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THE RIDE AND TIE
ASSOCIATION

NANCY KERNS, GUEST EDITOR
LAURA CHRISTOFK, PRODUCTION

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RACE WEEK ACTIVITIES

In a time-honored tradition, the week of the 1997 Easyboot Ride & Tie Championship will offer a number of exciting official activities. Of course, in the "unofficial activities" category, from the day that the camp first opens (Saturday, June 14, a week prior to race day) competitors will be organizing pre-ride parties, scouting out each of the four loops of the race course, plotting their strategy and familiarizing their horses with the trail. And crew members will undoubtedly be indulging themselves with trips to nearby Ft. Bragg and Mendocino.

Official fun, however, starts on Thursday, June 19. Skip Lightfoot is in charge of the crew and kids competitions from 10am 'til noon that day, which may include anything from scavenger hunts, relay races, bucket brigades, potato wars — you just don't know with

Skip! The only guarantee? Fun will be had by all, and there will be special awards for the winners at the **potluck dinner at 6pm**. (Speaking of the dinner — anyone who has ever attended one of the feasts especially augmented by the generosity of Jeff Herten can tell you: Don't miss this!) **A membership meeting will commence at 1pm**, and at 3pm, **there will be special ride and tie workshops** presented for your education. There will be information on improving both runners' and horses' performance, so this is a "must-attend" event. **A RAT PACK tug of war will be contested at 5pm**; anyone who can get the mud cleaned off

by 6 will be seen at the aforementioned dinner.

Friday, June 20, is mostly business. The excitement will build as competitors go through registering, the pre-race vet-in, calcutta, and pre-race meeting. Time will go by quickly until the **8am start of the race Saturday morning!**

As most of you already know, the fun doesn't end with the race — especially this year. A live band will play at the awards banquet, and all really experienced ride and tiers know to save their strength on the trail so they can dance better that evening. Race (and dancing) critiques will be exchanged at the **Sunday morning breakfast at 8am**, so plan to attend if you want the "real" story of your own race to be discussed (as opposed to your partner's version!)



SCHEDULE OF CHAMPIONSHIP EVENTS

Friday, June 13

Camp opens - 12 Noon

Saturday, June 14

Course opens for pre-riding
9 AM

Thursday, June 19

Crew Competition and
Kids' Games - 10 AM to 12 Noon
Membership Meeting - 1 PM

Workshops - 3 PM

Rat Pack Tug-of-War - 5 PM

Pot Luck Dinner - 6 PM

Friday, June 20

Race Registration - 10 AM to 5 PM

Pre-race Vet-In - 12 Noon to 5 PM

Calcutta - 5 PM

Final Entries Posted - 6 PM

Pre-race Meeting (Mandatory) - 6:30 PM

Saturday, June 21

The 1997 Easyboot Ride & Tie
Championship

Number Check - 7:30 AM

Race Start - 8 AM

Awards Banquet - 5:30 PM

Sunday, June 22

Breakfast - 8 AM

Camp Closes - 12 Noon

Preview of the 1997 Easyboot Ride & Tie

A couple weeks ago, Lari Shea, site manager for the 1997 Easyboot Ride & Tie Championship, invited a small group of ride & tie conspirators to the Jackson State Forest, site of the Championship race, for a planning weekend and course preview. The race camp is three miles down a gently winding gravel road, in the heart of the Jackson State Forest. This is also the site of the Mendocino 50, a popular endurance ride that Lari has hosted for the past 17 years. The forest is beautiful, a mix of redwoods, cedars, and giant firs, and the weather is warm, but not too hot, being just eight or so miles from the ocean.

Association president Curt Riffle and Winnebago King Skip Lightfoot showed up in an 100-foot rig pulling a two-horse trailer. In a cloud of dust, Skip expertly piloted the giant rig into a tiny space between towering trees, leaped out to set up the outdoor speakers for the stereo, got a bottle and some ice cubes out of the freezer, pulled up a lawn chair, and announced that the camp was open.

That seemed to set a precedent: everyone who arrived after that – except me and my friend Amanda – came in

their weekend living quarters, pulling a trailer with two horses. “I thought ride & tiers were all campers,” I complained to Curt as I set up my tent. “What do you mean?” he asked me, waving toward the “campers” where music played, lights blazed, and food was being cooked on real stoves.

Dr. Jim Steere, head vet of countless Championships past, his wife D’ann, Judy Teichman and Chet Relyea, were also on hand to get Lari’s grand tour. Lari also brought her friend Harvey, her foster daughter, Fuscia, and several wranglers from her ranch, all up for a day’s adventure. Harvey’s and Lari’s two handsome, long-legged Rhodesian Ridgebacks rounded out the group.

Things to do

All and sundry – except me and Amanda – hit the trail early Saturday morning, eager to account for 30 of the Easyboot Championship’s originally planned 40 miles. Even the two dogs galloped along.

In order to bring you a complete report on “what there is to do in the area when you’re not on the trail,” Amanda and I

spent the day checking out the nearby towns of Fort Bragg (turn right at Highway 1, go one mile) and Mendocino (turn left instead, go seven miles). It was rough, but in order to bring you a complete picture of a vacation in this area, we had to eat lunch at a gourmet restaurant (there are probably only a hundred or so in the two towns), check out the amazing scenery (walking in the sunshine and wildflowers on the cliffs above the incredibly blue Pacific ocean, with colorful, picturesque Mendocino behind us), eat rich ice cream in fresh homemade cones, window-shop the many incredible stores selling unique clothing, jewelry, crafts, books, art, and more, restore our flagging energy with some hand-ground coffee, get the scoop on the steam train that takes visitors all through the redwoods, taste some wine, etc etc. Whew! Were we ever tired and hungry when we arrived back at camp that night! Fortunately, Lari had arranged for a local caterer to prepare a fine dinner for all the participants so we could sample the lunch that the ride volunteers will be fed at the Easyboot Championship. After dinner, Amanda and I immediately signed up to volunteer at the Easyboot Championship. Fine local wines, as well

Meet Lari Shea : Site Manager for the 1997 Easyboot Ride & Tie Championship

Lari Shea is a well-known endurance rider, trainer, horse breeder, and riding vacation host extraordinaire. The winner of the 1989 Tevis Cup, Lari has won dozens of races in the course of her 18 years in endurance. She also makes her living with horses in a number of enjoyable ways.

First, she offers daily trail rides from her Ricochet Ridge Ranch in Fort Bragg. Lari has over 50 horses, and they all seem to earn their keep. Some are used for the trail rides; others are endurance specialists, and are leased to riders from all over the world, who need mounts for races like the Tevis Cup – or the Ride & Tie

Championship! There are quiet horses for beginning riders, as well as well-conditioned Akhal-Teke, Russian Orlov, and Arabian endurance horses for experienced riders. Many an international rider has had the opportunity to finish the Tevis Cup ride on one of Lari’s horses, without having to fly their own mounts in.

Lari also conducts a number of multi-day courses on preparing for major endurance rides. One of her best-known courses brings riders to the Tevis trail, either with her horses or their own, to familiarize themselves with the trail as well as learn endurance riding and vet

check techniques.

In addition, Lari leaves her home on the spectacular Northern California coast a few times a year to host international riding vacations. She has led guests on horseback through Australia’s Snowy Mountains and Queensland’s jungles, across Fiji’s beaches, and on African safaris (the best way to see gazelles, zebras, giraffes, and elephants is on horseback!).

Interested in one of Shea’s vacations or rides? Call her at 707-964-7669 or check out her web page at www.horsevacation.com.

as ride & tie lies and strategies were shared around the fire as the dogs stretched and yawned. Finally, everyone went to bed to the sound of the wind in the trees – and the slamming of four camper doors, and one lonely tent zipping up. Though Lari warned us that Mendocino mornings can be quite cool (even in summer, hint, hint) even we denizens of the tent slept well.

Time on the trail

First thing Sunday morning, another trailer arrived, bringing extra horses from Lari's Ricochet Ridge Ranch. Judy's horse decided he had enough riding from the day before, so she got to ride one of Lari's finest Russian Orlovs, Nature's L'Chaim. He also happened to be son of Lari's Orlov stallion, Nature's Ballet, one of the few stallions to ever complete the Ride & Tie Championship. Lari also arranged for horses for me and Amanda to ride.

There's nothing quite like being invited to go out and do a quick ten miles on a well-trained and conditioned endurance horse in some of the most

beautiful country in the world. From the campground, we followed a logging road up and up and up hill to a nearby ridge. We trotted and cantered along the ridge, the horses cocking their ears at the sound of the wind whistling through the tree tops, cut across a wooded hillside on a singletrack trail, and stopped from time to time to admire the sweeping vistas (mountain after mountain after mountain) and take our horses' pulses. Lari also indicated the places where aid stations with water for horses and humans would be located. In several places, the course took us off the wide logging roads onto singletrack trails that wound through the forest, only to burst forth onto another logging road.

By day's end, the jury agreed: this was as fine a race site as the Championship has ever had. The footing is largely dirt road; few rocky sections are to be found. There are a few sunny stretches that are

likely to be warmish, but with the proximity to the coast, you can always count on a breeze to keep the racing temperature "fast." There are a lot of hills, enough to cause the directors to lower the trail mileage to 37, but what would a Championship be without hills?

Perhaps best of all, because the campground is located right in the center of the forest, all the vet checks will be held in the same location, with riders taking four different loops through the forest. Crew members will be able to stay in the same place all day, filling their water buckets from the creek that flows right through the area. There is ample shade available, plenty of trees to tie to, and the campground is close enough to town to dash to in case you forgot something. Consensus was reached among the pre-race planners: This Championship will be as fun for your family and crew as it is for you!

By Nancy Kerns

CHAMPIONSHIP COURSE DISTANCE CHANGED

This years championship course will be a little less "galvanizing" and "grueling" than originally planned. The course has been shortened from 40 miles to 37 miles in efforts to make the championship a little more "gratifying" for the majority of participants.

Feedback from the membership prompted the decision to shorten the course. There seems to be a fine line between making the championship courses challenging enough for the hard core veterans, yet not so difficult as to discourage the majority of Ride & Tiers and newcomers from participating at the championship.



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Getting the horse ready

BY MARCIA SMITH, D.V.M.

*The horse:
The most
important
member of the
team depends
on you to
prepare him.*

Don't forget: **the horse needs rest days**, too. A lot of people forget that in their own training; they forget that muscles – their own and their horses – need a chance to heal. You do damage when you train hard, so make sure you build time into your schedule to allow the horse's body to repair itself. This leads me to...

Watch for any little aches and pains in your horse. I'm careful to check my horse's legs before and after workouts for any filling

or tenderness in their tendons. Most injuries, including the prevalent suspensory injuries, don't happen overnight. The horses that we ride, the ones that love to race and love to get out there and work, they are not going to be lame or bobbing their heads with just a little tendonitis. They'll go until they have a really bad injury. So you have to look out for the subtle signs of injuries – a little swelling or pain – and if you see any sign, you have to rest the horse. If you keep pushing him, it will progress into a bad injury. Ignore it and the horse will end up needing a season off, instead of just a few weeks.

MARCIA SMITH has an impressive list of accomplishments as a rider and a ride & tie. Highlights include winning the Woman/Woman division at the 1990 World Championship Ride & Tie and earning the title of 1995 North American Endurance Riding Champion. She also competed on the United States team at the World Endurance Championships (this past summer in Kansas and her personal "best" was winning the Haggin Cup (Best Conditioned Award) as well as finishing in first place at the legendary Tevis 100 Mile Ride from Lake Tahoe to Auburn, CA. Her goal was the Haggin Cup, not winning the race. She had been riding side by side for many miles with another woman who was just as determined. Marcia felt confident that her horse, "Harry", was capable of more speed near the end, but risking a mishap in the dark on the difficult trail leading into Auburn was not a gamble she was willing to take. She chose to risk the "win" rather than risk the Haggin Cup. As it turned out she and "Harry" won both.

What luck? No way! It is not by accident that Marcia has achieved so much. She is one of the most methodical, contemplating competitors you will ever meet. From conditioning, feeding, shoeing, tack, and even "crew", *nothing* is left to chance. She competes with a "big picture" mentality focusing on her *real* goal for the season and uses every race before that as a "training" ride. She is unconcerned with overall placing and chooses her rides strategically knowing exactly what she wants to accomplish on that day.

Her goals for the future are the North American Endurance Riding Championships to be held this September in Bend, OR. Then the 1998 World Endurance Championship in Ireland. Will she win? Nobody knows, but know this ... her horse will be peaked and she will be ready.

Increase the horse's nutritional level as you train harder. I tend to see a lot of endurance horses get thinner as the season progresses. They start out a little chubby from their winter breaks, and as the season goes they get thinner and thinner – some people let them get too thin. Increase your horse's calories as you begin to bring him to a fitness peak. With the kind of work our horses do, they can not possibly get the calories they need from forage. They need to eat carbohydrates and fat. I'm a huge proponent of feeding high fat diet to endurance horses. I have had really good results using those fortified rice bran products like Natural Glo.

When I am peaking a horse for a race, I try to take **three good training rides a week**: a long, slow distance ride, a speed workout, involving interval or FARTLEK work, and a hill workout. I think Mendocino is going to be a fairly challenging course, so it will be important to try and incorporate all three of those aspects into your routine. The horse needs to have some endurance, so you need the long slow distance, but ride and tie horses also need to do interval work.

A ride and tie is, basically, an interval workout. They go at speed and then stop; go at speed, and then stop. And when you are training a horse for a specific task, you have to condition him to perform that task. The Easyboot Championship is not a lot different from the other ride and ties, except maybe it's a little bit longer and a little more

competitive than most, so it is important to remember all three types of work. Get out there and make them sweat!

Doing **work on hills** merits its own attention. A lot of people who do endurance and/or ride and tie, believe that horses shouldn't be trotted or ridden at any kind of speed downhill. They think it puts too much stress on their front legs. That's true for young horses, but in races like the Tevis, where there is more downhill than uphill, people and horses alike get more sore from the downhill than the uphill work. You even hear about people who turn around and start walking the wrong way because the muscles they need for downhill are exhausted and they just can't do it anymore! I see a lot of horses come out of that race really sore in front because they are not used to the downhill.

If you don't train for the downhill, you will run into problems. Once the horse is an adult and he has his fitness base under him, and his bones and tendons are conditioned, then you need to do some downhill work if you intend to race downhill. If you don't intend to race, then you don't need to do it, but if you are going to go at speed down a hill at any time in the race, you had better prepare the horse for it now.

Speaking of practicing, your horse will have to **practice ride and tie**, too. A lot of people who do the Championship don't necessarily do any other ride and tie races the rest of the year. Some people put teams together at the last minute, with new horses. Even so, it's really important that you take those horses out and practice riding and tying.

It's best if you can do it with at least a couple of other horses, so the horse gets used to being tied up and left behind, as well as used to having other horses go galloping past him. Most horses get used to it pretty quickly, but a few never do, and those horses probably shouldn't go to the Championship.

One of the things that I like about ride and tie is that the horses seem to love it. One of the great moments in ride and tie is when you're running up to your horse and you see him standing there looking for you. Some of these horses will even call for you, or nicker as you come up. Sometimes once they see you they will turn around so they are ready to head down the trail, like, "C'mon, let's go!" Endurance horses like their sport too, but you know, horses love to run, and endurance horses hardly ever get to run like ride and tie horses do!

Once your horse understands that he's going to be going fast and then stopping to rest, he'll learn to eat and pee when they are tied up. They'll learn that the tie time is their little break, and it helps them learn to take care of themselves.

Schedule your horse's shoeing schedule months before the event! Every January, I sit down to plan my season. I figure out all the things I want to accomplish with each horse that year, and put all the races I want to attend on my calendar. Then I try, as best I can, to figure out my shoeing schedule so that he gets shod 10 days before each big event. Earlier in the season, I shoe my horses every five weeks; some people do it every four, some try go longer. I can't, my horses just wear those shoes out! But you don't want to be a month away from the race and say to yourself, "Oh no! I just had him shod! What am I going to do?!" You don't want to have him shod right before the race, because you don't want him to have tender soles, and if you got a hot nail, you don't want to be dealing with that days before the event. And you don't want him to be too long, or risk having a loose shoe come off in the race.

Finally, everyone knows you shouldn't change anything before a race, but we all, at some time or another, will try and get away with that. I've done it too! But...DON'T! **Never change anything right before a race** – not your clothes, shoes, horse's shoes, saddle, bridle, diet – anything! If you want to go for the \$250 Easyboot prize, great, do it! But start riding a long way with the Easyboots now, not on the day of the race!

CHAMPIONSHIP AWARD CATEGORIES

Open Man/Man, Woman/Woman, Man/Woman
Masters (Both humans must be at least 40 years old on race day.)

Man/Man, Woman/Woman, Man/Woman
Century (Human team members' ages on race day must total 100 or more.)

Man/Man, Woman/Woman, Man/Woman
Century +10 (Human team members' ages on race day must total 110 or more.)

Century +20 (Human team members' ages on race day must total 120 or more.)

Pro-Am (At least one team member has completed 2 or fewer Association sanctioned races and never completed a Championship.)

Man/Man, Woman/Woman, Man/Woman
Junior (At least one human team member is under 18 years of age on race day.)

Novice (At least one human team member has not completed an Association sanctioned race.)

Fleet Feet

BY MARK RICHTMAN

*The runners:
Must be constantly
focused. Ride & Tie
is a constant series
of reactions and
strategy
adjustments.*

Even though I'm supposed to be talking about preparation for the running portion of the Championship, I have to say right off that **a big part of getting ready is riding!** Most people who come to this event primarily as runners are underskilled in the riding department. If you, like me, are already conditioned as a runner, then it will help you to work on getting more comfortable on the horse. The easier it is for you to ride, the more rest you

Anyone who has ever seen MARK RICHTMAN run, or heard of his amazing *four* consecutive victories at the Ride & Tie Championship, can testify to his prodigious talent as a runner. But his talent on two feet is *not* what he is most proud of. Rather, Richtman says it's the fact that his horse, Eli, won Best Condition three times in a row at the Championship that made him "feel more complete."

Richtman, 42, first competed in a ride and tie in 1981. He came to the sport as a runner, with no horsemanship skills. He thought the sport so engaging, however, that by 1985, he bought a horse, started riding a lot more, and took some lessons. His partner in those days was Wayne Hinrichs, a longtime ride & tier, and they did well together, even winning the Championship in 1989. But Richtman says it bothered him that he was often considered as "just a runner." He sought the advice of Dr. Sandy Schuler, a veterinarian and experienced endurance rider, who, he says, "held my hand and taught me how to condition and train an endurance horse." Soon his horses not only stayed sound, but also became competitive. When Eli won Best Condition at the Championship three years in a row, a feat no other horse has done, it was redemption.

Of course, Richtman is still a runner, and has been drawn in recent years to the sport of ultramarathoning, competing in both the Western States 100-mile run and various 100-kilometer races. His ultra days, however, may soon be over. "They are just not very fun," he says. What *is* fun to Richtman is ride & tie. He hopes to compete at the Championship with another Masters runner, to try his goal of being on the first Masters team to win the Championship. He has already been a member of the first Man/Woman team to win (with Debby Wagner in 1994); a future goal is to win with one of his five children.

can get during your turns in the saddle. In this way, your ride and tie skills compliment each other, which can make a big difference in the race. A good runner may be able to stick with you for 25 miles, but if they don't ride as much as you do, in the last few miles their legs will be fatigued from riding, and that will start to hurt their performance on the ground, too.

While you're at it, practice getting on and off the horse a lot, too! Where I ride, there are a series of gates I've got to go through, and no matter who I am riding with, I always make sure I'm the one who gets off and opens and closes all those gates. If for some reason you beat me to it and you get off and open one, I get off my horse, anyway! It sounds silly, and you will be tempted to take this for granted, but I've seen people just *struggling* to get on the horse late in the race because they were so tired.

Just as with any sport, the only way to condition yourself for getting on and off is doing it a lot. At a minimum, when you are out conditioning your horse, stop every so often, get off, and get on again!

To carry this point one step further, you should also work with your partner on making exchanges. You can save 20 to 30 seconds at each exchange if you are efficient and support each other in that transition. That's a lot of time if you add it up over 30-some-odd miles.

Practice running fast. A long ride and tie is actually a series of short races. Ideally, you run as fast as you can for a short period of time, and then recover on horseback. No matter what level you are competing, whether you plan to finish at the back of the pack or are going to try to win it, you should spend some time on speed work. It might only be one day a week, but you'll benefit from it.

In some running events, the cream of the crop gets off to a fast start and you never see them again. But in ride and tie, a good rider on a good, fit horse may end up shoulder to shoulder with runners of a much higher calibre on and off all day long. They may run away from you every time you hit the ground, but you can catch

them when you're on your horse. And if you have a little extra speed for those periods when you're on the ground – you just might beat them!

Select sturdy shoes, appropriate for trail running. It *is* a trail race, so wearing racing flats just doesn't make any sense to me. You're running over sticks and stones and uneven ground, and you need support. A tiny amount of extra weight may make a difference to your time in a 10k race, but over almost 40 miles, it's just not going to make a difference. And besides, you'll end up paying for it with bruised soles or a turned ankle. But, of course, make sure you've been running in those shoes for a little while! Don't bring new shoes to a race.

For that matter, **don't change any of your equipment for the race** – not your shoes, shorts, tank top – not anything! I've seen people buy matching t-shirts or shorts for the race, and they put them on for the first time on race day and end up getting chafed all day long. If you want something new, at least wear it and wash it a few times before the big day.

Start your pre-race diet two days before the race. I believe that loading your body with carbohydrates *two* days before is probably more beneficial than the day before. The day before, you're excited, you've got nerves, so anything you eat tends to sit in your stomach. I do eat carbs the night before, but I don't eat as much as I usually do. When you're excited, food doesn't move as quickly through your system as it usually does, and you don't want to be starting the race with a bellyful.

Get a good night's sleep two nights before the race. No one sleeps well the night before. It's more important to me to make sure I've slept the night *before* the night before.

Drink, drink, drink. Drink water all day and all night before the race, even if it makes you get up several times in the middle of the night. When I wake up, I make it a habit to drink even more water! No one drinks as much as they should in the excitement of a race, but if you start hydrating your body early, you'll be in better shape during the race.

Drink during the race, too. On race day, I like to drink something with electrolytes in it. Any of the commercial drinks work well; bring your favorite flavor. If you do have the misfortune of getting dehydrated in the middle of the race, the only thing that will cure it is sitting down and drinking and waiting – in other words, giving up any chance of finishing the race in the kind of time you aspired to.

In longer races like the Easyboot Championship, you'll also have to eat along the way. Any time you exercise for more than two or so hours, you use more glycogen than your muscles can hold. You have to supplement it if you want to perform at a high level. Different people can eat different things: a piece of banana, a piece of melon, a Power Bar or some Gu...the main thing is, when you are in training, you should practice eating whatever it is that you think you want to eat in the race. Don't eat your first-ever Power Bar in the race or try eating bananas while running for the first time; you might discover they disagree with your system under those conditions.

I only eat Gu in races. The consistency allows me to eat it quickly, it's got all the right stuff in it, it meshes well with the sports drinks I drink...but you only learn these things with time.

Gu is easy to eat at the Championships, because they are a sponsor, and they will have an ample (and free) supply on hand. Just take one of those packets as you're

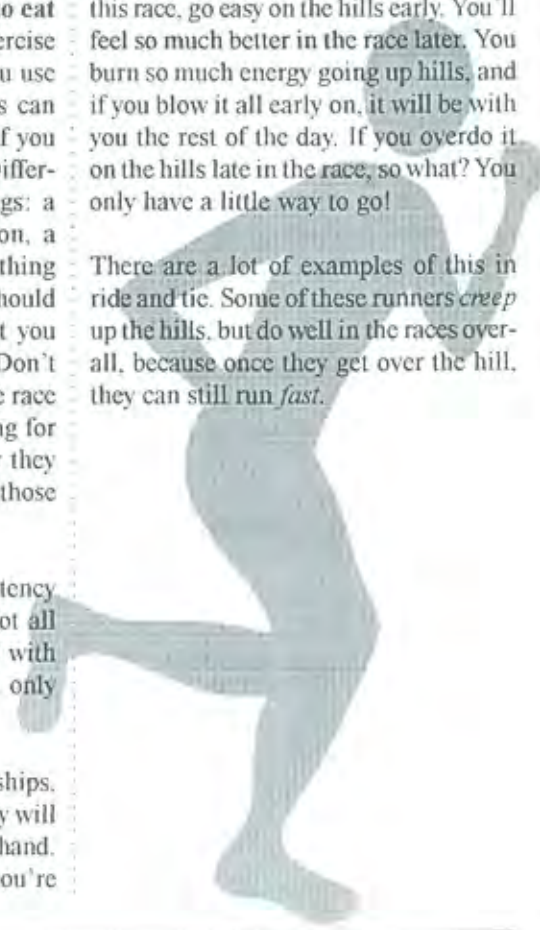
leaving the vet check – that will probably be enough to take the edge off your fatigue.

Warm up before the race. Go out and stretch your muscles. Fifteen minutes before the start of the race, run for about five to seven minutes. It expands your lungs, it gets your muscles warmed up. You'll have plenty of time to get your breath back, because you always end up standing around those last five minutes.

Just like your horse: start out slow and pick it up. Once the gun goes off and everyone takes off, you're going to end up going faster than you intended!

It's important to know how to rate yourself. Again, you will be running a lot of short legs, not just one. Lots of people overdo it on the hills early on. If you're going to do just one thing right during this race, go easy on the hills early. You'll feel so much better in the race later. You burn so much energy going up hills, and if you blow it all early on, it will be with you the rest of the day. If you overdo it on the hills late in the race, so what? You only have a little way to go!

There are a lot of examples of this in ride and tie. Some of these runners *creep* up the hills, but do well in the races overall, because once they get over the hill, they can still run *fast*.



Championship Crew

BY NITA BROWNING

*The crew:
the unseen yet
indispensable
part of a
successful ride
& tie team.*

The day and night before the race is the time for the crew to **get organized**. Actually, before you leave home is *really* the time to make sure you've brought everything along.

What's on my list of things to bring? First, and most important, buckets, lots of buckets, at least five to seven per horse that I'll be crewing for. I'll talk more about buckets in detail in a minute! I also bring spares of every piece of tack: bridle, reins, a girth, stirrups, stirrup leathers, and at least two Easyboots. Often, I'll just bring a whole extra saddle, with all the fittings on it. I bring a lightweight blanket for the horse in case we need to keep him warm for some reason. I always bring a halter, if for some reason we are pulled, I want to be able to take the horse's bridle off and tie him while we're waiting to get a trailer in there to get him out.

I bring a hoofpick, bunch of sponges, and a few towels, which I'll lay across the horse's neck and wet down. I also bring all the riders' things: water bottles, aspirin, food, whatever. I don't have one of those collapsible carts to bring everything along, so I don't go crazy and bring the whole barn! I don't want to have to run to the car too many times! I don't bring brushes,

because when they are hot and sweat, a brush only scratches them and they don't like it.

Once at camp, I **make sure to attend the riders' meeting**. That's the place to hear about all the little details that might not be obvious from the documentation – the best way to get to the checkpoints, and how long it will take to get there. At a lot of the rides, they don't always have a trail map and a crew map; the Championship always does. But at the riders' meeting they will tell you about the area, and how long it will take the crew to get to each checkpoint, and far you will have to walk, and so on. It's every bit as important for the crew to attend this meeting as it is for the riders!

Before we go to sleep that night, I load everything I'm going to need at the vet checks into my vehicle, or, at least, in one big pile, ready to load.

The next morning, I'll get up first, so I can feed the horses and get things started, while letting Pat and his partner rest a little longer. If the race starts at 7am, for instance, I'll try to get up about 5am, and feed and water the horses, so they have something in them and digested by the time the race starts. Then I go over my checklist again to make sure I haven't forgotten something.

I try to **leave for the first check early**, sometimes, even before my riders leave. It depends on how far it is from the start to the first vet check. I love to watch the start – they are always quite exciting, but if I don't think I can get to the first checkpoint in plenty of time to get set up, then I leave before the start.

I want to get to the vet check early enough to get a good parking place, so I can leave as soon as I'm done, to go to the next vet check and get set up. There's nothing worse than parking in a place where you can't get out – being hemmed in so that you can't get to the next vet check before your rider. When I get there, I look for a parking spot that is close, but more important, one that will be impos-

Fifty-one-year-old NITA BROWNING, quite simply, is famous among ride & tiers as "the best crew ever." While she and her husband, Pat, are both avid endurance riders, they have special fondness for ride & tie. "The Easyboot Championship is one race we never miss," Nita says. That makes a lot of people happy, since Nita can't seem to say "no" to crewing for several teams at every race.

The Brownings' best year of competition came in 1995, when Pat and his long-time partner, Dennis Rinde, missed winning the year-end High Point competition by a single point. "We didn't miss a race," remembers Nita. However, that year, the team did win National Team High Mileage honors in the Man/Man division. Even though the Brownings assert that Pat is "not a runner," the 57-year-old logger is an excellent horseman, a determined individual, and "always happy to teach a good runner how to ride," a combination that just about always helps him finish in the top ten.

sible to get trapped in. I might even turn the truck around, so I'm facing the way that I'll leave.

Once there, I **find out where the vet is**, so I can set up my spot as close to him or her as possible, without being in the way. Obviously, I don't want to distinguish myself by being in the way, but I want to be close by, so the riders don't have to take the horse very far. I also ask where the riders will be coming in, and where they are supposed to go out. I want to be able to meet the rider on the edge of the check, and direct him to where he's supposed to leave.

If the weather is hot, I try to find a spot in the shade. If it's cold, I try to find a place in the sun. I want the horse and riders to be as comfortable as possible.

Next, I **start filling all my buckets with water**, and put them in the sun to warm up. These buckets of water are the most important thing! During the ride, it's important to cool out the horse as fast as possible, and to have enough water there so the horse can drink. The buckets that you use to wash the horse off with and that he drinks out of should be kept completely separate. You also need enough buckets on hand so that you don't have to stop and get more water in the middle of your horse's vet check.

I usually designate one or two buckets, ones that have a real wide top, for the horse to drink out of. Very rarely do I remove the horse's bridle in the vet check, and he has to have a lot of room to feel comfortable sticking his face down into the bucket. So the wide buckets are the drinking buckets and I put them in the front of our area. I also make sure to tell anyone working with me, "Do *not* sponge out of those buckets."

Then, I line up several more buckets of water along each side of where the horse will be standing. I like to have a minimum of five buckets of water per horse ready, if not

seven. The minimum would be one for him to drink in front, and two on each side. A couple more off to the side would be helpful. Every so often, a horse will kick one over accidentally, and it's good to have plenty more on hand, without having to run off and get some.

After the buckets are filled and positioned to my satisfaction, I **get the feed and other gear**. I like to have some grain, fairly sloppy and wet, ready for the horse to eat. At the first vet

check they seldom want anything to eat, but as the day wears on, they'll be happy to eat when they get there. If they won't eat the wet food, I'll mix a little more dry food in to make them happy. I want them to eat!

Next, I **set out the things that my runners want**. I put their things where they can get them. I get

Pat's aspirin ready! And I make sure their drinks or water bottles are ready for them.

If I have time, I might also write down the riders' names as they come in; if my team is competitive, and Pat always is, the information might be useful to them for strategizing.

A lot of times there will be some radio communication, and the vets will know about when the first riders are coming in. When we get word that the riders are due in, and I have someone to help me, I send that person to the edge of the vet check to **meet our rider**. If I'm by myself, I'll go. Whoever meets the rider takes a bottle of water, so we can hand him one as soon as we see him. We also lead the rider to our spot, and I point out the way to where he's supposed to leave. Usually, as soon as he's gotten everything he needs, he leaves the check and leaves the horse to us.

The first thing we do when we have the horse in our spot is to **offer him a drink of water**. Everybody steps back and stay quiet while he decides whether or not he's going to take a



The "Crew": Leah Mirsch, Nancy Andreotti and Nita Browning

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Check out the Ride & Tie Web Site! www.rideandtie.org

Long time friend of ride & tie, Robert Eichstadt, is building a web site for the Association. It's intended to help us in several ways:

Interested people who don't know where to find a ride & tie, or even what one is, can now find the Association address and phone number, see great photos of Championships past, and find the next ride & tie near them.

People who are already brainwashed – um, involved – can check out the site to get the latest information about the Easyboot Championship. As people return their entries, their names will be posted on the site. Now you can see which of your friends are already planning to compete, and which ones still need to be harassed – er, cajoled – into attending. Those still looking for partners, horses, or crew members can also advertise on the site.

We hope this will help us accomplish our goal of 110 teams on the starting line on June 21.

110 is the magic number

By this time, I hope all of you are aware that we need 110 teams at the 1997 Easyboot Ride & Tie Championship, in order to retain EasyCare's fantastic sponsorship of the event. What you might not know is that by somehow getting even more teams, the event will also benefit the Ft. Bragg/Mendocino Coast Chapter of Big Brothers/Big Sisters.

Site Manager of the 1997 Easyboot Championship, Lari Shea, is a regular contributor to Big Brothers/Big Sisters. (And any little sibling brought to Ricochet Ridge Ranch by their Big Brother or Big Sister for a trail ride gets to ride free!) In addition, Lari will be donating \$500 to Big Brothers/Big Sisters in honor of the Championship, and she has challenged the Ride & Tie membership to do even more. Curt Riffle, president of the Association and Race Director has pledged to give Big Brothers/Big Sisters \$100 for each team beyond 110 teams.

Big Brothers/Big Sisters is a wonderful organization that makes a big difference to youths and their families. Of-

fering that organization a little support, while having a memorable time in an outrageously beautiful setting surrounded by fun people and great horses...you can't lose!



Championship Crew continued from page 9

drink. Drinking will help him more than any other thing we can do for him, so we wait quietly until he's done.

Then, when he says he's had plenty, we **start washing him down**. If it's early in the morning and cold outside, then I go easier on the water. I keep it low on his legs and belly, so I don't cramp his muscles. If it's hot, I just slop it on him – neck, legs, belly, and ribs. If a horse isn't coming down fast enough (if his pulse and respiration are not slowing down) we'll also loosen the girth and lift the saddle off his back and sponge some warmish water over his back, too. You never use cold water; you don't want to cramp his muscles. This is especially effective on the Quarter Horse/Arabian crosses, who are so much more dense and harder to cool down than the pure Arabs.

I'll also **check the horse's pulse and respiration**, to see what our starting point is. As soon as that is under control, I'll send my helper back to the edge of the check with a water bottle for the runner. He or she will meet the runner, and direct that person back to our spot.

Meanwhile, I'll keep washing the horse, checking his pulse and respiration frequently. When I check, I'll have everyone stop what they are doing and hold still so I can get an accurate count. Then I can tell the crew, "We've only got one



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Please don't wait until the last minute to renew. We want to make your 1997 race season as carefree and rewarding as we possibly can. Help us help you. Renew!

point to go," or, "we've got a couple points to go," so we all know where we're at. Ideally, by the time the runner gets there, we have the horse "down" and recovered and ready to go. If not, we continue working until he is.

Another thing to keep in mind is to **make it as mentally comfortable for both the horse and riders as possible.** Our job is to get the team in and out of the checkpoint as quickly as possible. I try to stay calm and cool, even if the riders are frantic about something. If everyone is upset or excited, it's going to make it that much harder to bring the horse down. A horse can tell if you're excited and upset, and there goes his pulse! So I try to move quickly and quietly.

On the other hand, I don't let the horse run the show, either. I don't want the horse acting like an idiot. If he is bouncing off the walls, I might give him a good jerk on the reins and ask him to mind. I can't have him stepping on me and knocking over buckets. If I have enough helpers, I will assign one person to hold the horse in the front, and that person can talk to the horse, and stroke his ears and neck, distract him and keep him focused, so that the rest of us can do our work and not worry about his mood.

As soon as we've determined that the horse is ready, I generally walk the horse over to the vet check, and then the

rider takes the horse to present to the vets. Then, hopefully, they're off again!

Most of the ride and tiers are great people and great friends. When I'm through with my team, if I have extra water, I always ask the crews next to me if they need a little more. There is no sense in throwing water on the ground if your neighbor still has to fetch some. And if I have time, I will usually pitch in and help the people around me, too. Then it's off to the next checkpoint to start all over again!

I try to be at the finish line when my team gets there, because by the time they finish, they are going to be so tired, they don't want to take care of the horse if they don't have to. I take the horse from them, take his bridle off, and put his halter on; that's more comfortable for him. If it's not a long way to the camp, I'll unsaddle him right there and carry the saddle back to the camp to cool him out. If it's a long way, I'll wait to get to camp to unsaddle him! I'll cool him off, wash him off, water and feed him, and get him ready to take back to the vets.

HEY!
Here's your new membership card!

DON'T THINK SMALL THINK COZY

Space will be very limited at this years championship race camp in Fort Bragg so please do not leave unnecessary excessive space between campsites and please make your camp and horse corrals as small as possible. Your cooperation is appreciated.

Regretfully

the Mountainside Ride & Tie was cancelled several days prior to the scheduled race day due to the lack of "pre" registered entrants. Unfortunately this seems to be a problem for most (if not all) Ride & Tie race directors. As many as 30% - 50% of participants do not "pre-register" for races, but take it for granted that a race director will "be able to squeeze in another team." Sure they can squeeze in a team or two but an additional 10 or fifteen? The fact is that race directors do not make a "profit" when they hold a Ride & Tie. By the time that entries are mailed, food and completion awards bought, out-houses rented, park fees, permits and insurance are paid for there is not much (if any) going toward the "profit" column. I am sure all would agree that a race director should not be expected to "fund" a Ride & Tie personally. You can help prevent this in the future by simply taking a moment to "pre-register." *Put yourself in their shoes.*



RACE RESULTS

CAHUILLA HEIGHTS

25 MILES

1	Kathy Appleby	Rufus Schneider	Justin	W/W	2:45
2	David Foster Jr.	Cindy Foster	Allegra	M/W	2:49
3	Jonathan Jordan	Diane Danitz	Rome	M/W	3:15
4	David Foster	Arleene Foster	Linda	M/W	3:23
5	Bob Edwards	Cody Thompson	Star In Motion	M/M	3:28:10
6	Liz Scott	Jodie Petersen	Grey Boy	W/W	3:28:35
7	Gary Webb	Ellen McCrary	Blue	M/W	3:41
8	David Howe	Gina Giese	Traveler	M/W	3:45
9	Penny Deary	Robyn Tustison	Magnum	W/W	DNF

10 Miles

1	Chris Derr	Marylou Lackey	Salmar	M/W	1:33
2	Ed Strong	Kim Strong	Taz	M/W	1:38
3	Sydney Vale	Alina Vale	Pendragon	W/W	2:00

Best Condition Horse - Justin

OLD PUEBLO

25 Miles

1	David Foster Jr.	Cindy Foster	Allegra	M/W	2:58:40
2	Garret Ford	Lisa Ford	Flash	M/W	2:58:46
3	Jon Root	April Ott	Exceter	M/W	3:20
4	David Foster	Arleene Foster		M/W	3:21
5	Ted Miller	Cheryl Miller		M/W	4:44

MUSTANG CLASSIC

25 Miles

1	Jim Howard	Dennis Rinde	Cimmaron	M/M	2:25
2	Warren Hellman	Tom Johnson	Joe	M/M	2:27
3	Jeff Windeshausen	Tony Brickel	Rambo	M/M	2:49
4	Skip Lightfoot	Curt Riffle	Rajzik	M/M	2:50
5	Cindy Foster	Becky Widler	Reina	W/W	2:50:01
6	Chris Turney	Melissa Ribley	Buddy	M/W	2:50:03
7	Mark Driscol	Don Roth	Julia's Pride	M/M	2:56
8	Tom Gey	Elaine Ruprecht	Magic	M/W	3:01
9	David Tarpinian	Gabriella Mann	Samurai	M/W	3:01:01
10	Michael Rapposelli	Lida Rapposelli	MC Satuss Sno	M/W	3:10
11	Tim Hinrichs	Shellie Hatfield	Tikki	M/W	3:13
12	Lorrie Barger	Torrea Snow	Mavrick	W/W	3:14
13	Judy Gonzalez	Teresa Rose	Bashe	W/W	3:17
14	Godfrey Sullivan	Marvin Snowbarger	SE Blue Max	M/M	3:18
15	Tom Christofk	Clint Christofk	Tango	M/M	3:21
16	Ted Ruprecht	Julie Moreland	Abay	M/W	3:22
17	Gary Webb	Ellen McCrary	GGaffon	M/W	3:22:01
18	Bob Edwards	Kathy Kelly	Chief	M/W	4:36
	DNF Don Betts	George Hall	Albi	M/M	

Best Condition Horse - Joe

UPDATED 1997 RACE SCHEDULE

15

4-20-97 EDITION - SANCTIONED RIDE & TIE EVENTS

Dave Riffle
Woodinville, WA
Have shoes, have map,
can ride, can tie, can
run, partner fell off
horse- can't ride, need
new partner and new
horse.
e-mail
driffle@ncelac.com

Noel Dybdal
Davis, CA
Has 3 horses but not
enough time to condi-
tion. Wants a partner to
help condition a horse
or a partner with a
horse.
e-mail
dybdal.noel@gene.com

Patrick Doyle
Granite Bay, CA
Has horse needs part-
ner
e-mail
dlpatrl@aol.com

Sid Sullivan
Boise, ID
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May 3
San Jose, CA (Pro-Am)
Quicksilver
Skip Lightfoot
970 Blossom Hill Road
San Jose, CA 95123
(408)226-0745
11/23 mile

May 11
Bend, Oregon
Prineville
Lew Hollander
20389 Strawline Road
Bend, Oregon 97702
(541)382-7846
8/25 miles

May 17
Santa Cruz, CA
Big Creek
Ellen McCrary
318 Swanton Road
Davenport, CA 95017
(408)423-6089
30 miles

May 17
Luray, VA
Double Dipper
Tom Sites
P.O. Box 169
Luray, VA 22835
(540)743-4377
25 & 50 miles

June 21
Fort Bragg, CA
EasyBoot Ride & Tie
Championship
The Ride & Tie
Association
11734 Wolf Road
Grass Valley, CA 95949
(916)268-8474
37 miles

July 27
Ashland, OR
Pacific Crest
Ann Swartz, DVM
805 E. Vilas
Central Point, OR 97502
(541)535-6509
10/30 miles

August 16
Santa Cruz, CA
Swanton Pacific 100
Ellen McCrary
318 Swanton Road
Davenport, CA 95017
(408)423-6089
100 miles
limited entries call for info

August 23
Santa Cruz, CA
Champagne
Steve Shaw
155 Baltusrol Drive
Aptos, CA 95003
(408)685-3436
30 miles

September 13
Grass Valley, CA
Bloomfield Boogie
Jon Root
Post Office Box 2883
Grass Valley, CA 95945
(916)268-2298
13/26 miles

September 27
Boulder, CO
Colorado
Brad Patterson
2740 West Elizabeth
Fort Collins, CO 80521
(970)484-5560
20 miles

October 4
Auburn, CA (Pro-Am)
Cool
Suzanne Remillard
1971 American River Trail
Cool, CA 95614
(916)823-0973
11/22 miles

November 1
San Diego, CA
Cuyamaca
Arlene Foster
38230 Lorenzo Lane
Hemet, CA 92544
(909)767-1237
15/36 miles

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

UPCOMING NON- SANCTIONED EVENTS

Putting on an event? Let everyone know about it. Send
details to The Ride and Tie Association

Nov. 2
Hume, VA
Marriott Ranch
Dan Neja
5305 Marriott Lane
Hume, VA 22639
(540)364-2627
5/12/20 miles

NATIONAL POINT STANDINGS

INDIVIDUAL POINTS

Cindy Foster	146
Jim Howard	86
Dennis Rinde	86
David Foster Jr.	84
Warren Hellman	80
Tom Johnson	80
Tony Brickel	74
Jeff Windeshausen	74
Skip Lightfoot	68
Curt Riffle	68

MILEAGE

Cindy Foster	75
Arleene Foster	50
David Foster	50
David Foster Jr.	50
Bob Edwards	50
Ellen McCrary	50
Gary Webb	50

HORSE POINTS

Cimmaron (Howard)	86
Allegra (Foster)	84
Joe (Hellman/Osterweis)	80
Rambo (Brickel)	74
Rajzik (Lightfoot)	68

TEAM - MAN/MAN

Jim Howard/Dennis Rinde	48
Warren Hellman/Tom Johnson	39
Tony Brickel/Jeff Windeshausen	34

TEAM - MAN/WOMAN

David Foster Jr./Cindy Foster	84
David Foster/Arleene Foster	56
Gary Webb/Ellen McCrary	54

TEAM - WOMAN/WOMAN

Kathy Appleby/Rufus Schneider	44
Cindy Foster/Becky Widler	44
Jodie Petersen/Liz Scott	33
Lorrie Barger/Torrea Snow	33

JOE WEE : A profile

written by his teammate Gino Pomilia

JOE WEE is the awesome grey gelding that won the Best Condition Award at the 1996 Easyboot World Ride & Tie Championship, soulfully bringing my partner Erik Stenson and me to a fourth place finish. The achievement was the biggest Ride & Tie thrill ever for Erik, me and our families, although the person who remains most proud is the *real* owner of JOE WEE, my wife Babs Pomilia.

Named and spelled by our then-6-year-old daughter Kathryn, we originally purchased JOE WEE as simply a good "all around" horse for Babs. However, it soon became clear that his athletic ability, his recovery rate, and his unbridled love of the hills were pretty exceptional. Babs loaned her horse to me and Chris Knoch for the 1990 Championship race in Trinidad, CA. (needless to say, with an endless list of stipulations!) We finished

ished fifth overall and JOE WEE won Reserve Best Conditioned. Since that time, under the watchful eye of Babs, JOE WEE has entered five Championship Ride & Ties finishing "top ten" in all! He has been Reserve Best Condition twice and finally last year won the coveted Best Condition Award, earning an impressive 83 out of a possible 100 points.

For those of you who know me, I've been part of Ride & Tie for the past 21 years. I've been loyal to the sport and to "lookin' good" on the trail. Not until JOE WEE did I truly experience and appreciate not only how much a horse means to a "top ten" finish, but how important he can become in one's life. Most important to Babs and me is that JOE WEE is not simply a Ride & Tie competitor, but he is a very special member of our family. When he is not racing he is being ridden by just about everybody in our family, including Kathryn, age 11, J.D., age 8, and his newest rider, Alexandria, age 2 1/2. It's rare to have a competitive Arab that has so many dimensions. "He's the smartest and kindest animal we've



BOARD OF DIRECTORS ELECTION

Please cast a vote for not more than four candidates

- Jon Root** (nominated by the Nomination Committee)
- Dave Andreotti** (nominated by the Nomination Committee)
- Robin Klaus** (nominated by the Nomination Committee)
- Leah Mirsch/Lon Clearwaters** (nominated by the Nomination Committee)
- Write in** _____

Please mail ballot by June 7, 1997 to The Ride and Tie Association
11734 Wolf Rd. Grass Valley, CA 95949



ever owned" says Babs, and according to the rest of the Pomilia clan JOE WEE is the "Best athlete in the family!"

As a coach, an athlete, and a competitor, I simply appreciate JOE WEE'S grace, his beauty, his ability, and his honesty. I have come across few individuals who possess such qualities as he. It is so hard to put into words how we feel about JOE WEE. We are truly privileged to have him in our pasture!

On the cover of the Sept/Oct newsletter Gino Pomilia was shown flying in mid air while mounting (I think) his horse. It was really a great shot and quite a privilege to be on the cover of the newsletter had it not been for the fact that he was identified as "Jim" instead of "Gino". Ooops! Now our poster boy in the American flag shorts is splashed all over this years Easyboot Championship race entry form but... there is yet another typo for the Pomilias. Easyboot displays an ad on the back showing last year's winners Tom Johnson, Mark Richtman and Eli as also being awarded the Best Condition Award. Sorry Easyboot, last year's Best Condition Award went to "Joe Wee" owned by Babs & Gino Pomilia.

JELL-O for Brains???

The Ride & Tie crowd has often been viewed by outsiders as slightly crazed lot.

Now a learned doctor from our midst may have stumbled onto new clues regarding the Ride & Tie mind.

In a current article advocating the use of helmets, Jeff Herten compared the human brain to tomato aspic. Maybe that analogy has more theoretical

merit than we realized. The following excerpt appeared in a recent *U.S. News & World Report* column honoring the 100th anniversary of the introduction of Jell-O:

"A professor once hooked up the dessert to an electroencephalogram machine; its readout was virtually identical to the brain waves of healthy humans."

THANKS

NEW & RENEWED MEMBERS

The following is a list of those that have renewed their membership for 1997 or have become a new member since the previous (March/ April) newsletter. Lists of new & renewed members have been published in the Nov/Dec, Jan/Feb, and March/April newsletters. If your name does not appear in any of these lists you are not a current member for the 1997 race season.

Heidi Agler	Allison Millhollen
Steve Becker	Les Nightingill
Sandy Bolinger	Dick Nogleberg
Tony Brickel	James Oury
Terry, Tim & Nicole Canby	Annette Parsons
Liz Carey	Doyle Patrick
Jim Clover	Brad Patterson
Jerry & Erna Cook	Calvin Paulette
Noel Dybdal	Jodie Petersen, D.V.M.
Joseph & Allison Edwards	Diane Pokrajac
Robert Eichstaedt	Gino & Babs Pomilia
Gina Giesa	Pam Priest
George Hall, D.V.M.	Teri Reilly
Debbie Hansen-Bernard	Jim & Suzanne Remillard
Katie Haritos	Laurie Riebeling
Jody Harvey	Curt Riffle
Jim Howard	Jennifer Rubio
David Howe	Robert Santos
Jim Hurley	Ruifus Schneider
Michael Jay, D.V.M.	Sheri Sedam
Peggy Jern	Lari Shea
Donna Jones	Marcy Shone
Jonathan Jordan	Susan Simons
Jan Kahdeman	Torrea Snow
Marcee Keller	Marvin Snowbarger
Cathy, Dugan & Darby Kelly	Ann Swartz, D.V.M.
Steve Kendall	Chris Turney
Nancy Kerns	Robyn Tustison
Pat & Noel LaFortune	Don, Alina, Sydney & Bryce Vale
Robin Leach	Ed Vandenhoogen
Bill & Diane Logan	David, Deborah, Wendy & Chris Wagner
Martin & Nathan Lopez	Dutch & Becky Widler
Desiree Mann	Dave Wilson
Larry Matz	
Doug McMahon	
Ted & Cheryl Miller	

FOUNDING MEMBERS

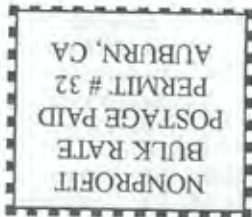
Lon Clearwaters	John Osterweis
Leah Mirsch	Steve Shaw
Bradley & Clark Davis	Jim & D'Ann Steere, D.V.M.
Warren Hellman	Mary Tiscornia
Wayne & Robin Hinrichs	Ralph & Peggy Wadsworth
Mike & Cynthia Jepsen	Bud & Fran Johns
Lud & Barbara McCrary	

ADDRESS CORRECTION REQUESTED

ALAMEDA, CA 94501
1175 REGENT ST.
NANCY KERNS

CURRENT 97

11734 WOLF RD.
GRASS VALLEY, CA
95949
(916) 268-8474



MEMBERSHIP FORM

Please mail to:
11734 Wolf Rd. Grass Valley, CA 95949

TYPE OF MEMBERSHIP

(check your choice of membership)

Name(s) _____

Address _____

Phone _____

E Mail address _____

- I am a Rider
- I am a Runner
- I need a teammate and a horse
- I have a horse, but need a teammate
- I have a horse to loan or lease

- Lifetime member** (\$500) Pay no more annual membership fees and receive a \$25 discount on Championship race entry fee
- Competitor Member** (\$50) Provides access to the membership database which can link up teammates with horse, riders and runners.
- Competitor Family Membership** (\$75) Immediate family residing at one address. Please list all names to be included.
- New Member-1st Year** (\$20) Offered at a reduced rate for those checking the sport out. Equivalent to a competitor membership
- New Family Membership** (\$35) Immediate family residing at one address. Please list all names to be included.
- Supporter** (\$100 or more) Same benefits as a competitor member plus a \$10 discount on Championship race entry fee.
- Friend of the Ride & Tie** (\$20) Not an actual competitor but would like to show their support for ride & tie. Included in all Association mailings.

All categories of membership will receive Ride & Tie News bimonthly, The Ride & Tie Journal annually, information and applications for the annual World Championship Ride & Tie, advocacy for growth and competition in all aspects of the sport, inclusion and eligibility for the national point system and assurance of the continuance of the sport of Ride & Tie. As a 501(c)(3) non profit organization, these membership contributions are tax deductible.

HORSE REGISTRATION FORM (ONE HORSE PER FORM) OWNER (IF DIFFERENT FROM ABOVE)

REGISTERED NAME OF HORSE _____

Name _____

Address _____

NAME (NICK NAME) As you wish it to appear in future race results. _____

GELDING MARE STALLION BREED _____

Phone _____