetings are April 28th (Curt Rifle's home at 10 AM) and July 11th (WRTC).

CAHUILLA HEIGHTS

The Cahuilla Heights Ride & Tie, Held March 30 under the leadership of David and Arlene Foster and family, is definitely a "don't-miss" race. Talk about outstanding organization, attention to detail and hospitality -- these Desert RATS know how to put on a ride and tie!

My seven hour van ride from the Sacramento foothills with two kids, a dog, two cheesecakes and Elaine Ruprecht (en route to her R&T partner/brother-in-law Tom) was an easy, nearly all interstate trip. Clear directions and helpful signage took us directly to the race site -- hilly, wide-open desert with large rock outcroppings, small-leaved brush and circling turkey vultures. A ride & tier from the greener north might immediately get a little anxious about the availabilities of ties, water and shade. But, later that night, David Foster put our minds at ease about running and riding in this desert environment that we soon came to appreciate.

To our delight, there was a Friday night dinner "on the house". Giant portions of homemade spaghetti were accompanied by bread, salad and refreshments. Plus, the Desert RAT folks contributed tons of really delicious desserts. While we were stuffing our faces and enjoying each others' company, David Foster described this first-class race; trail ribbons every 1/10th of a mile (conscientiously strung from clothes pins for easy collection and reuse), plenty of human-made ties where natural ones may be scarce, water and snacks along the course for one's dining pleasure and lot's of horse water. No kidding! Competitors and crew were given a clear picture of the course geography, what to expect at the vet check and how a handicap race works. A giant fire kept us all warm under one of the most clear night skies I'd ever seen, while Cindy Foster and helpers were thoughtfully hanging glow-sticks off stop signs and road signs to assist after dark arrivals.

Coyotes sang to the comet from a comfortable distance away.

A cheery wake-up call got the race morning in motion. With a short privy line, plenty of horse and human water, shade, and private alcoves for bathing, this "primitive" campsite was not uncomfortable. In fact, the absence of park rangers and regulations on this privately owned land was refreshing and more than made up for any camping "inconveniences."

The (unusually) civilized start took an hour; the race was "handicapped: releasing teams from anticipated slowest to anticipated fastest every five minutes. Each team's start, vet in/out, and finish times were recorded and overall time calculated to determine the completion order. There was a large greaseboard at the starting line used to note and publicize this information. Lots of planning, organization and volunteers allowed the Fosters to do the race they worked so hard to put on for others. Volunteers were pleasant and reliable. (Competitors come into the vet

check close together in a handicapped race so David and Arlene promise to have an additional vet next year. Knowing the Fosters, that addition will be accompanied with some well-thought-out logistics to making vetting in and out as efficient as possible for competitors and crew.)

Teams finished relatively close together with Dan Barger and Gary Polhill finishing first overall. A noon lunch awards ceremony gave everyone time to care for horses, exchange war-stories and freshen-up before yet another complimentary spread of food for competitors and crew... and still time to get home before dark. We devoured grilled chicken, hamburgers, salads, chips, drinks - you name it - and more Desert RAT desserts. As with the previous nights meal, there was a separate bag for can recycling that people gladly used.

CAHUILLA HEIGHTS

Long Course - 26 Miles

1	Dan Barger	Gary Polhill	2:35
2	Steve Becker	Vince Balch	2:46
3	Kathy Appleby	Jon Priest	2:55
4	Lon Clearwaters	Jon Root	2:55
5	Garrett Ford	Lisa Ford	3:05
6	Gerry Appleby	Rufus Schneider	3:10
7	Tom Gey	Elaine Ruprecht	3:14
8	Bob Edwards	Cody	3:16
9	Jonathan Jordan	Diane Danitz	3:24
10	Laurie Snow	Gayle Snow	3:26
11	Arlene Foster	Cindy Foster	3:34
12	Carl Hill	Lennea Hearst	3:40
13	David Foster	Brian Carlson	3:43
14	Mike Bustillos	Ellen Drucker	3:46
15	Anita Parra	Rithann Conklin	4:42
16	Ken Lyon	Nicki Blain	4:53

Short Course - 10 Miles

1	Robin Tustison	Penny Deary	1:26
2	Jodie Harvey	Diane Villescaz	1:38
3	Chris Bradley	Chris Derr	1:42
4	Julie Siordia	Rebecca Prichard	1:53
5	Sydney Vale	Alina Vale	2:02

Endurance Ride - 26 Miles

1	Danielle Haahr	3:24
2	Gina Collier	3:24
3	Kim Noble	3:29
4	Billy McGovern	3:40
5	Brenda Haahr	3:40

MOUNTAINSIDE

Long Course - 25 Miles

1	Dennis Rinde	Jim Howard	2:21
2	Dave Andreotti	Jon Root	2:22
3	Warren Hellman	John Osterweis	2:26
4	Dan Barger	Mike Lynch	2:27
5	Steve Shaw	Laurie Riebeling	2:33
6	Steve Becker	Marcee Keller	2:36
7	Suzanne Andreotti	Alison Millhollen	2:42
8	Tom Guy	Elaine Ruprecht	N/A
9	Jeff Windeshausen	Tony Brickel	N/A
10	Lorrie Snow	Gayle Snow	N/A
11	Tom Christofk	Chris Turney	N/A
12	Tim Hinrichs	Shellie Hatfield	N/A
13	Arlene Foster	Cindy Foster	N/A
14	Jon Shilling	Greg Fellers	N/A
15	Chris Knoch	Cheryl Knoch	N/A
16	Pat Browning	Steve Anderson	N/A
17	Gary Webb	Ellen McCrary	N/A
18	David Foster	Rebecca Foster	N/A
19	Laura Christofk	Melissa Ribley	N/A
20	Ramey Strand	Cynthia Peticolas	N/A

Short Course - 12 Miles

1	Michelle Andreotti	Casey O'Brian	N/A
2	Torrea Snow	Tracy Snow	N/A
3	Kelly Hughes	Chris Johnson	N/A

Shared by Marcee Keller

Despite being sicker than a dog (it was those race morning pancakes, Dave!) David announced the finishers and gave out nice T-shirts and awards. New faces served as testimony to the Fosters' diligent efforts to train and support new ride & tiers. It was obvious this race was directed by people who really know the sport of ride & tie, and genuinely care about the individuals and the horses who participated. If you like the sport of ride & tie you'll love the Cahuilla Heights Ride & Tie.

MUSTANG CLASSIC - 25 Miles

1	Dennis Rinde	Lew Hollander	Smidgeon	2:32
2	Steve Becker	Marcee Keller	Bashe	2:42
3	Susanne Andreotti	Allison Millhollen	Grab	2:45
4	Robert Eichstaedt	Chris Snell	Silver Fox	2:50
5	Dave Tarpinian	Gabrielle Mann	Samurai	2:58
6	Don Betts	George hall	Gavilan	3:04
7	Arleene Foster	Cindy Foster	Allegra	3:07
8	Dave Foster	Carl Hill	Dollar	3:09
9	Dale Roush	Michelle Roush	Molly	3:18
10	John Osterweis	Warren Hellman	Joe	3:28
11	Gary Webb	Ellen McCrary	Zebb	3:29
12	Lorrie Snow	Gayle Snow	Maverick	3:30
13	Pat Browning	Steve Anderson	Willy	3:38
14	Bob Edwards	Kathy Kelly	EC Ultraviolet	3:42
15	Bill Logan	Diane Logan	Kalua	4:22
	Curt Riffle	Skip Lightfoot	Court Decision	DNF

IT'S A COOL RIDE & TIE - PRO AM

Long Course - 22 Miles

1	Dave Andreotti	Tom Johnson	Scooter	2:23
2	Steve Becker	Mark Richtman	Eli	2:29
3	Jon Root	Scott McIntosh	Balou	2:40
4	Gary Ceragioli	Kathy Ceragioli	Cody	2:45
5	Paul Rink	Chris Turney	Bezane	2:46
6	Susanne Andreotti	Allison Millhollen	Grab	2:53
7	Dave Tarpinian	Summer Tompkins	Macho	2:56
8	Tom Gey	Elaine Ruprecht	Freedom	3:02
9	Pat Browning	Dennis Rinde	Zeb	3:07
10	Teri Rose	Luann Wisniewski	Kaadence	3:08
11	Cindy Foster	Diane Danitz	Tony	3:09
12	Tom Christofk	Lon Clearwaters	Zephyr	3:18
13	Dale Roush	Michelle Roush	Molly	3:24
14	David Foster	Michael Hearst	La Fara	3:20
15	Tony Brickel	Jeff Windeshausen	Boe	3:28
16	Warren Hellman	John Osterweis	Joe	3:35
17	Don Betts	George Hall	Gavilan	3:38
18	Curt Riffle	Russ Broaddus	Court Decision	3:44
19	Dutch Widler	Becky Widler	Reina	3:50
20	Gary Webb	Ellen McCrary	Scots Bilexiio	3:59
21	Laura Christofk	Jenine Windeshausen	Cid	4:11
22	Marcia Jeppson	Juli Todd	Raudi	4:13
23	Arleene Foster	Nita Browning	Linda	4:15
24	Jonathan Jordan	Nicola Blair	Quake	5:05

CLIFTON HORSE SOCIETY

Long Course - 20 Miles

1	Ron Kulik	Lachlan Leach	WillieBe A Star	2:08
2	Kathy Broaddus	Katherine Williamson	Au Jus	2:10
3	Rich Maxwell	Rob Russo	Aris Dusty Shadow	2:18
4	Roy Whitman	Lani Newcomb	Fleet Admiral	2:33
5	Jean Lichtenberger	Janice Haug	Timber	3:20
6	Sharon Payne	JAne Naramon	B.R. Sweetwater	3:33

Short Course - 13 Miles

1	Alex Laughlin	Bret Van Vranken	Bronson	1:37
2	Jim Bradford	Sue Booth	Diddley Squat	1:42
3	Gene Fisher	George Constantz	Portrait	1:45
4	Pat Brescia	Judy Brescia	Blue Ridge Tiger	1:45+
5	Ann Crandal	Zoe Sollenberger	Magic Aquarius	1:46
6	Mark Lovecky	Bahe Rock	Cloud	2:09
7	Neil Hutt	April Sullivan	Max	2:40

Very Short Course - 6 Miles

1	Mike Krens	Rick Krens	Rainbow	:36
2	Anna Bradford	Janet Creveling	Berry	:36+
3	John Barrett	Dan Stanley	Mr.Peppers	:40
4	Wilma Kime	Steve Kime	Epinikion	:42
5	Susan Trader	Jill Lundergan	Bruno	:45
6	Ian Reese	Laura DeAngelo	Comanche	:46
7	Jennifer Bonometti	Jessica Bonometti	Lil Rascal	:49
8	Mary Jean Smith	Ann Hathaway	Desiree	:50

QUICKSILVER - PRO AM

Long Course - 23 Miles

1	Jim Howard	Dennis Rinde	Freedom	2:13
2	Dan Barger	Kathy Appleby	Maverick	2:22
3	Jon Root	Michelle Andreotti	Balou	2:23
4	Steve Becker	Marcee Keller	Bajhe	2:30
5	Susanne Andreotti	Allison Millhollen	Grab	2:31
6	Tony Brickel	Jeff Windeshausen	Rambo	2:38
7	Robert Eichstaedt	Fran Burkell	Silver Fox	2:39
8	Michael Rapposelli	Laurie Riebeling	Mystique	2:39:17
9	Paul Rink	Tom Christofk	Bezane	2:39:21
10	Dennis Tracy	Cindy Seebode	Star	2:39:22
11	Chris Turney	Rebecca Foster	Budweiser	2:41
12	Don Roth	Tim Hinrichs	Julia's Pricce	2:43
13	Jonathan Jordan	Diane Danitz	Tony	2:47
14	Don Betts	George Hall	Gavilan	2:50
15	Dave Andreotti	Mike Brody	Scooter	2:52
16	Curt Riffle	Lisa Cody	Court Decision	2:53+
17	Blake Ridgeway	Kelly Ridgeway	Country Cuzin'	2:54
18	Gary Webb	Steve Webb	Gaffon	2:54+
19	Cody Thompson	Kathy Kelly	E.C.Ultraviolet	2:55
20	Cindy Foster	Robin Tustison	Allegro	2:56
21	David Foster	Chris Bradley	Dollar	3:05
22	Michael Bastillos	Ellen Drucker	Mickey	3:08
23	Arleene Foster	Penny Deary	Linda	3:08+
24	John Osterweis	Warren Hellman	Joe	3:17
25	Skip Lightfoot	Kim Kirkpatrick	Saguaro	3:22
26	John Hanson	Robin Klaues	Savannah	3:47
27	John Smutz	Cindy McMurray	Beny	3:56
28	Jon Priest	Kristen Flynn	Merlin	3:59
29	Steve Shaw	Mary Ben Stover	Scarlet	4:19
30	Eric Brown	Karen Spencer	Clown	4:22
31	Kathy Perry	Karen Hayes	Sumeleto	5:01

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VELVEETA CUP UPDATE

The first of four regional RAT Races scheduled for this year was hosted by the SLO RATS (San Luis Obispo Ride and Tie Society) and held in conjunction with the Quicksilver Ride & Tie. Touting the largest participation in Quicksilver R&T history the competition was fierce. Located in BAG RAT (Bay Area Gang Ride & Tiers) territory the other RAT Packs were definitely outnumbered but what the Very Cool RATS lacked in quantity they made up in quality, with Jim Howard and Dennis Rinde winning the M/M division and Susanne Andreotti and Allison Millhollen winning the W/W division giving the Very Cool RATS enough points to "take home the cheese" or in this case the wine. The gracious SLO RATS hosts provided bottles of Wild Horse chardonnay wine and an assortment of travel size goodies as awards to the participating Very Cool RAT teams.

Chris Turney was presented with a Desert RAT "traitor" T-shirt now that he has moved from southern to northern California. Commander David Foster of the Desert Rats says he will not tolerate any additional acts of treason from his ranks.

The next RAT Race will be the Big Creek Ride & Tie hosted by the BAG RATS.

New RAT Packs

Steve Becker, The Ride and Tie Association "Rookie of the Year- 1995" signed a letter to the association as Steve Becker - AZ RAT. After checking the membership list which includes the Ford's from Tuscon who are getting more and more involved with our sport I think it only fitting that the Arizona crowd be designated as an official RAT Pack. AZ RATS it is.

Yeah Canada is a big place but for now were just gunna lump em together as the north of the border CAN RATS.

Welcome our very own RATS in sheeps clothing - Black Sheep RATS in North Carolina. Go get em Barb!

SORRY, OUT OF ROOM - LOGOS IN NEXT ISSUE

Hi Laura! Let me introduce myself. I am the new president of the **Canadian Long Distance Riding Association**. Nancy Beacon, our former president, sent me her last issue of your newsletter (January-96). I want to join your association so I can help keep our members informed of up to date happenings in Ride & Tie. I would also like permission to reprint any articles I feel the members here would find of particular interest. So far we have had two ride & ties in Alberta held on Sunday after an endurance event. Both times the idea was well received and had many participants.

Happy Trails,
Joan Spiker

We're starting a new RAT Pack! Just did our first R&T the Dogwood R&T in Durham, NC and had a ball! Clearly the East Coast needs more R&T'ers - so we are trying to talk all our riding friends into running (or walking!) a bit, and we're recruiting all our running friends as well! Carol Davies and I are founders of this new Pack and since we have always been known in our own families as "black sheep", we thought it fitting for the odd assortment of physicians, fox hunters, endurance riders, our kids and other game that comprise our group. The Black Sheep RAT Pack!!!

East Coasters (and migrating West Coasters) **please call us - we need company!**

Here's to the Year Of The RAT!

Barbara Chu (910) 892-5405
Carol Davies (910) 891-4869

CREW!! *continued*

and decide whether to set up in the shade or sun. These things are crucial, because you have to bring the horse down as fast as possible, and if you are too far from the vet check, his pulse will go back up and you'll have to recool him."

It's always neck and neck at the vet check, says Vicki. "If (your team) is a front-runner, the horse won't have time to eat and relax," she says. "I take some carrots, but that's about it (for the horse). The horses are usually out within three to eight minutes."

Getting to the vet checks on time is only one crewing equation that has to be mastered. Here's another: Everything is ready—water for the horse, sponge buckets, food for the horse, and fluids and food for the runners. Here comes your horse and rider. As soon as the rider's feet hit the dirt, he (or she) will be off running. How much time do you have to work on the horse before the second runner comes in?

"I always ask how far back the teammate is," says Leah. "You need to know this, because you want to know if you have two minutes or five minutes to work on the horse." Leah says that it's important to know the horse as well, since the goal is to get him recovered as quickly as possible.

Lots of little mistakes can be made in a vet check, all of which can add up to a lot of wasted time. And wasted time equates to distance that the horse must

make up to catch the team's runner that's out ahead.

"One thing that costs a lot of time is not having enough water buckets," says Vicki, who always has at least five buckets of water waiting. "If you run out of water and you have to get more, that's going to cost you. Maybe only 30 seconds, but that's enough to (lose) the race."

Leah agrees. She also likes to have five buckets, including one large, wide-rimmed one just for the horse to drink out of. Another time-waster is not having water bottles filled ahead of time, especially one ready to hand the runner as he leaves the vet check.

At a world championship race, Vicki likes to have a five-member crew. "When I get a five-person crew, I'm in heaven. I have two people sponging and getting water, one taking the pulse, one replacing the water bottles and doing a visual tack inspection and one person to do nothing but stand at the horse's head, talking softly and calming it."

"You really can't crew with only one person," says Leah. "You need at least two, and if you are crewing for a top team, you need at least three or four." Leah likes to get non-horse people involved in crewing as well. "If it's possible, if you have a person that can take responsibility for the runners while you are working on the horse, that's a big help," she says. "Send someone out to

look for the runners coming in, even a child, so that the runner knows where his crew is when he comes in."

Leah says that the best people to learn about crewing from are Vicki Richtman, Nita Browning and Nancy Andreotti, all of whom are veteran crewers. "Crew next to one of these people," says Leah, and watch and observe what they do. I always do, and I've learned so much from them."

Both Leah and Vicki are open to helping people who are new to crewing for a ride and tie team.

"Even though we compete against each other, we also help each other," says Leah. "We all have the same goal, and we all care about the horses. The camaraderie is part of the race. People help each other, even though we are competing against each other."

Ride and tie is a family sport, partly because the entire family can get involved in crewing a team through a race. No one knows that better than Vicki, who, as a mother of five, remembers ride and tie events according to which child she was pregnant with. Vicki's best advice to new crewers is to stay focused and not get nervous. "You have got to stay calm. Don't get too excited and flustered."

There's no harm in asking a lot of questions. That's often how new friendships are developed in ride and tie.

Annual Award Categories

One of the benefits of your Ride and Tie Association membership is the accumulation of miles and points for the Annual Awards. Mileage and points are only earned by current Competitor or New members for completed sanctioned events during a ride & tie season (January 1 through December 31). Category winners are recognized at the Ride and Tie Association's Annual Awards Banquet. The categories are divided between mileage and points. Points are deter-

mined by your finishing place in each event. Mileage is determined by the miles in each event completed.

The Annual Awards include the following categories:

Individual Points (top 20 individuals)

Team Points (top 5 man/man teams, top 5 man/woman teams, top 5 woman/woman teams),

High Point Horse (top 10)

Individual Mileage (top 10).

Team Points are not accumulated during the season's two Pro-Am races (Quicksilver and Cool). This is meant to encourage rather than penalize existing pro teams to split up and introduce new people to our sport.

OR FOREVER HOLD YOUR PEACE

In the March issue of The Ride & Tie Journal *proposed* future World Championship race dates were published. Why?... So that you may have an opportunity to object *prior* to these dates being set in stone. The *proposed* dates were chosen to avoid conflicts with the Tevis Cup 100 Mile Endurance Ride and the Western States 100 Mile Run. **Now is the time to voice any objections by writing to the R&T Assoc. Dates will be finalized at the next Board of Directors meeting.**

The *proposed* dates are as follows:

1997	Ride & Tie	June 21
	Tevis Cup	July 19
	Western States	June 28
1998	Ride & Tie	June 27
	Tevis Cup	August 8
	Western States	July 11
1999	Ride & Tie	June 26
	Tevis Cup	July 24
	Western States	July 10
2000	Ride & Tie	June 17
	Tevis Cup	July 15
	Western States	July 1

Annual Membership Meeting

The Ride and Tie Association's Annual Membership meeting will be held on Thursday, July 11th at 1:00 PM at the Easyboot World Ride & Tie Championship race site in Davenport, CA. The membership meeting is required by our by-laws and is an ideal opportunity for members to hear from the Association's president, to ask questions and express ideas about the Association. Also, the results of the Board of Directors elections will be announced. Over 50 people attended the first meeting in Sun Valley last year.

Ballot for Board of Directors

The following candidates are running for election to the Board of Directors. The terms will be for three years. Please vote for three. Write-in candidates are accepted. Completed ballots should be sent to the Association office by July 1. The results of the voting will be announced at the Annual Membership Meeting on July 11th.:

_____ Chris Knoch (incumbent; Nomination Committee candidate)

_____ Ellen McCrary (incumbent; Nomination Committee candidate)

_____ Steve Shaw (incumbent; Nomination Committee candidate)

_____ (write-in candidate)

_____ (write-in candidate)

_____ (write-in candidate)

Curt's Turn

The Easyboot World Ride & Tie Championship is here! I hope everyone has plans to attend as a participant, crew or spectators. I know members are evangelizing the thrill of ride & tie and inviting new people to experience our crown jewel event. We expect over 100 teams and over 500 spectators at this 26th annual "madness". We are honored once again to have Bud Johns as the Race Day official and welcome him back as our awards banquet MC.

While many of the teams will be competing for the over \$10,000 in cash awards and \$10,000 in merchandise awards in over 60 award categories, we should not lose sight of the greatest award of all: The ability to compete in such an exciting event and to finish healthy and full of wonderful memories. Let's not forget that most of us just want to complete the course and be part of the excitement. Let's remember, too, that it is the respect and caring for each other and the compassion for our equine teammates that really makes our sport so unique and absorbing. Let us never lose sight of these core values.

Finally, I hope many of you participated in the recent Earth Day events and let people know you participate in ride & tie. Open space and equestrian-accessible trails are vital to our sport, our health and to our environment. Get active and let people know we care.

Good luck in your training. See you in at the Easyboot WRTC!

Curt Riffle, President - The Ride and Tie Association

PEAKING FOR RIDE AND TIE

by Jim Bob & Vern

Eds Note: Jim Bob and Vern were famous Ride & Tiers and gold panners in the heyday of the sport in the 40's. They have agreed to come out of retirement and share some of their classic strategies for the 90's Ride & Tiers.

- Jim Bob: Well, there's lots to planning for a successful race. In addition to getting to the starting line and making it around the course without more than a couple of wrong turns, there's the whole issue of preparation for the race. For some folks that means setting the alarm clock; for the slightly more competitive that means honest-to-goodness training, complete with peaking for the race.
- Vern: That's right, Jim Bob. As my brother always says, Prior Planning Prevents Piss-Poor Performance.
- Jim Bob: The things I consider when I'm hoping for a good start and a fast finish are the Big Three of successful racing - Planning, Preparation, and Execution. I start by picking my races, and plan my training around the races at which I want to do well.
- Vern: Jim Bob, I couldn't agree more. I even go so far as to plan the whole racing season in advance, sometimes planning my entire season around a single race, something special like the National Championships. Since it can be tough to race at top form all the time, some races are stepping stones, used as preparation for major race efforts or to try out a new partner, new horse, or new pair of running shoes. Also, planning ahead helps schedule that important rest and recovery time between races.
- Jim Bob: Good idea on the rest and recovery, but nix that on the running shoes - equipment trials are better sorted out on a training day, along with diet experiments and trailer loading techniques.
- Vern: Well, one of the benefits of planning ahead is that you can adjust your training schedule to prepare for specific race requirements. You may want to work on hill strength for a hilly course, or take some longer runs for a longer race course.
- Jim Bob: That is also true for the horse partners in the team. I try to strike a balance between speed, strength in the hills, and long slow endurance workouts. I then adjust the emphasis on the weekly or monthly schedule to the terrain of an upcoming race.
- Vern: Planning ahead is always a good idea, both planning for the race and planning for the season with a hot rum and your ride & tie partner on a cold winter night. But one of the biggest benefits of planning is that you know when to start the final countdown toward race day - nowadays, that's known as peaking.
- Jim Bob: Aw Vern, there's nothing special about peaking. A few months of good training for runners and riders and natural enthusiasm is plenty enough to be ready for the race.
- Vern: Well that may be enough for you, but I see a big improvement if I get ready a little more carefully than that. I always adjust my diet, training and mental focus before a big race, and it usually pays off. For example, in the last week before the race, both horse and runners need less exercise and a lot of rest to be at their best on race day. Some exercise is necessary on a daily basis, particularly for the horses, who are prone to developing rhabdomyolysis on a high energy diet.
- Jim Bob: Rhabbity what?
- Vern: Rhabdomyolysis is 'tying up', and I don't mean tying to trees. It is also known as 'Monday morning disease', for the condition seen when fit horses had a day off on Sunday but were still fed a full ration of grain. They would tie up first thing on Monday when they went back to work. It can be avoided by either continuing regular exercise, or by decreasing carbohydrate intake on rest days. Tying up can also become a problem after a race, especially if the
-

Dear Ride & Tie Association:

Yes...This sounds like the challenge I have been looking for. Send me some information please. I am a rider of Arabian horses in the limited distance, 50 miles and under. Where is the closest Ride & Tie to the Ohio region?

Thanks Again
Rosanna Freeman
Akron, Oh

horse is given a week or so off. He may then tie up when he goes back to work. I've found my horses are less prone to this problem if I start them back to work just a couple of days after a race - of course, it can be a light workout for their first few days back.

Jim Bob: Well, people don't have that tying up problem, just the Monday night Sunday problem - you can't eat your ice cream Sunday if you don't run on the weekend! Ha. I know I always need to rest up for a few days before a big race, especially if I have been training hard. And I always am training hard before a big race - I build up my workouts for a couple of months or more before a Big One. You know - easy running to keep the extra pounds off in the early spring, some longer runs and some local Ride & Tie's to work a bit harder, then some REALLY TOUGH workouts to get ready for the Big One. In the last six weeks before a big race, I make it a point to run harder - not necessarily longer - two or three times a week. Six weeks of extra effort, followed by a week of easy run-

ning and extra rest is enough to make a difference in most races.

Vern: Those tough workouts probably help your head too - a good short race or a tough training run builds up confidence for race day.

Jim Bob: Yep. I also like to think about racing when I'm training - I think about how I'm going to beat old Tom Kristolph to the top of the hill on race day - now there's motivation! Keeping a positive outlook and can-do attitude leading up to race day - that's the ticket. Add that to a few days of rest, and I'm ready to ROCK AND ROLL when the gun goes off.

Vern: Add it all up - that's peaking for a race. When you're fit, fed, rested and focused, you go out on race day and do what you planned to do - that's execution.

Jim Bob: OK Vern, I'll agree there is something to this planning and peaking for a race. Next we had better give some tips about recovering from the race. You know - bringing the right fixings to the barbeque, enough beer and ice, good kickin music for the ride home...

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1996 SANCTIONED RIDE & TIE EVENTS 96 EDITION

The Ride and Tie Association - 916-268-8474
(Race locations are larger towns for area reference only)

May 12 - Bend, OR
PRINEVILLE - 8/25 miles
Lew Hollander 503-382-7846
20389 Strawline Road
Bend, OR 97702

May 18 - Santa Cruz, CA
BIG CREEK - 18/30 miles
Barbara McCrary 408-423-4572
330 Swanton Road
Davenport, CA 95017

June 8 - Steamboat, CO
HALLELUJAH TRAILS
10/25 miles
Dorothy Lyons 970-824-6363
PO Box 1101
Craig, CO 81626

June 22 - Cincinnati, OH
ROCK AND ROLL - 20 miles
Marcia Bacon 513-574-4898
7284 Bridgetown Road
Cincinnati, OH 45248

July 13 - Santa Cruz, CA
EASYBOOT WORLD RIDE & TIE
CHAMPIONSHIP - 38 miles
The Ride and Tie Association
11734 Wolf Road
Grass Valley, CA 95949
916-268-8474

July 27 - Ashland, OR
PACIFIC CREST - 10 mile
Ann Swartz, DVM 541-779-0951
805 E. Vilas
Central Point, OR 97502
(Not Sanctioned)

August 17 - Santa Cruz, CA
SWANTON PACIFIC - 100 miles
Ellen McCrary 408-423-6089
318 Swanton Road
Davenport, CA 95017

August 24 - Ashland, OR
HEADWATERS OF THE ROGUE
10/30 miles
Ann Swartz, DVM 541-779-0951
805 E. Vilas
Central Point, OR 97502

August 24 - Santa Cruz, CA
CHAMPAGNE - 30 miles
Steve Shaw 408-685-3436
155 Baltrusol Drive
Aptos, CA 95003

September 9 - Grass Valley, CA
BLOOMFIELD BOOGIE
13/26 miles
Jon Root 916-268-2298
P.O. Box 461
Grass Valley, CA 95945

October 5 - Auburn, CA (PRO-AM)
COOL - 11/22 miles
Bill McKean 916-885-8610
1670 Crockett Road
Auburn, CA 95603

October 28 - San Diego, CA
CUYAMACA - 15/30 miles
Arlene Foster 909-767-1237
38230 Lorenzo Lane
Hemet, CA 92544

November 3 - Herndon, VA
CLIFTON HORSE SOCIETY 5/12/
20 miles
Jean Lichtenberger 540-933-6991
PO Box 1727
Herndon, VA 22070

PARTNER WANTED
I am a competent rider and runner,
female, age 34, 100lbs, 5'3" (short
legs!). I am also a most enthusiastic new
convert to this sport.
Rachael Toor
Durham, NC (919) 687-3641

RACE

By Ralph Wadsworth

Strategy in ride & tie racing can be defined in simple terms as "the manner in which the team members perform their functions in order to complete the race in the minimum time." Since the human two thirds of the team, who share the running task, get to decide which portion of the trail they are best adept at running, some strategy can be applied here. If the third partner, the horse, could talk, he would probably have some preferences as to which human should be the rider on various parts of the trail; strategies must keep the horse's interest in mind. As with the golfer trying to subpar a particular course, the ride & tie team (at least the two thirds human portion) must be equally familiar with their course in order to divide up the riding and running to their best advantage. Only by going over the course at near-race speed will they be able to determine and mark the locations on the trail where the last trade is made, and note the precise distance and time of the horse as he is ridden in to the next vet check so that he has time to "recover" and be ready to be presented to the veterinarian for permission to continue the race. Of course, the determination of the exact locations along the trail will be tempered by experience and judgement because at race pace the pace might be faster than training; the weather and temperatures may be different, the horse might be more excited (and might not recover as quickly), and there can be a

STRATEGY

multitude of other variables which could compound the problem into one whose solution might require an Apple II.

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

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

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

When using the ride and trade method,

tying at one-half mile intervals will give the horse less than one minutes' rest, whereas tying at two mile intervals will give the horse two or three minutes' rest. One must always make a long tie prior to going into a vet check because at least four minutes is required for the horse to recover even on a flat course. The tendency is always to make the tie too close to the vet check causing the second runner to have to wait for the horse.

In conclusion, strategy in ride & tie racing is nothing more than pre-planning the entire effort so that each runner or

he is best at. The distance one must plan between ties or trades is based not only on relative abilities of the runners and the horse, but also on the type of terrain one is encountering. Many things can happen during a race which can drastically change all the plans, so a good team must be able to revise the strategy in the middle of the race in order to minimize the problems and continue to maximize the effects of their efforts.

Dear Ride and Tie Assn.,

I'd like to thank the R&T Family for a warm welcome into the sport and for voting me "Rookie of the Year".

Thanks to the Fosters who have been totally supportive from the get go locating a horse (Zemac) and a partner (newcomer Vince Balch) for me to compete with at Cahuilla Heights.

Thanks to Marilyn Morton/Whitney (an old-timer) for setting me up with her partner for the World Championship in Idaho. She was not able to compete due to an injury. (Bucking bales can be brutal.)

Thanks to Steve Shaw the "Matchmaker" for pointing me towards the Lucky U Racing Team and Captain Dave (Andreotti), and for other untold secret advice.

The Lucky U (Lucky Me) can be commended for taking an unknown partner under their wing and offering support for everything from travel logistics and lodging, to Nancy Andreotti's top notch crewing, competitive teammates and horses.

Alas, I am still the perennial partner without a horse, ready, willing and able to team up with a new partner and a good horse for some upcoming events.

Sincerely
Steve Becker
AZ RAT

P.S. I am also on the lookout for a good horse with wings. Sure would help with hauling from Arizona.

rider is able to run or ride the portions of the course which

DEFINITION A bowed tendon is a ruptured tendon, one in which the fibers are torn or broken.

Bowed tendons are not accidents; they happen for a reason. They're a function of improper biomechanics. More often than not, these improper mechanics are human-engineered. The three most likely causes of a bowed tendon are: a result of improper shoeing; sudden increases in speed without adequate preparation; and fatigue. It can be aggravated by deep going, uneven terrain, sudden changes in stress loads, low heel angles and long toes or simple missteps. Recognize any of these?

WARNING SIGNS A horse will often give warning of impending problems by trying to find a way to "rest" his tendons. His gate may change, with his rear end coming farther up under him at the trot and canter. A horse with sore tendons does not like to trot fast; he'll tend to "prance" in front. He will not like to turn in tight circles. Back in the stall, he'll dig holes and stand on the edges of the holes, with heels elevated, to rest the flexor apparatus.

When the horse has just experienced a tendon tear, the injured leg is likely to shake as he tries to stand on it - break out the ice. He may point with the injured leg (a horse will point a sore foot also), but if he stands wide with it, it is probably a knee injury.

Oddly enough, unless the animal has a severe bow, you won't see much in the way of nodding at the trot. Somehow a bow doesn't produce a lot of "three-legged" lamenesses unless it's very severe.

DETECTION Don't cover up what you're supposed to detect. Bowed tendons seldom happen all at once, although the severe injury seems to happen suddenly. Part of the reason for this is that we fool ourselves with wraps, bandages, liniments and poultices. Minor inflammation and swelling tend to go unnoticed in

horses that are "kept tight" with overnight bandages, and sometimes these bandages cause a bow all by themselves. The first step in detecting an oncoming bow is to leave the legs alone overnight unless you're treating an injury.

Bute. It can be a good thing and a bad thing. Not only will it eliminate minor swelling and thus discomfort for your horse it will also mask the symptoms of oncoming tendon trouble. The horse will feel no pain, and you'll conclude that, all is well.

VISIBLE SIGNS Filling of the lower leg. Let's not confuse "filling" or "stocking up" with an injury to the deep flexor tendon or suspensory ligament.

Stocking up occurs when the valley between the superficial digital flexor tendon and the cannon bone is filled and thickened tightly with fluid. This thickening starts at the fetlock and goes a third to halfway up the cannon bone. There may or may not be heat depending on the extent of the filling. This filling, usually caused by overwork, is a result of a loss of elasticity in the blood vessels causing their backwash valves to weaken allowing fluids to sink back into the lower leg when the horse is standing. This is an easy fix - back off the workload.

Another kind of filling can take place if there is an infection below the joint, such as scratches or a hoof abscess.

A severe suspensory pull may at first appear to be stocking up but it is distinguished by the following characteristics: It's hot; it's one-legged and one sided on the leg; it begins low on the cannon bone and spreads upward.

An injury to the deep flexor tendon is hard to diagnose because it usually occurs right where it could be confused with a suspensory problem or a wind puff - low, just above the fetlock.

PALPATE (a fancy word for touch) As you slide your fingers tightly down the

back of the leg you will feel three distinctly different underlying tissues. The superficial flexor tendon is at the outside, layered under that is the deep flexor tendon and under that the suspensory ligament. There should be no mushiness at all, none anywhere along or beneath the superficial flexor tendon. No thickening. No hot spots. Your grip should be tight enough that going over a soreness causes the horse to flinch. If viewed from the side it should be absolutely straight. If the deep flexor tendon is injured, there will be a visible bump on it. If the suspensory is injured, the joint capsule itself will probably be swollen, at least towards the rear of the joint, and the swelling will distend below the joint. If the source of any heat or swelling is other than at or near the superficial or deep flexor tendons, you probably don't have a tendon injury, yet.

In general, any trouble that begins showing up on the flexor side (behind the cannon bone or pastern) of the leg can be considered a threat to a bow. That's because many of the parts of the flexor apparatus come under stress at the same time as the tendon. All of these signs indicate that big trouble is on the way, and you better not try to rub or squeeze them down or medicate them away and go on with the horse. An ultrasound of the inflamed area will give you an absolute diagnosis and extent of the injury and also give you a gauge as to his rehabilitation upon reexamination.

TREATMENT It's not enough to diagnose a bow, treat it, then go back into the same conditions that caused it in the first place. Consider all factors of your horses' recent history to determining and eliminating the cause of injury and allowing and encouraging complete healing before going on with the horse's training. If you have intervened properly, before the injury is severe, than exercise reha-

TROUBLED TENDONS ?

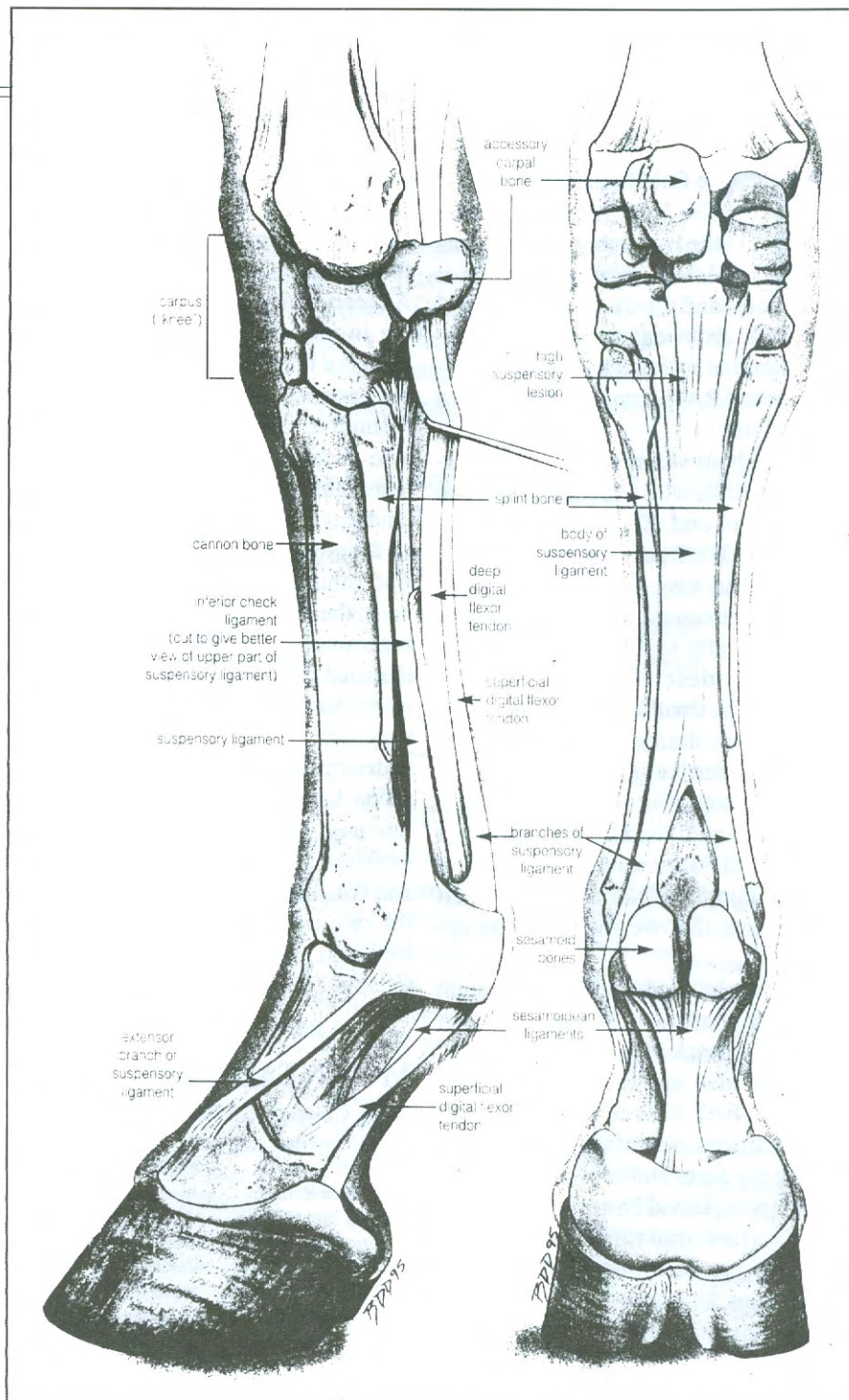
A BOWED TENDON IS NO ACCIDENT

bilitation is going to be the treatment of choice. The best treatment for minor inflammation is reduced workload and the application of cold therapy. On a more serious injury total rest is in order. Typically your veterinarian will recommend confined rest for 60-90 days. Not rest in a huge paddock that he can run and jump and play, but rather a 12' x12' pen with level, smooth footing free of rocks, ruts and holes.

HEALING When the tendon looks absolutely normal, without a sign of the bow you had months ago, you still have a long way to go to rebuild a tendon that is capable of the kind of performance you were asking for when the bow originally happened - even if you have eliminated what you think to be the cause. Ultrasound scans every 30 -60 days are the only way to be sure that the tendon is healing. And four months of careful, progressively loaded exercise following a clean ultrasound is not overcautious.

REHABILITATION Once the tendon is beginning to heal, controlled hand walking begins to accelerate healing while directing the tendon fibers to form themselves in line to the stresses they'll later experience. Gradually, step by step, month by month, higher intensity exercises are added, paying close attention to injured tendon every day.

THEN WHAT? If a horse is properly rehabilitated, once-bowed horses can fare very well in less stressful events without ever re-bowing. There are occasionally horses that go on to compete heavily after a bow, but it is rare. Typically the weakness resurfaces over and over leaving the horse "laid up" more than not. This is costly, timely and frustrating for both you and your horse. If a horse is chronically breaking down, however slightly, he is telling you that he is not up to the task that you are asking of him. Perhaps your horse would be happier to be someone's pleasure horse or with a rider that is content with going much slower than you are. Let's face it, ex-endurance horses make great trail horses.



They are happier being productive not spending months and months in a pen. There are few things in life as gratifying as doing the right thing by your horse. I admit feeling guilty when I finally decided to sell one of our horses that just was not going to "cut it" as an endurance horse. Three months on, three months off for several years, (OK, I'm a little slow.) Much to my surprise the horse

is in "heaven". His new owner is totally happy with him, he gets ridden all the time and is spoiled with little carrots and apples every time she sees him. She has actually done several 25 milers on him. Now I regret keeping him as long as I did. I love my horses. I love them enough to let them go. It is unfair for me to persist in trying to make them into something that they are, not simply physically capable of.

Laura C.