39th Annual World Ride & Tie Championship
Humboldt Redwoods State Park
June 20, 2009

2009 Ballot Inside!

Barry Thorpe Photography
I just got a call from GIST and the buckles for the Championship are on order. Again they were ordered by Rufus Schneider and will be the same great buckles you have received in the last three years. The Ride & Tie Championship race June 20th is almost here. Once again we are in the Avenue of the Giants. You really don’t want to miss being part of this race. The food has been ordered, there will be a vegetarian meal available this time and not just a ticket. Chris Amaral has promised.

The Association has been working at a deficit the last few years. In an effort to increase membership we have lowered our membership fees to $25 for an individual and $35 for a family. We have improved the Ride & Tie Newsletter adding color, lots of photos, and hopefully some useful and fun articles. We have added a Ride & Tie Handbook so you can find members in your area and get detailed information on the different ride & tie races on the schedule for the year. We topped 400 members last year!

The hope is that an increase in membership will also get an increase in ride & tie participation in local events and our Championship. We cut the entry fees to the Championship over 50% to only $100 per team. We have held the race at some really good locations including an old favorite last year in Taylorsville, and this year’s site in the Humboldt Redwoods, which was and will be again the best site ever. We have continued furnishing the meat at the Thursday pot-luck, added $6,250 in cash prizes, lots of non-cash finishing awards, raffle drawing including a new saddle, and this year we hope to have four veterinarians. We are putting on great races. Be sure June 20th is on your calendar. Come camp for the whole week. It will be a great vacation.

Finances will be a key item to be covered by our Board of Directors in meetings this year. We have established a committee to try and plan a way to be self-supporting in the future years. We can’t operate at a loss for long and can’t count on donations for ever. Hopefully this does not lead us back to high membership and entry fees. We welcome and encourage any input from our membership. You may send me your suggestions at rideandtiedon@aol.com, call me at (360) 681-5218, contact any Board Member, post your ideas on the Yahoo Ride and Tie Forum, or the Ride and Tie Facebook page.

Our horses have just about lost their winter coats. At the time of this writing we have done one serious ride, the ponies are out of shape, and I’m walking funny. Last week it was still snowing here at our house. Last year we got a surprise twelve inches of snow on the 25th of April. Fortunately here in the Northwest our races don’t start until May. We’ll have a couple of horses that can go the distance by then.

Hope your finding great weather and trails and your teams are looking good. See you at the races! Ride & Tie races, that is!
CANDIDATES FOR THE BOARD OF DIRECTORS

Steve Anderson
I have been a member and participant in Ride & Tie since 1985 and a mentor in Santa Clara County since 2005. With the races I go to, I try to help the Race Manager as much as I can, from course marking to registration and finally cleanup. Because I hold an Amateur Radio License I have even helped as a Radio Operator on a Championship course. My busiest time is with the Championship race where I am involved with computer entry at registration to making printouts for the aid stations and Vet Check and finally the finish line results. I am presently on the Board working as Database Manager, Statistician, and now as Treasurer. My continued effort is to maintain accuracy and professionalism to the Ride & Tie Association. I am also the race director for the Quicksilver Ride & Tie in San Jose.

Steve is the Treasurer of the Board of Directors. He is seeking reelection for his second term.

Lani Newcomb
Spreading the gospel of Ride & Tie is one of my main missions in life. I have been competing since 1983, and some day plan to get it right. Until then my goals are to continue working to firmly establish Ride & Tie in the east and to increase the numbers of events available across the country. As a current board member I am in charge of sanctioning and scheduling races. My partner and I, both lifetime members, valiantly struggle away in the back of every Ride & Tie we can get to. We get slower every year but still have more fun than most.

Lani Newcomb is a long time Board of Directors Member. She is the Chairperson of the Sanctioning Committee.

George Hall
I was first introduced to the sport of Ride & Tie by the McCrary family in the late 1970s. It looked like so much fun, I had to run it so I could participate. During my training and conditioning I developed an interest in exercise physiology and anatomy, which led to my deciding to become a veterinarian. I have been an active participant in the sport of Ride & Tie since 1980. I have competed in every championship race since that time, except one. I have also participated in two 250 mile, five day events as well as 75 and 100 mile ride & ties. With my education and experience competing, I feel well qualified to help the sport grow and continue to provide a friendly, family oriented activity for the equestrian and running communities. Ride & Tie has changed my life over the years and I think it is time I give something back. If I am elected to the Board of Directors of the Ride & Tie Association, I will be able to help the sport that has shaped my adult life. My goal will be to help guide the Association, promote the sport and help it continue to evolve and prosper.

George Hall is seeking election for his first term on the Ride & Tie Board of Directors.

Ben Volk
One important lesson I have learned from nine years of 4-H and 25 years of doing fun runs, triathlons, and bike races is most events do not happen without a dedicated team of volunteers. I have enjoyed the last 3 years of just showing up for a Ride and Tie and doing the race. Now as course marking, t-shirt ordering, permits, awards, veterinarians, sponsors or other volunteers to worry about. Just show up, camp out, race, have a couple of beers, rest up, and go home. I’ve directed several fun runs and I know there is a whole lot that goes into a race both before and after the race is completed. But now it is time to give back to the sport. I know that previous Board Members have put in countless hours of volunteer time over the years. While I am relatively new to the sport, I feel that I can help keep Ride & Tie going strong in the Pacific Northwest and and learn from the existing Board Members.

Ben is seeking election for his first term on the Ride & Tie Board of Directors.
Championship Week Schedule

Sunday, June 14: Camp Opens (Limited spaces available on Saturday)
Thursday, June 18: 4 PM General Membership Meeting and 2008 Point Awards
6 PM Potluck (We provide the meat! You bring a dish to share)
Friday, June 19:
10 AM Registration begins
3 PM Vet in begins
5 PM Ride & Tie Clinic for Novice or the curious
6 PM Championship Race Meeting
Saturday, June 20:
8 AM 34th Annual World Tie & Tie Championship!
Sunday, June 21:
4 PM Banquet followed by Awards
Camp Closes

Things to Remember about Cuneo Creek

- Dogs are permitted ONLY on leash. (This is a California State Parks law.)
- Bring a camera. Those trees are incredible!
- Bring both cool and warm weather clothing.
- There are 28 pole paddocks for horses. First come/first served. (*Exceptions: The first ten teams that signed up have reserved paddocks.)
- Watch out for poison oak and bears! (not necessarily in that order)
- Shops, gas stations and feed stores are not close to camp. Bring everything you need.
- There is no RV dump in the park
- Depending on your provider, and where you are standing, you may not have cell phone reception... or you may.
- Thursday evening there will be music and singing. Bring your instrument!

Humboldt Redwoods SP

Humboldt Redwoods State Park has nearly 53,000 acres, much of which is forested by old growth coast redwoods. It is the third largest park in California. There are over 100 miles of trails for hiking, biking and horse riding. There is boating, fishing and swimming on the South Fork of the Eel River.

Be sure to visit the Founders Grove Nature Trail, the 32 mile Avenue of the Giants Auto Tour, and the Humboldt Redwoods Visitor Center. Auto Tour brochures are available at either end of the Avenue of the Giants and at the Visitor Center.

Cuneo Creek 2007
Barry Thorpe Photographer
Getting to the Championship

Pipe Corrals!
Hot Showers!
Tallest Trees on Earth!
Great Trails and
One Exhilarating Race!

Our 2009 Ride & Tie Championship will be held in the Humboldt Redwoods State Park off Highway 101 on the northern coast of California. For those not living on the coast the easiest approaches to US 101 will be Highway 20 from the south and either Highway 199 through southern Oregon or Highway 299 from Redding for those from the north. Maybe you looked on maps and saw Highway 36 just a little north of the ride site. Don’t use it unless you are looking for a scenic alternate and are driving a sports car. Highways 199, 299, and 20 are all best driven in the daylight when you are fresh. Highway 299 is the most winding with four passes to cross in the 142 miles of two-lane road between Redding and the coast. Take your time enjoy the drive.

FROM THE SOUTH: Follow Highway 101 north (4 1/2 hours from San Francisco) past Garberville to the Honeydew exit.

Follow the signs toward Honeydew and cross over the Eel River on the Dyerville Bridge. Turn left onto the Mattole Road crossing underneath the freeway and go 7-1/2 miles to the Cuneo Creek Horse Camp just past the cemetery. This is a very twisty road through the tallest trees on earth.

FROM THE NORTH: Follow Highway 101 about 40 miles south of Eureka to the Honeydew exit. Follow the signs toward Honeydew and cross over the Eel River on the Dyerville Bridge. Turn left onto the Mattole Road crossing underneath the freeway and go 7-1/2 miles to the Cuneo Creek Horse Camp just past the cemetery. This is a very twisty road through the tallest trees on earth.
THE SECRET OF RIDE & TIE

BY TED RUPRECHT

The secret for doing Ride & Tie easiest, fastest, and funnest is not unknown to some R&Tiers, some know it from experience, some from intellectual effort and some practice it without knowing why.

In the early days of R&T the significant dollar prize money offered by Levi Strauss Co. for the Levis R&T attracted a number of really fast runners, but unexpectedly their teams never did particularly well. Rather, the top places went to a team composed of two good but not great runners and a horse now in the R&T Hall of Fame. Their leader was Chuck Stalley whom I credit as the first person to discover and practice the secret of Ride & Tie.

The secret is to have both runners simultaneously on the ground running. But how can this be done when one of them has to be riding the horse? To see the answer to this question, let's make the extreme assumption that the horse can be ridden infinitely fast. Also assume both runners run six minute miles. If so, then at the end of the first six minutes the initial runner is at mile one where the horse is waiting. The initial rider is at mile two since he/she ran for the same six minutes after tying the infinitely fast horse at mile one. The horse has been ridden for a second infinite time period by the initial runner so is also at mile two; they are all at mile two ready to repeat the performance. Thus, the team is at mile two in six minutes for an average time of 3 minutes per mile. Wow!

How does this compare with a good team in the situation where these runners ride at a rate of 6 minutes per mile. In this case, at the end of six minutes the rider ties at mile one at the same time the initial runner arrives at mile one. They are together as at the start and will complete the ride together since they all are moving at the same rate. Their overall time will average 6 minutes per mile.

What about the rest of us who can't run as fast as our teammate rides? With slower runners there will be time when both are simultaneously running since the horse will be faster than the runners and thus tied for awhile while the initial runner catches up to the tie point. During this catch up time, the initial rider has had some time to also be running. Thus, for example, fifteen minute per mile runners will end up averaging better than fifteen minutes per mile.

What these examples show is that the secret "IS" to "RIDE THE HORSE FAST". Riding the horse fast (without causing lameness or fatigue) means the runners will have more time when they both are on the ground running and thus reducing the average overall time per mile.

The next question is the obvious one, how can a team approach the mythical infinitely fast horse? Without doubt, the most important element in approaching the horse that is infinitely fast between ties is to get the horse in the best possible condition. Another element

CONTINUED ON PAGE 11

Ted, grinning with the Secret of Ride & Tie
Change is in the air!

Wow... is it seriously nearly summer??!

Summer... trails that aren’t covered in mud, horses that aren’t fuzzy, and (finally!) skies that aren’t grey and rainy. I am particularly excited for this summer, because it is the last summer before I go off to college. Yes, somehow filling out those confusing applications, writing and rewriting those essays, and filling out even more confusing financial aid applications (all before specific deadlines...) actually worked, and I’m going to college! After some difficult choices, I’ve finally decided to go to Dartmouth College, in Hanover New Hampshire. Go Big Green!

An unfortunate side-effect of growing up and gaining all this amazing independence is, well, growing up. I have loved serving everyone as Juniors Editor, but as I move across the country and start a new chapter in my life, I think it’s time to hand over the reins to another enthusiastic Junior Ride and Tie.

I hope that I have encouraged others to give Ride and Tie a try. I know I’m still working on a few of my friends, and I expect to get a few of them out on the trails this season. I also hope that the stories of some amazing young athletes and competitors have inspired others--- They sure have impressed me.

One last thing I would like to write is about an aspect of Juniors Ride and Tie that I don’t think I’ve talked about before. When children get out running and riding with their parents or siblings, Ride and Tie becomes a family event, and that is so cool. I doubt many kids think it’s cool to race with their parents, I certainly haven’t appreciated it as much as I should, but now as I leave home I am realizing how much those races, those adventures with my Mom mean to me. Never underestimate the importance of family!

This is Melissa Queen’s final article as our Junior Editor. Thank you Melissa for the work you have done for us! We’ve appreciated reading your articles and are very proud that one of our Ride & Tiers has been accepted at Dartmouth!

Don and Annie Betts
HELMETS TO WEAR OR NOT TO WEAR?

THE HELMET QUESTION by Melanie Weir

Do you wear a helmet when you ride?

In a study published in the May 2007 issue of The American Journal of Surgery ("Equestrian injuries: incidence, injury patterns, and risk factors for 10 years of major traumatic injuries") researchers followed 151 riders who had sustained traumatic injuries while participating in an equestrian activity. They found that head injuries accounted for 48% of the total number of injuries incurred, which is a close second after chest injuries (54%). What might be surprising is the experience level of these riders. The average patient had 27 years of riding experience. Most of these patients (67%) were able to return to riding. However, more than half (55%) continued to experience difficulties as a result of the injuries sustained. Further, 47% stated that they changed their riding habits as a result of the injury.

There is no rule that requires us to get hurt before changing our behavior. As adults we own the responsibility for making decisions for ourselves, and we have a right to choose whether or not to don a helmet while riding our horses, or skiing or riding bicycles. What about those who are not adults? Should they share the same right to make their own decisions about whether or not to wear a riding helmet?

Opinions, legal and otherwise, vary of course. Many people would never consider riding a mountain bike without a helmet, or letting children go skateboarding without a helmet, and yet this same group may think nothing of getting on a horse without a helmet. Years ago there were no mandatory motorcycle helmet laws, or safety bell laws for that matter. Does anyone today think it is a good idea to get on a motorcycle without a helmet, or ride in a car without a seatbelt? Perhaps, but it is a small number. As a society our sensibilities are changing, and so are the rules. In California, for example, anyone under 18 years of age is required to wear a helmet while riding a bicycle, operating a non-motorized scooter or skateboard and while wearing in-line or roller skates. Most other states have similar laws.

Whatever your personal opinion is on the subject, it is becoming more common to require minors to wear helmets in a variety of situations, including horseback riding. The American Endurance Ride Conference, for example, requires juniors (defined as being under age 16 at the start of the ride season) to wear helmets. In Ontario, Canada a Bill was enacted in 2001, which makes the wearing of approved safety helmets mandatory in most situations for equestrians under the age of 16. And a law which would require children under 16 to wear helmets when riding horses on public roads and trails, is currently pending in the Florida state Senate.

At the upcoming Board of Directors meeting, whether or not to adopt a rule making it mandatory for juniors (competitors under the age of 18) to wear a helmet will be under consideration. The majority of people who responded to a recent online poll regarding helmet use were in favor of adopting this rule.

A helmet cannot protect you from all injuries. Chest, neck and back injuries are also common as mentioned above, and these injuries, too, can also kill or leave a person permanently disabled. But if you just think an accident resulting in a head injury can't happen to you, please think again.

Be Safe. Have Fun. Happy Trails.

For more information about Equestrian Helmets try these websites:
American Association for Home and Safety http://www.aahs.org/safety/webpages/fall99.html
Jessica Jafri's HORSE-SENSE http://www.horse-ssence.org/stories/
Why it is cool to wear a helmet: http://www.equestrianinfo/horsetalk/helmets.htm
University of Connecticut research on Riding Helmets: http://www.ccsr.uconn.edu/rssc/sports/helmets/index.html
Helmet Testing information and videos: http://www.extremism.org/pages/ASTMSEP_Helmets_Regulations_and_Testing

The introduction of this topic revealed some interesting opinions regarding use of helmets in Ride & Tie. Of the 39 persons who volunteered their opinions in the online groups where this subject was raised, all agreed that helmets may be beneficial in reducing the severity of head injuries. Most (28) wear helmets when riding although fewer wear them when competing in Ride & Tie. Everyone responding agreed that the Ride and Tie Association should encourage use of helmets for juniors, and all but a few thought a rule making helmet use for juniors mandatory was a good idea.

Nearly everyone agreed with Liz Perkin, a graduate student and experienced ride & tie:

They are hot, they feel like they are choking you when you run (if properly adjusted to actually prevent a real injury) and they are ugly. It also wastes precious time to switch the helmet between riders at every tie (to avoid running with the helmet). And there have been times when I have run for 8-10 miles at a stretch in the hot sun, no horse in sight, with that damn helmet on and have been mightily annoyed by it. Having said that, I will still wear one whenever I ride.

Some expressed sentiments similar to those of Ride & Tie/Endurance Rider/Show Jumper Karen:

So when people laugh at me for wearing my helmet (I wear it about 95% of the time and the other 5% of the time, I am asking myself why I am not wearing it), I tell them "At this point in my life, I don't have many brain cells left and would like to keep as many as possible!"

Many of the contributors had a story to tell about how they caved in their helmet ("It would have been my head,") or had a concussion ("The doctor said it would have been much worse without the helmet.") when they came off their horse. Several reported that they wear helmets because too many times they have hit low limbs on trails and while they didn't come off, they did say a little thank you to the helmet as they moved down the trail uninjured.

One person said: About six years ago I saw a woman fall off a horse on the asphalt and crack her head wide open. She was not wearing a helmet. A friend and myself were the first on the scene. It was gruesome... Never again will I not wear a helmet.

Of the people who say they never wear helmets when riding, they cite reasons such as: "My head gets hot," "I feel safe without one," "Helmets cause overheating and loss of concentration." or "It would be a hassle."

Very few of the contributors thought that helmets should be mandatory for adults in Ride & Tie. However, Peter Klopper, Neurobiologist from Duke University and long time ride & tie had an interesting point:

Helmets are a pain to wear when competing... Clearly not having to wear a helmet provides a slight competitive advantage, which creates an impediment to their widespread adoption. Hence, I would favor mandating helmet use, a practice widespread in other countries with equestrian

Nearly all the contributors believe that minors should be required to wear helmets. One person said, "If they were mandatory, I wouldn't have to fight with my son to get him to wear one. Sometimes I just give in."

Sadie Julian made a good point with her comment:

Juniors should always be required to wear helmets. It's a scientific fact that the part of the brain involved with thinking about consequences and the future is not fully developed until people hit their early twenties, and so juniors are not properly equipped to handle that kind of a decision themselves.

Another side topic that arose in this discussion was the use of bicycle helmets for horseback riding. Several people said they prefer to wear them because they are more comfortable and often less expensive. However, an article by the American Association for Horsemanship Safety points out that bicycle helmets are tested for shorter falls and protect only the top of the head. Many brands are self-tested and according to the Consumer Reports in 1990, do not meet the same current US standards as equestrian helmets. And finally they point out that bicycle helmets usually "specify that they are intended for bicycle use ONLY. This disclaimer means that in the case of a defective bicycle helmet used in horseback riding you will probably not be able to sue the manufacturer with any degree of success."
Dear Ride & Tie Family and Friends,

It has taken me a long time to write this. Thank you to you all and I hope you will forgive me for taking so very long.

I want to say a huge Thank You to everyone out there in Ride & Tie land who wrote to me while I was in hospital last year and sent cards. As you know, it was a pretty horrible accident. I was in hospital and rehab for a total of four months, and I will be "recovering" for a long time. Your words and words really did help keep me going. It is amazing how much it helps to just know that people are thinking of you. Thank you everyone for thinking of me and taking the time to write.

I also would like to thank very, very much all of you who sent donations. I was overwhelmed with the kindness and generosity of everyone and I cannot thank you all enough. Your generosity helped me to install a platform lift to my home in San Francisco and this enabled me to, eventually, move back home. I thank everyone who contributed from the bottom of my heart. There were several anonymous donations - if any of these were from any of you, I thank you very, very much.

To bring you up to date, the good news is that my left leg is doing very well. I can move my right leg but it is very weak. I can not move my feet at all. Although just a few weeks ago I managed to "twist" my right foot a little. With the help of leg braces and either a walker or crutches I can walk. Thanks to the National Center for Online Nonprofit Therapy in Woodside I have recently got back on a horse. I go to Inverness once a week and they are helping me with learning to ride again. The most challenging part is getting on the horse! Please see out.

http://www.rideandtie.org/

Again, my heartfelt thanks to you all, what a great team of people you truly are.

Carolee Strongman

Ride and Tie Association:

I know this is long overdue, but we just wanted to thank the Ride & Tie Association and especially the Hall of Fame Committee for Scooter’s induction. For those of you that did not attend the 2008 Championships – Scooter received a beautiful bronzed horse head sculpture to recognize his achievements. This award means a lot to a family that competed hard for over ten years on both Scooter and Grab (the other grey arab). Both our daughters, Michelle and Susanne grew up in the Ride & Tie Family and learned to be tough competitors because of these special bonds that they developed in the “Family.”

After attending the 2008 Championship and crewing for Russ Kiernan and Jim Brown, to say we are inspired again is an understatement! WE ARE BACK! and we are putting out a challenge to all the other ‘old’ ride and ties. We will have two teams at the 2009 Championships – WHERE ARE YOU?

We would also like to thank all of you who helped track down our two old grays as they decided to "finish" the 2008 course at 4:00 AM!

See you at Humboldt Redwood State Park!
Our Mystery Graffiti from the last issue of the Newsletter did get few responses. Here they are:

From Steve Anderson: Our own Dr. Brandi Page is the Mystery Artist, at one time living in San Francisco. Of course she was not a Doctor at the time, but she sure was a lot of fun to race with. I believe we did at least three races together and her favorite horse was Rij.

From Laurie Wilson: The drawing caught my eye, and of course I have insider knowledge on the artist. It would have to be the lovely and talented BRANDI PAGE. The year prior, I pestered her into doing that long course with me in Fort Bragg, and we sure had fun.

The way I remember the story, Brandi and some friends were decorating this San Francisco beach wall, and were stopped by the law. Her chalk was confiscated and she was sent along with a warning not to deface public property. The officer must have been an art lover since he didn’t charge her with anything—Editor.

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**Remember Cuneo Creek?**

Don’t miss it this year!

www.rideandtie.org
THE SECRET CONTINUED

of the answer is to "MAKE FAST TIES." That is why we use carabiners on our tie ropes. It is also part of the reason to use flying ties and if possible speed these up by using a simultaneous on-side mount and off-side dismount while the horse continues to move forward. Flying ties are especially valuable for slower and/or unbalanced teams. With conventional ties the slower teams find themselves exhausted while their horse is still fresh from lots of tied time rest. Flying ties shift more effort onto the horse since its rest time is cut in half. It thus allows the runners as well as the tie to be faster. The other part of speedy ties is to mount quickly which explains the preference for smaller horses which are more easily mounted as runner fatigue increases. When runners have different leg lengths, valuable time is lost changing stirrup leather lengths. The use of double tier stirrups is an attempt to minimize this time loss.

Probably the second most important element is to make the vet checks flow. Ideally, the rider comes in, drops off the horse and immediately runs out. The runner should arrive at the instant the horse is at criteria, vet the horse and immediately ride out. This is why a well trained pit crew is of such importance. Note that none of the three members are waiting for any other member. To achieve optimal flow is, of course, one of the chief strategic elements in Ride and Tie. It depends crucially on determining the

CONTINUED ON PAGE 13
2009 RIDE & TIE SCHEDULE

MAY 2 QUICKSILVER, RIDE & TIE, San Jose, CA, Steve Anderson, (408)249-2780, steve.anderson1@juno.com
MAY 10 HOG SCRAMBLE RIDE & TIE, Hantleeville Tx, Ross Carlie, (956)581-0492, cairrie@ravenenvironmental.com
MAY 16 MOUNT ADAMS RIDE & TIE, Trout Lake, WA, Steph Irving, sirving@gorge.net, (509)395-2065.
MAY 24 WILD WEST RIDE & TIE, Tahoe National Forest, CA, Melissa Ribley, (530)268-1378, mribley@wildblue.net
JUNE 15 DESCANSO RIDE & TIE, Descanso, CA, Terry Wooley Howe, (619)445-5443, endurance@hughes.net
JUNE 20 WORLD RIDE & TIE CHAMPIONSHIP, Humboldt Redwoods State Park, CA, Don Bette, (560)681-5218, Championship@rideandtie.org
JULY 11-12 BANDIT SPRINGS RIDE & TIE, Prineville, OR, Janelle Wilde, 541-849-2460, info@centurytel.net
JULY 12-18 FORT STANTON RIDE & TIE, Ft. Stanton, NM, Roger Taylor, (505)897-4985, Roger_Sue@prodigy.net
JULY 25-26 OLD DOMINION RIDE & TIE WEEKEND, Orkney Spings, VA, Lani Newcomb, 540-554-2004, give2lute@aol.com
AUGUST 8 SANTIAM CASCADE RIDE & TIE, Santiam, OR, Anna Sampson, 503-829-6002, sampson@molalla.net
AUGUST 29 COOLEST RIDE & TIE, Cool, CA, Frank Lieberman and Linda Shaw, (550)586-0390, Coolgalinda@sbcglobal.net
SEPTEMBER 11-13 BIG SOUTH FORK RIDE & TIE, Oneida, TN, Joanne G. Mitchell, (423)557-6194, JFMHorse@bellsouth.net
SEPTEMBER 12 LOST MOUNTAIN RANCH RIDE & TIE, Sequim, WA, Don Bette, (560)681-5218, RideAndTieDon@aol.com
SEPTEMBER 18-20 CHESAPEAKE FALL RIDE & TIE, Fairhill, MD, Kate Pequign, (410)652-3454, cpequign57@aol.com
OCTOBER 3 MANZANITA RIDE & TIE, Boulevard, CA, Terry Wooley Howe, (619)445-5443, endurance@hughes.net
OCTOBER 17 FOOTHILLS OF THE CASCADES, RIDE & TIE, Mary Nunn, (505)829-6002, flying@molalla.net
OCTOBER 23-24 FORT VALLEY RIDE & TIE, Fort Valley, Virginia, Susan Trader, SusanTrader@aol.com, (703)556-0223

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THE SECRET CONTINUED

"separation point," i.e., the place where the in-rider leaves their partner. It is a function of many elements such as the pre-vet terrain and the relative expected speeds of the incoming rider and runner. Actually, to set it correctly the pre-separation tie should also be specified and aimed for, but as all Ride and Tiers know, nothing goes according to plan in a R&T, that’s what makes it so much fun and so important to be able to adjust on the fly.

It goes without saying that the horror of R&T, namely "running past your horse" is no way to achieve an infinitely fast horse. This must be avoided. It is why we see gaily decorated horses and why blaring radios have been placed on tied horses.

Some of the things implied by the secret are:
1) You should never see a runner running next to or even near their riding partner (except at a flying tie). 2) You should never see both human team members in a vet check at the same time. 3) You should never see the out runner or out rider or horse waiting in a vet check.

You and your horse should be in shape so that you can run, and ride your horse as fast as you safely can. You should have a knowledgeable pit crew. You should survey the course ahead of time and plan your race. You should be forgiving of your crew and your teammates and love them both.

If you don’t care to do as well as you possibly can, you can ignore the secret and still have fun. Just doing Ride & Tie IS FUN.

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Ted Ruprecht, is a member of the Ride and Tie Board of Directors. He has been participating in Ride & Tie since 1980 and has completed 25 championships.

Would you like photos from your race in the newsletter? I’d like to put them in. Send them to me!

We like action photos of people actually running or riding or both. Start and finish photos are fine or if you can get a photographer out on the trail, that’s terrific!

Send photos to me in the highest resolution you can. Include the photographer’s name, who is in the photo, horse’s name and where it was taken.

Annie2345@aol.com
Founding Members


Lifetime Members


WANTED JUNIOR EDITOR FOR THE RIDE & TIE NEWSLETTER

Must be under 18 years of age. Must have experience with Ride & Tie either as a participant or crew. Must have writing skills to produce five articles in a year for the Ride & Tie Newsletter. Editor will help with subject if necessary.

Junior Editor will receive appreciation from the Ride & Tie Association and the Association will sign off the hours spent working on the Newsletter for credit in school (Community Service Hours). The Ride & Tie Association is a non-profit organization.

Volunteering for us also looks very good on a college application!

If you are interested in being our Junior Editor, please email me at Annies12345@aol.com.

www.rideandtie.org
The Ride and Tie Association Membership Form

Send completed form and payment to:
The Ride and Tie Association-PO Box 2426, Sequim, WA 98382

Name(s): ____________________________________________

Address: ____________________________________________

Phone________________________________________E-mail: __________________________

(Check One)

☐ Lifetime Member ($500) No more annual membership fees. Eligible for special savings as offered.

☐ Competitor Member ($25) Any competitor must be a current member to compete in sanctioned Ride & Tie events.

☐ Competitor Family ($40) Immediate family residing at one address. List all names to be included.

☐ Supporter ($100 or more) Same benefits as Competitor Member. Also available for special savings as offered.

☐ Friend of Ride & Tie ($20) Not an actual competitor but would like to show their support for Ride & Tie.

Membership year is from January 1-December 31. All categories of membership will receive Ride & Tie Newsletter, information and applications for the Ride & Tie Championship, 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. The Ride and Tie Association is a 501 (C)(3) non-profit organization.