

Family News

NO. 55

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MARCH 2006

From the President's Paddock...

As the long dark days of winter come and go, I try to just take one at a time and focus on the tasks at hand during the week. When the weekend comes, although I don't get much time off right now, I savor what I do have and I think about the light at the end of the tunnel. I can't quite see it yet, but I know it's there, and when I get there, I'll be ready to celebrate the freedom of the outdoors and all the wonderful things this sport brings our way. See you then.
Take Care, Julie Barnfather

From the VP Corral...

How do you say good bye, forever, to a friend of 30 years? What's the appropriate way to commemorate a horse that has accompanied you all of your adult life?

On February 14th, my wonderful friend and great endurance horse Stranger passed away at age 37. He lay down in the pasture, and he couldn't get up again. We found him, blanketed him, sat by him, and finally, said good-bye. His buddy was distraught, screaming most of the night. But a couple of days later, Guy and I took a couple of lawn chairs, a bottle of champagne, and we let the other horses out in the pasture where we buried him, and as the sun set, we all toasted a great horse's passing.

I am so fortunate, and I know it, for having had a horse that I did endurance on for twenty years. Yes. Twenty. Isn't that amazing? We didn't do a TON of miles, but Stranger had quite a few hundred mile races to his credit, and frankly, I think the only thing that limited him was his owner's pocketbook. Nowadays, it seems harder to keep horses in the game for this long. Not sure why, but it seems that people go through horses a lot faster. I'm glad I started endurance at a time when it was pretty much one horse, one rider. If Danny Grant was coming to a ride, you know he'd be riding Drifter. If Lorie Stobie was doing a 100, it was on Firajzaa. If Lois Fox was traveling up to do Ride Over the Rainbow, you knew Fiver was in the trailer.



It's a different sport now, and I'm ok with it, really. We know so much more about what works, and we are much better at it. But I still am grateful for all those miles, all those years, all those experiences, on that one horse. I got lucky, no doubt about it. But don't think for a second that I don't appreciate it.

If you are lucky enough to have a friend like Stranger, do your best to keep him close in his last days. Take the time and effort, if you can, to recall those adventures you have shared. For Stranger and me, it included trips to Alberta in the back of an old F-150 with stock racks—600-plus miles one way. A home-built plywood one horse box held down with bicycle chains in another half-ton truck, taking us all the way from Vancouver Island to the first Pan Am ride in California. A stint at 3-day eventing (THAT didn't work!). Three years of teaching on an Indian reserve in the BC interior, just a few miles from where Stranger was born, with Stranger's barn an old log cabin, and his companions a huge herd of wild native horses. A few years of leasing where he taught a little Montana girl how to love horses the right way.

And finally, Stranger joined Guy and me as we settled into married life. He lived his last years on 5 nice acres with another older gelding for a companion. This same companion is still looking across the field this morning, trying to figure out where his buddy has gone. Neither he, nor I, can really believe Stranger won't be coming back.

Yes, I was lucky. ---Sandy Cheek



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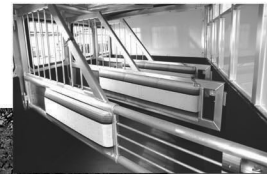
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EAGLE EXTREME 10/25/50/75

April 22, 2006

Trail Ride Starts at 9:00 a.m.

DIRECTIONS: From I-84, take the Eagle Road exit and go north to the town of Eagle (about 6 miles). Continue north on Eagle Road through Eagle. From the State Street/Eagle Road intersection it is 6.2 miles to Aerie Lane. Eagle Road will become Willow Creek Road. At the end of the pavement, turn right through the double green gates onto Aerie Lane (private road). It is 2.1 miles to ride camp.

CAMP: Camp is in a large flat sagebrush area, with plenty of room for the big rigs. Horse water provided in camp and on trail, please bring people water. **NO LOOSE DOGS IN CAMP OR ON TRAIL. NO EXCEPTIONS!!!** No dogs in vet or office area. Dogs must be leashed or tied at all times. This is for **YOUR** safety!

RIDE MEETING: Ride meeting about 7:30 p.m. Friday.

START TIMES: 75's start at 6:30 a.m., 50's start at 7 a.m., and 25's start at 8 a.m. Pleasure trail riders may start any time after 9 a.m.

ENTRY FEES: 75 miles \$85, 50 miles \$70 and 25 miles \$55. There will be a \$15 Non-AERC members' surcharge. (*PLEASE present 2006 AERC card at registration or we will collect the \$15*). Juniors' are half-off. Trail ride \$15 (AERC surcharge does not apply).

AWARDS: Awards will be held Saturday evening approximately 6:30 p.m. There will be a potluck before the awards.

RIDE MANAGER:
Patricia Frahm
(208) 890-1288
PO Box 163
Notus, ID 83656
E-mail: eagleextrememanager@yahoo.com

ASST. MANAGER:
Neil Roberts
(208) 466-6191
E-mail: ncrobertsrp@msn.com

SPECIAL ACKNOWLEDGMENTS: This ride is almost entirely on private land. Ride management would like to extend special thanks to land owners Spring Valley Ranch, American Ranch and Harry Bettis.

100 Mile Riding

By Karla Watson

The 100 mile ride is becoming an endangered distance. We need to encourage riders to take this leap into this distance. Here is some more advice from some 100 mile riders and a list of mentors willing to help you with your first 100 miler.

Are you ready?

One of the reasons folks don't enter 100s may be all the reports by 100 mile riders about how hard they are. Rider exhaustion, hallucinations, throwing up, lost in the dark, no crew, horse not ready. This may be true some times but certainly not all the time, or every ride for every person. The horses are tougher than you think. If you don't ask for speed they will cheerfully go many miles, with a stop for food, water, a little break now and then. Use all the gaits the horse has, good walk, jog, big trot, easy canter, even a brisk gallop where possible, just change often. The hard part about getting to 100s is having a fit horse, a healthy rider, the time to get to a ride, the money and transportation, and most of all a HUNDRED MILE RIDE within reach when everything else is ready to go. The horse doesn't need to be a super horse, you are not asking it to win, just go down the trail. It truly isn't that hard, you and the horse will survive quite nicely.
—Dot Wiggins

My personal experience is that if a horse is in shape to easily do a 25 miler, they are totally capable of finishing a 50 at a moderate pace. If they can finish a 50 easily in mid pack, they are totally capable of finishing a 100 miler. Please remember that many of us old folks started horses on a one day 100 miler as their FIRST endurance ride...that's all there was for some. Others of us did it because we thought it was best for the horse's mind.
—Cindy Collins

I have never been sure that any horse I started in their first 100 was really ready to finish that distance. I will say it again....I WAS NOT SURE THAT MY HORSE COULD FINISH a 100. None of these horses had ever done a 75 before moving on to the 100 mile distance. I have taken 4 horses through their first 100. All of them were able to complete a 100 by their second ride season. All of them had a successful first 100. They didn't need thousands of miles before entering their first 100. I didn't have thousands of miles of experience before entering my first 100.....less than 400. The most miles one of my horses had before their first 100 was 410 the least number of miles was 165. In my eyes, these were not perfect candidates for the 100 mile distance as they all had quirks or issues BUT they were still able to finish 100 miles. —Kim Fuess

Hundreds are all mental. They are four times harder than a 50. The last 25 miles are the toughest. —Ron Autry

There are four types of people out there. There are those that say they want to do a 100 and they really will do it. There are people that have no desire to do a 100 and never will. There are people that say they

really want to do a 100 but don't have the desire down where it counts and will end up talking a lot about it but never do it. Then there are the people that want to but for some combination of fear, superstition, phase of the moon, whatever, just can't bring themselves' to enter. These are the people that need to take a deep breath, read what everyone writes and pick what will work best for you and your horse. If after your first one, you find out it's not your cup of tea or not your horse's cup of tea you will have at least given it a shot. If you don't give it a shot you will never know. To quote Larry the Cable Guy, "just go get 'er done." It is really a lot easier than you think. —Truman Prevatt

Just Do It!

GO FOR IT WHILE YOU CAN. You will have fun!! And there is nothing beats the feeling of having met a challenge and won like finishing a 100 mile ride.
—Dot Wiggins

If it is your heart's desire to do a 100, just do it. Either you will hate it and never do it again, or, like most, you will be hooked. —Ona Lawrence

If a 55 year old fat guy can do it, you can do it! If you fail, you learn from that. There is no disgrace from that. —Ron Autry

There are so many appealing things about 100's. It drives your friends crazy to think you are fit enough to do such a thing and they aren't. You can brush up on your sleep deprivation tolerance. You can see so many things in the dark that aren't really there. You can form a rash where you never thought possible. You can have a vet check your horse at 2:00 am without him ever having to leave his warm camper. You can bury your face in your horse's mane at the end of the trail and thank him profusely. And you can have your first beer at dawn to toast the new day, revel in your accomplishment and drop off to sleep not really minding every ache and pain you so deserve. —Bruce Weary

JUST DO IT!! I know that there are those reading this that have no desire to ever do a 100 mile ride. This is not for you. But for those of you that want to do one and are planning on doing one remember not to let your planned schedules, elaborate training programs for the 100 miler, etc. get in the way of actually DOING the 100. Even if you don't finish your first 100 or even your second 100 you are learning things about your horse and yourself that you would not learn by just staying at the 50 mile distance. —Kim Fuess

continued

(100 Miler Article continued)

I did my first 100 alone and without a crew. My horse and I did just fine. It's no different than doing any other distance without crew or company. I rode alone all day and although that made it a bit boring, it also meant that I could get off and walk along with my horse whenever I felt like it, and just do exactly what I liked all day. Some of the checks were in camp and some out. I just sent out a big closed box - more like a trunk- with everything I could ever possibly need in it. Mostly food and treats for horse and self and full water bottles all ready to go. You are not out there alone really, you will see vets and others regularly and the volunteers LIKE you to treat them as humans and have a laugh! It does not have to be a great big professional straight faced endeavour ...you are fully permitted to relax and enjoy the day and have fun with everybody else that you meet. And that is true of every distance you do...100 just takes longer. You are better off alone than in mismatched company. If you've done lots of 50's you will have enough skills to cope with trying your first 100. —Sybil Soulsby

Tips for Taking Care of Yourself

The rider MUST take care of themselves. It is very hard to stay well hydrated during any 100 - if it's cold you don't feel like drinking and if it's hot you just can't drink enough. From the very beginning the rider should strive to drink AT LEAST one water bottle every hour. Have a wide range of foods available - it's odd what will sound good during a 100. Some "odd" ones that really work are deviled eggs and tapioca pudding. I have a chicken salad recipe with nuts and cranberries that a lot of the riders like. At the end of a ride, eat something no matter how tired you are - soup is usually about all that I can get down. —Carol Giles

YOU are tougher than you think, just keep going down the trail, be sure to feed and water yourself as well as the horse. Be sure your tack and clothes have been tested for fit and comfort. Changing gaits will keep you fresh as well as the horse. A crew is nice but not essential. Whatever you need can be sent to out checks, and there is almost always someone who can help a bit if you need it. — Dot Wiggins

Be mentally prepared to do 100 miles. Everyone prepares in a different way. PRACTICE RIDING IN THE MOMENT. One mind game that works for me is focusing only on small segments of the ride at a time. If I am only at 15 miles I refuse to allow myself to think about the 65 mile point or that I may still be out on the trail 15 hours from now. That might bum out even the most hard core 100 miler especially if ride conditions, like weather, aren't great. Ride vet check to vet check. —Kim Fuess

The rider needs to be prepared to be out there for a long, long time. Don't delude yourself that because you are doing 5 hour 50s, you can do a 10 hour 100 and be in before dark. It isn't going to happen. They need to be prepared to ride in the dark. It doesn't hurt to try it at home. They are almost certainly going to need to eat and drink more than they are accustomed to during 50s. They may need to change clothes, depending on weather, etc. They need to *think* about this stuff! Plan ahead! Most 100s have long loops. It may be necessary to electrolyte on the trail and for the rider to eat more as well. — Terre O'Brennan

Taking Care of Your Horse

Expect that your horse will have some "down" periods on his/her first 100. Don't panic and pull as long as everything else seems fine. Just slow down and let the horse work through it. If you can buddy up it will help the horse keep his/her spirits up. —Carol Giles

Pick a 100 mile ride that has terrain you/your horse are comfortable riding on. Do your last few training rides or last couple 50s at what you imagine your horse's 100 mile pace should be. In other words, practice riding a little slower especially if you have a horse that is used to top tenning 50s. Chances are that horse won't be able to maintain that pace in a 100. You the rider need to know what that pace feels like before you are in the 100 so you don't make the mistake of going too fast the first half of the ride and not ending up with enough horse at the end. Better yet when training, don't worry about how far (meaning miles) your training rides are but how many hours are spent in the saddle. —Kim Fuess

Maybe your horse is not a 100 miler. Not all of them are, but I bet you will be pleasantly surprised. Most horses excel at distance if ridden within the parameters of their individual conditioning/ability. You will know a lot about your horse after 100 miles. Your horse will probably be tired of your singing, but you will be a Team. There are some that say 100 miles is too hard on a horse. I say speed kills. Long miles build strength, character and endurance. My good horses have carried me thru almost 5,000 miles of 100-milers. (I expect to finish 3 this year and that will make 50!). The bulk of these rides have been on 3 horses and all three are alive and sound today. Two of them are really old now and retired, but they retired sound and are resting happily on their laurels. —Ona Lawrence

Don't use up your horse in the first 10 miles. Go easy out of camp. —Ron Autry

Hurting the Horse - This seems to be a real concern with many riders. But I want you to think about this. How are you going to hurt your horse by entering the horse in a 100? How is this any different then thinking that you may hurt your horse if you move up from a 25 to a 50? If you ride to your horse's ability, if you ride to finish and not place, if you pay attention to subtle signs that something may be wrong, there is a very minimal chance that you are going to hurt your horse by riding further and longer. Even if you find you have to pull your horse after the 50 mile point because of lameness or metabolic, it doesn't mean that you have hurt your horse any more then if your horse is pulled in a 50 or a 25 mile ride or whatever distance you normally compete at. —Kim Fuess

I don't believe you can "hurt a horse" on his first 100, if the rider uses their head and is attuned to the horse. You will learn a lot about both you and your horse on your first 100. You won't know if you do have or don't have a 100 mile horse until you try one. You the rider can pull anytime if something is not right. The risk of hurting your horse on his first 100 is no greater than riding him on a 50 if you ride mindful of your horse. — Truman Prevatt

During the Ride

Start slow (you can always pickup later) and try to ride with a buddy - it helps the horse mentally and the rider too. Try to have a crew and LET THE CREW DO THEIR JOB. You need to go sit down, eat, drink and rest. If you have to supervise everything you will be less rested and it

(100 Miler Article continued)

will be harder to complete. As you start to get tired focus on (a) watching ribbons – it's easy to get off trail when you are brain dead and (b) focus on your riding - the horse really needs you to be balanced and actively riding, not just being a sack of potatoes. Any bad habit you have will become magnified 100 fold by the end of a 100. Have fun! Enjoy the mist in the meadows, the deer in the forests, the sunrise and the sunset. Smell the dew as it comes in at nightfall and wonder at the tinkle of the stream through the woods. You are experiencing something that very few people ever do. Savor the experience and forget about all those aching muscles! That's what pain medicine is for! —Carol Giles

My best advice came years ago from Lew Hollander, my hero! "Drink before you are thirsty and eat before you are hungry". What he was saying was take care of yourself out there. A dehydrated sick rider can't take care of themselves or their horse. Just keep sipping on that water bottle and munching granola bars or whatever snacks you like. It will keep you hydrated and happy! —Ona Lawrence

Riding in the Dark

Dayna says she feels that the ride hasn't really begun until night falls. She loves riding in the dark and enjoys the peace and the stars. We did one of Randy Eiland's 100's last year, and the last several miles of the ride, she made me dismount and walk in on foot so that we didn't finish in the daylight. She didn't want to be cheated out of her "night riding." — Bruce Weary

The horse sees well in the dark, and most are pretty good about knowing where the other horses went and will follow the trail. (And most ride managers are skilled at marking trails for night riding) —Dot Wiggins

If night riding is a concern that is keeping you from riding a 100 get confident that your horse can travel in the dark and YOU trust your horse in the dark. Plan a night ride near home on safe trails, leave before dark so that you can ease into the darkness. Out and backs work great for this because you have already seen the trail in the light or dusk that day. Also, plan this ride with a friend...better yet a friend who has ridden in the dark before. —Kim Fuess

LED lights are better than glow sticks. Horses don't mind them and they light up everything really well. —Ron Autry

More Motivation!

100s are yet another level of pain. It's going on when you would rather not. It's reaching down and finding something extra to leave the vet check when you could call it a day. There is no magic potion that will help. It is the desire to do it and the guts to make it happen. If you don't want to endure the pain, don't sign up for a 100. However, if you want to experience a high that you have never experience before on horse back then you want to do a 100. However, it doesn't come free. The last free lunch you got was from you momma. —Truman Prevatt

100 mile endurance rides have taken me to the far corners of the Endurance World. I have been places and seen things I never would have imagined. I've been tired, thirsty, hot, cold, disappointed to the depth of my soul, thrilled, amazed and exhilarated beyond words. I wouldn't change a single moment. I credit the

rides in the PNER region for preparing me to meet the challenges of The Race of Champions, Tevis, North American and Pan Am Championships and even Big Horn in Wyoming and Swanton Pacific in Calif. (arguably the most gorgeous ride in the universe and one of the hardest!) These rides were tough, but we were prepared. There is nothing on any of them we had not seen before. (OK, the drop offs at Tevis were heinous, but I closed my eyes and Max went fast). None of the others were that hard. It took us longer to complete Headwaters 100 than Tevis. I still dream of riding Headwaters 100 again...by far the toughest 100, but honest. —Ona Lawrence

I love riding LDs. I love riding 50s and 75s. But there is nothing quite like riding 100 miles. Imagine the first time you ride in the pitch dark-so dark you can't see the white horse of the rider in front of you. Imagine the nerves (or absolute fear in my case), and imagine the incredible sense of achievement when you cross the finish line having battled that fear and won. Imagine the amount of faith you have in your horse after he takes wonderful care of you through those dark hours and never even takes a bad step. And imagine the next time it gets dark and you look forward to it with anticipation, knowing it will be an experience like no other as you and your horse trot down the trail and smell the dew come in and watch the stars twinkle. I promise you, the bond you have with the horse you already love will be magnified at least 10 fold. But don't think it stops there. Friendships are made stronger by dealing with adversity together. You will see the best and the worst in your riding partner during 100 mile rides. And if you are lucky enough to be with a stellar person, you will forge a bond that will last a life time. —Carol Giles

Mentors

These riders have volunteered their experience to help newbie 100 milers with advice and/or to ride with you thru your first 100 miler.

Darlene Anderson

endrncrider@sbcglobal.net or 360-433-5772

PJ Blonshine

rockjaq@yahoo.com or 208-934 4561

Carol Giles

lawdoc@crestviewcable.com

Marie Mallon

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Pat Murray

murrayp@fmtc.com

Skyla Stewart

temposmom@yahoo.com or 208 853-6908

Sue & Dennis Summers

wildhrse@earthlink.net

AERC web page with interviews from top 100 mile riders:

www.aerc.org/100_Mile_Interviews.asp

GRIZZLY MOUNTAIN



APRIL 15 - 2006 ENDURANCE RIDE 10-25-50-75

LOCATION: Madras, Oregon.

Central Oregon--from Hwy 97 heading South--At the South end of Madras, Turn LEFT onto SE Hwy 26 (Madras Prineville Hwy) Drive until you are just past the 12 mi marker, you will turn left to camp (signs and ribbons). From Hwy 97 going North, go 3 mi North of Redmond, OR to Terrebonne, OR. At the only traffic light turn RIGHT onto B Avenue which changes to Smith Rock Way. -- Drive 5.4 miles on Smith Rock Way turn LEFT on Lone Pine Hwy--go approx 6 mi and turn left onto SE Hwy 26 -- go 1.5 mi. to camp on right.

TRAIL: 4 loops (21.5---18.9---15---10) Mostly dirt trail with some old track winding through scenic desert, rock bluffs and vistas offering panoramic Cascade Mt. views. Water at approx. every 3.8 mi. Terrain is moderate. ALL HOLDS IN CAMP.

CAMP: Large desert flat. Horse water provided. Dogs must be restrained at all times!!! SPREAD ALL HAY and MANURE before leaving.

VET IN: Friday about 3:00 PM. **Head Vet:** Gene Nance accompanied by Jenn S. and Leslie G. ALL AERC RULES APPLY.

25 Mile Ride & Tie

ENTRY: 10 mi \$35.00 -- 25 mi \$55.00 -- 50 mi \$75.00 -- 75 mi \$85.00 -- Ride and Tie \$65.00 -- NONAERC MEMBERS ADD \$11.00 --- Juniors and Ride Managers 1/2--- **MEMBERS MUST SHOW CURRENT AERC MEMBERSHIP CARD.**

FREE Chili Dogs: to all entries (Saturday 5pm to 7pm only) Tickets can be purchased for \$4.00.

AWARDS: Sunday morning approx 8:00am. Completion---top 10---Jr, Sr BC more. Coffee-Juice-Donuts

We always need volunteers!!!!

MORE INFORMATION
Dennis and Linda Tribby
1-541-475-6199
PO Box 1999
Redmond, OR 97756
ltribby@bendnet.com

HOME ON THE RANGE

75, 50, 25, & TRAIL RIDE MARCH 25, 2006

DIRECTIONS:

From Oregon: I-84 EAST take the I-82 WEST exit towards HERMISTON/UMATILLA, **EXIT #179**, then I-82 WEST to the US-395 NORTH/KENNEWICK(I-182) exit towards PASCO, **EXIT #113** (Note: After exit, stay in center lane until you cross cable bridge, then merge to the right after bridge.) Continue on US-395 NORTH, I-182/US-12/US-395 EAST exit towards SPOKANE/WALLA WALLA (Note: This exit is the one following the Court Street exit) merge on I-182 EAST take the 14A/14B/US-395 NORTH/WA-397 SOUTH exit towards SPOKANE Continue on US-395 NORTH to Mesa SR 17N, then north to 7 SE (Hwy 262) turn left towards Potholes Reservoir (one mile North of Warden exit). Watch for ribbons.

From Moses Lake: I-90 take **EXIT 179** south SR17 towards Warden - Othello to M SE turn right, go to the end of the road, turn left on 7 SE (Hwy 262), then the turn will be the next right about a half mile. Watch for ribbons.

CAMP: Camp is near Long Lake approximately 4 miles from the highway turnoff. Follow ribbons to camp. Please do not drive on the sage brush. **All vehicles must have a WDFW "Vehicle Use Permit."** If you came to the ride last year, your permit is still valid for 2006. If you have a current WA fishing license, you probably already have one. You can purchase them online at fishhunt.dfw.wa.gov, by telephone at 1-866-246-9453, or at your local WA license dealer (Wal-Mart at the east end of Othello). Wash Fish & Wildlife will issue \$66 tickets if they find a vehicle without a valid permit.

STARTTIMES: 75—5 AM, 50—6 AM, 25—8 AM, Trail Ride—9 AM.

VETTING: Check in and vetting will begin approximately 3 PM Friday. Head Vet will be Mike Foss

RIDE MEETING: Approximately 7 PM

FEES: 75—\$85 50—\$70 25—\$55 Trail Ride—\$25 \$10 Jr. Discount except trail ride. Canadian Riders may enter at Par.

RULES: All AERC & PNER Rules apply. AERC Membership card must be shown. Non AERC—\$15 additional fee. **ALL DOGS MUST BE ON LEASH AT ALL TIMES.**

ADDITIONAL INFORMATION: This is an early desert ride that consists of moderate elevations, some rock, and cow trails. Generally there are lots of lakes and streams to drink or scoop water out of. Water for the horses will be provided at camp, but no water for human consumption. Since the water for the horses will have to be hauled into camp, please use buckets in camp to sponge your sweaty horses. Photos will be available, weather permitting.

Dinner will be offered for all riders, please purchase additional dinner tickets for \$5.00.

Ride Manager: Gail Williams, 509-865-3246 or email gailwilliams@nwinfo.net

Current 100 Mile Rides in NW Region for 2006

Owyhee 100 FEI Elevator Ride/May 20/Oreana, Idaho

This year's course is designed for optimum footing, and an easy-moderate challenge. It will be one of 3 Demonstration rides for USEF. We invite all riders to come participate, for a taste of International competition, and to enjoy the Owyhee country in the springtime! We will have an out-vetcheck at 100 Mile Ranch bordering on the Birds of Prey management area. There will be at least one loop taking riders along the Snake River around Wild Horse Butte. Late loops for the 100-milers will be out of base camp. There's always a little rock in this country, but we have selected trails and jeep roads which offer the best footing – sand washes, cow-trails, gravel roads, dirt 2-track. Plenty of water in the creeks in May, grass on the trail, and the roads should be relatively soft. A good first-time 100.

Sunriver Endurance Ride/June 17/Bend, Oregon

The 100 has a 20-mile loop which is done first with one out vet check. Back to camp for a hold. Then the 50-mile loop which has 3 out vet checks. Back to camp for a long hold. All the longer holds are in camp. The last loop is a 30-mile loop with one out vet check. The 20-mile loop has the same vet check as the last vet check on the 50-mile loop, and the 30-mile loop has the same out vet check as the first vet check on the 50-mile loop, so this makes it convenient for riders to leave a crew bag there as they will be through that vet check twice. Water is every 6-7 miles. The footing on the entire ride is to die for. Very little rock. All climbs are very gradual or moderate. No long hard climbs at all. Most of the trail is two-track jeep roads, although on the 50-mile loop there is about 11 miles of single track trail with spectacular views of the Deschutes River and volcanic fields. And of course there are plenty of gorgeous views of Mt. Bachelor.

Ride Over The Rainbow/July 1/Merritt, British Columbia

This challenging trail, on and around the Coutlee Plateau Southwest of Merritt, includes 8,900' of vertical gain over 100 miles on logging roads and cow and game trails. Views are of four separate valleys and mountain ranges. Start and finish lines are at base camp with an 'out' vet check for the 100 mile ride. The winning time for the 100 mile ride in 2004 was 13 hours. Base camp is a remote forestry camp with no amenities. It is, however, easily accessible by truck and horse trailer and large/long rigs!

Renegade Rendezvous/July 8/Naches, Washington

The 100 will start with the 75's and do a 50 mile loop with two out checks, on approx 16 miles out, the second about 36-37 miles out and then back to camp to finish the 50. Then a series of loops coming back to camp—probably two 15's and a 10 which they will do twice (this making it familiar trail to repeat in the dark). The 50 mile loop has an elevation change from camp to halfway between VC 1 & 2 of from about 2000 feet to about 5800. The trail climbs up from camp over Dry Ridge and back down into Dry Creek. Then up onto the next ridge and follows that ridge to VC 1. Follows it gradually climbing all the way except for a short fairly steady climb the last two miles to Clover Springs, the high point on the loop. Then down all the way to VC 2, and back to camp. The loops out of camp will have some climbing but they are not any higher than the two out checks, which are about 3300-3500 feet at the most. Trail is old jeep roads, logging roads and trails, some harder roads to connect to the above roads and trails. Some rock here and there, but overall, good footing 90%. It is a tough 100 and any horse who can complete it would be able to complete Tevis in my opinion. Not as tough as Tevis, but a challenging trail.

PAC North Fundraiser/September 23/Brothers, Oregon

Oregon 100 is not only a great first 100, but has tons of history behind it. I believe it's been put on for close to 35 years now. The terrain is flat, flat, with a slight rise now and then. The footing is absolutely to die for!! The only rock on the whole ride is a rocky ledge one (also the only climb in the whole ride) has to climb to get up to the plateau where the vet check is held. There are two 25-mile loops, and the vet check is common to both loops. So therefore, the 7 remaining miles in from the vet check is repeated at the end of each loop. There are no trees (ok, maybe 8) on this ride, so the weather can be a small factor. Being it's high desert, expect cold mornings. (elevation around 4,000 ft.) I've seen it as low as 12 degrees. This ride is an exceptionally easy first 100.



Denis Sager & NRG Jewel

Letter to the Editor:

Dear Karla, I just read the article you wrote on the 100 Mile Meeting. May I add my 2 cents' worth? I've completed ten 100's on the same horse. Thanks, Denise Sager #1961 and NRG Jewel.

HUNDRED'S: I rode my first hundred in 1996 at Bandit Springs and have completed 10 of them altogether on the same horse, NRG Jewel, including Tevis in 1998. In 2000, Jewel carried me through 4 hundreds and we were awarded best condition at Klickitat Trek.

I strongly agree with Sue about shoeing, Sharon about not trying anything new, and breaking it into sections. I like to ride from vet check to vet check. That's only 15-20 miles; very do-able! Like the others, I listen to my horse and if she's chowing down hay and it's time to go, I wait until she's ready. I often stop along the way, especially up hills where there's grass and let her graze. Carol is right about bad riding habits getting worse as you get tired. I concentrate on staying centered and get off and walk if I'm not keeping it "together." I'll often walk steep ups and downs.

As for crew: I never had any crew except for Tevis. Frankly, I prefer it that way. I need to look at my horse at the checks and take care of her so I can spot if anything is amiss. You can do it; just organize everything ahead of time.

Hundred's are my favorite! There's nothing so wonderful as spending a whole day out there riding your best friend. I prefer riding alone for then I truly "ride my own ride" and can concentrate on how my horse "feels." I never "race" my horse. That's another thing I love about hundreds; the pace is more relaxed than a fifty. I could take time to admire the waterfall at Headwaters (when they had the 100) and play in the river below swinging bridge at Tevis.

Sadly, it'll be a while before I ride another hundred as Jewel is semi-retired at 17 years old. I have a 4 year old half-sister to her just started under saddle so watch for us in the future! My goal is to have her ready for a hundred by my 60th birthday (in 6 years)!!!

★ *Endurance Teams* ★

OK, here's my annual note about PNER teams this year, with my laundry list of things you can do to help me with PNER teams.

- 1. Please make all submissions to me to my private email address (littleleo@foxinternet.com), also available as a link from the PNER Website.**
- 2. Please submit your roster before the first ride you want to count for points. I do not carry rosters from year to year, so please resubmit your roster and team name, even if nothing has changed from last year. I do not need everybody's PNER numbers, but...**
- 3. Please verify that EVERYBODY on your roster has paid PNER dues for 2006. My system cannot accept team members who are not current PNER members. Only the names who are current PNER members at the time I receive your roster will be added to your team.**
- 4. Please do not submit ride results to me. Please DO monitor your team's progress on the PNER Yahoo! list, where I will post a Team Points spreadsheet which will show you all the PNER teams' progress. If you find an error (perish the thought!), please email me immediately. Remember, only the top three completers in any one distance count toward points, so the fourth+ completers will not be listed. The spreadsheet will be updated as ride results come in from the Ride Managers.**

I think that's it! Have fun riding with your teams!

-Lori

how to do multi-day rides

part one of a 2 part series

Question:
What's so great about doing multi-days?

Carol Giles

One of the wonderful things about endurance riding is how multi-faceted the sport is. Doing an LD is different than doing a 50-miler, which is different than a 75, which is different than 100-mile race. Multi-days are no different - they are totally unique and unlike any other endurance ride. You will meet new people and travel to locations you might not otherwise go. You and your horse will face challenges you might not otherwise face. You will learn about strengths and weaknesses you did not know you had. You will feel a sense of accomplishment that you would never get from a single day's race. You will gain another small glimpse into your incredible athletic partner as your horse gets stronger each day he spends on the trail. And lets face it, hour-after hour in the saddle, day-after-day leads to a special bond with your equine partner.

Darlene Tuttle

You only have to organize leaving home once a month instead of twice or more. You don't have to be away from home for as many days to accrue mileage. It takes me 3 days to attend a 50-mile ride. On a multi-day it might take 7 days but you get 250 miles. Or a 3-day takes 5 days and you get 150 miles. One of the best things I have seen on multi-days is not so many vet checks. Normally, one 1-hour hold somewhere near the midpoint of the ride and then back home. The multi-days I have done have all had "out" vet checks. I much prefer this as does my horse. She is much happier knowing she is always "on her way home." Coming back into camp and then leaving again sometimes "twice" on a 50 mile ride is very disheartening to her. She is miserable leaving camp so I try to ride more multi-days because she likes them too (big smiles). Save wear and tear on your vehicles and save gas.

Patty Betts

There are fewer riders and most aren't racing. They ride their horse each day so that it will be ready to start again the next day. My horse was really challenged by horses passing or in front of her. Fewer horses or fewer speeding horses were easier for us on the trail. I get a lot more riding hours and completion miles for the time and money I expend. I get to know more people because there is more time. I rode with a different person each day and got to know them. I have made new friends that way. My horse seemed to be well suited for it. She handled the multi-days well. It is a different kind of endurance competition where I don't have to be a top ten finisher in order to do well. I can set different goals that work for my horse and me, such as "finish all days".

Linda Tribby

The greatest thing for me is that I can be on the back of one of my favorite horses day after day whether it be a 3-day or a 2-month pony express.

Question:
What are your training strategies for multi-days—you AND your horse

Carol Giles

I don't change my horse's regular training program at all. I do think the rider needs to be more fit - you must have the energy to ride as well on day five as you did on day one.

Darlene Tuttle

I don't train any differently for multi-days. Your horse needs to be able to do a reasonable mid pack 50-miler and be ready for more at the finish. I like to train at a faster pace than I actually ride my rides. I ride and train on Chuckanut Mountain in Bellingham and Blanchard Mountain in Skagit County. Occasionally I ride Stewart Mountain in Everson. All have varied terrain pretty much no flat and level. You are either going up or down. Some gradual most at about a 3-5% grade. All kinds of footing and nice single track trails, logging roads (some rocky some not) pretty much everything you could experience at an endurance event. Hikers, bikers, etc.

Patty Betts

For our first multi-day, I did some 75s with my horse. That seemed to work well. For our second multi-day, we only did two 50s at the beginning of the season and went to the multi-day in June. That was her third endurance year. That year, I didn't do anything different in regards to training. Since the goal is to finish each day with a horse that is sound and able to start the next day, I just take one day at a time at the ride. So, I don't necessarily need to feel sure my horse can finish all 5 days - in fact I haven't been sure at all. We could do 2 or 3 days separated by rest days. For myself, I do aerobics or weights during the week. I also make sure I finish a 50, prior to the multi-day, with some energy to spare. don't feel I would be ready for a multi-day if I feel as if I have nothing left after finishing a single day 50.

Linda Tribby

If you are fit to do a 50-mile endurance ride you can do a multi-day regardless of the amount of days. As for your horse the most important training is very little training, let him or her pack on the pounds, and ride your particular horse according to their abilities.

continued...

Question:

Describe what you see as strengths a horse should have to do multi-days.

Carol Giles

A horse that stays calm is a big plus. If a horse goes nuts at the start, they use a lot of unnecessary energy over the course of five days and drive the rider crazy at the same time. A good multi-day horse need not be fast. It is far more important that they simply love to go down the trail. If you have a horse that you always have to push, it will not be much fun for either you or the horse. You need a horse that travels well and is a good eater and drinker.

Patty Betts

My horse never had filling (fluid retention) in her legs. She tends to self exercise (keep moving), even after a ride. She rarely acts tired. Those seem to be good traits for being able to go out day after day. I would like a horse with a steady pace and is easy to pace. The pace doesn't need to be fast, just a slow trot is fine. The gait needs to be comfortable enough for the rider to do it for extended periods. I would like a horse that tends to stay calm or is responsive to the rider. Sooner or later on a multi-day, you will be by yourself and encounter challenges. On our last day, we crossed a large marshy meadow with a herd of cows and two bulls initially bellowing challenges, and then fighting. My horse doesn't even like cows, let alone fighting bulls.

Linda Tribby

Attitude: it is nice to have a horse that enjoys long distance trail riding as I feel most folks that enter a multi-day just want to have a nice long slow ride. Conformation: you can pretty much throw the book out the window on conformation, it is my opinion that any light breed will do, providing they are in good health and don't have a leg put on backwards. I feel the mind and heart are more essential to the successful multi-day horse than anything (unless they have some type of chronic condition). The only other thing I should mention is all the above is changed if you are a hottie like I like to ride. I feel that the hotties make up no more than about 5% of any endurance ride, (1 day or multi-days), and in which you had better have done your home work cause when you mix speed with especially multi-days it's like walking a tight rope. Your horse better be close to conformation perfect and mostly Arabian, what else is mixed with it doesn't matter. Short is better because a lot of multi-day rides have lots of gates and other stuff where you dismount and mount a lot.



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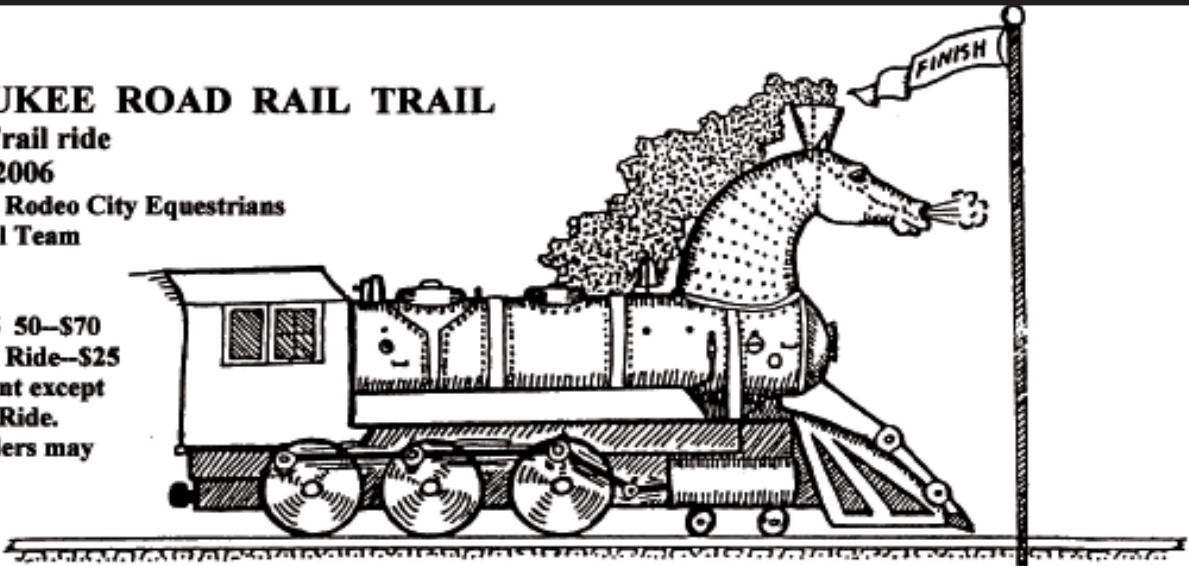
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RULES: All AERC & PNER Rules apply. Must show current AERC card at entry. Non AERC \$15 additional.

TIMES: Begin Pre-ride vetting at 3 PM Friday. Ride Meeting after 7 PM. 75's—5 AM 50's—6 AM 25's—7 AM Trail Ride—9 AM Potluck Dinner at approximately 7 PM Saturday

CAMP: Camp is at the Boylston Trailhead of the John Wayne Trail. From I-90, take the Kittitas Exit (115). Continue north to First Street. Turn right. It becomes Parke Creek Road. Go about 2.6 miles and turn right on Prater Road, cross over the freeway (I-90) and take a left and proceed along the freeway 3.4 miles to a T intersection with Stevens Road. The camp is on the right.

TRAIL: This is a desert ride, passing through sagebrush country, following the old Milwaukee Road rail bed. The trail passes through the Boylston Tunnel about 4.5 miles from camp and descends to near the Columbia River at Army East Trailhead and returns. Footing is hard packed sand with some rock in the cuts. 2.2% grade from Army East to Boylston Tunnel.

RIDE MANAGER: GAIL WILLIAMS 509-865-3246 or e-mail gailwilliams@nwinfo.net

Question:

Taking care of your horse—how is it different when you're riding multi-days?

Carol Giles

During a multi-day, especially a 5-day, your horse needs to eat constantly. If you take the amount of food you normally pack and merely multiply that by the number of days of the ride, I promise that you will either run out of food or have one seriously hungry horse that can't compete to his/her full potential.

Remember, the average 1000-pound horse needs approximately 15 mega calories (Mcal = 1000 calories) of energy per day for maintenance alone. If you plan to race your horse between 4-8 mph, the horse needs an additional 0.07 Mcal per mile per 100 pounds of weight (both horse, rider and tack weight combined.) If you plan to go 12 mph that rate increases to .10 Mcal.

This means that 1000-pound horse carrying a rider and tack weighing 175 pounds at 8 mph for 50 miles needs approximately 56,000 calories per day. If that same team plans to run at 12 mph that rate increases to approximately 74,000 calories! Now a horse using those calories for a one-day race isn't necessarily harmed if he can't get consume as much as he expends – he can make it up over the next several days while resting in the pasture. However, when the horse is being asked to use that amount of energy day after day, he must be given the opportunity to refill the tank as much as possible every single day.

This means:

- (1) Long before the multi-day you need to evaluate your feeding program and determine if you can meet your horse's caloric needs during the multi-day by simply increasing the availability of his regular diet. In other words, if you will need to add beet pulp to the horse's diet to meet his caloric needs during the race, you may want to start feeding it long before the actual ride;
- (2) Begin nutritional preparation for the multi-day several days before leaving home by encouraging maximum intake of forages, especially hay and beet pulp since a combination of these two provides a significant reservoir of fluid and electrolytes in the hindgut to draw upon during the ride (as the movement of forages through the digestive tract takes several days, forages should be provided in abundance several days prior to the ride and during transport);
- (3) During the race, graze through at least some of those miles rather than push straight ahead;
- (4) Try to carry several small packages of mash/grain & hay with you and offer it to your horse frequently through out the day (this is especially important in multi-days that have only one vet each day);
- (5) Small amounts (1 pound or less) of grain every few hours after the race is helpful, as long as your horse is not unduly dehydrated or experiencing metabolic trouble; and
- (6) Continue to provide forage free-choice whenever the horse is at the trailer. Provide access to loose salt at the trailer. Always make sure there is plenty of fresh water at the trailer.

The daily addition of 1000 IU of vitamin E may be helpful in reducing oxidative damage to body tissues produced by free radicals.

Adhere to the standard rule – “Never try anything new on race day”.

Pay the utmost attention to maintaining your horse's hydration.

Start any multi-day with shoes that are as new as possible. Have your farrier fit an extra set of shoes to your horse and carry these in your trailer. That way, if you lose a shoe the ride farrier need only tack a new one on – a lot faster than fitting a new shoe. Make sure the extra set is well labeled as to which foot they go on. Know the type of trail conditions you will have – do you need to pad your horse?

Know what is “normal” for your horse's legs. Examine your horse's legs after each day of the ride for unusual heat or edema. Consider icing after every race.

Start with a well-rested horse.

Darlene Tuttle

I don't treat her any differently at a multi-day except that I pour the food to her. She eats all she wants, whenever she wants. She prefers alfalfa so she gets it. I don't feed much Beet pulp I sort of defer to Tom Ivers' way of feeding and it has worked for us.

Patty Betts

I don't challenge my horse at least two weeks before the ride. This might mean not riding at all or just pleasure riding. I pay special attention to make sure my horse doesn't get any rub spots/sore spots. Getting a rub spot on the first day means dealing with it for the following ride days as opposed to going home and letting the sore heal. A sore spot that can be aggravated by more riding can be the end of riding. I am more attentive to post-ride care like massaging, icing, and wrapping after a ride. I want to make sure I help her recover well so that she will be good for the next day. I make sure the saddle pad is brushed out each day before saddling. Some people bring a saddle pad for each day. I do bring extras. I bring a variety of hays and lots more than I might estimate. My horse's appetite became ravenous on about the third day. I bring lots of carrots (e.g. 25 pound bag). I try to give her opportunities to eat grass. I always mix my electrolytes with applesauce, so a multi-day isn't really any different. I blanket more than I might normally, because after the first ride day, I think she is in a more stressed condition and can be more susceptible to cold and wet. I get off and walk a little more.

Linda Tribby

This depends again if you are a hottie or a nice sane inhale the scenery and fresh air kind of rider. Water is very scarce on a lot of multi-days and to me that is the most critical area. I have done multi-days where my horse was weighed nearly daily before and after the ride. A horse can lose a lot of fluid, mine lost up to 45 lbs a day but plumped up like a raisin over night. So if old dobbin is not experienced (have some long distance under his cinch) you and him are going to run into trouble, but if all goes well he'll

continued...

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2005 Mileage Certificates:

If you did NOT pick up your 2005 Mileage Certificate at Convention, and would like to have it mailed to you, please contact Lori Walker by email (littleleo@foxinternet.com) or phone (425) 258-8132. Please include your current mailing address. If your Certificate had an error that you would like corrected, please contact Lori as above. All left-over mileage certificates will be discarded AND I will not print one for you in the future (because I assume you don't want them). Junior Mileage Certificates will be printed and mailed.

continued...

be a drinking fool by the time the ride ends. The next most important is keeping the weight on your mount. This is extremely difficult if you are a hottie and the ride is 5 days or more. For this I feed large amounts of fat dry or liquid as much as my hottie horse will eat. This is mixed in a large portion of soaked shredded beet pulp topped with a good probiotic, and a well balanced vitamin/mineral and only if he becomes a bit finicky I use a little race ready for flavor. I feed this combination at morning, lunch and evening, except for the vitamin/mineral is once a day. Even if you are going at a nice slow pace you will need to add extra calories to keep your horse fit. The weather plays a large part in the health of the rider and horse. Hot and humid is hardest. Depending on the availability of water I get the electrolytes out. Sometimes you don't know how many times water will avail itself and electrolytes become a guessing game and when that happens I lean way over to the conservative side. However if I am riding very slow like all the other sane multi-day people I use no electrolytes. If I am riding one of my veteran horses I always let him make the decision to go out each day, believe me they will tell you, mine does by walking away when I greet him. He is telling me that he is not right.

If I am riding a young horse with a lot of buzz I don't care what he says until the buzz is gone then I give him an extra day just so he knows how nice a ride can really be. Tack is a no brainer, keep it clean and adjusted properly. I don't want to plug anyone's saddle but I found that when I went to a treeless saddle I could use it on any of my horses and never had any soreness. I have witnessed horses at multi-days that looked like they were skinned under the saddle. This is the stuff that makes me sick. Always keep a large supply of Desitin for you and your horse.

Next Month....
Part 2 of
How to Do Multi-Day Rides
Continues



2006 RIDE CALENDER



Home on the Range _____ **March 25**
25/50/75 _____ **Othello, WA**

Mgr: Gail Williams 509-865-3246. Vet: Michael Foss & Gene Nance

Grizzly Mountain _____ **April 15**
25/50/75 _____ **Madras, WA**

Mgr: Linda Tribby 541-475-6199. Vet: Gene Nance, Jennifer Strelkauskas & Leslie Gill

Eagle Extreme _____ **April 22**
25/50/75 _____ **Eagle, ID**

Mgr: Patricia Frahm 208-890-1288. Vet: Robert Washington

Milwaukie Road Rail Trail _____ **April 29**
25/50/75 _____ **Ellensburg, WA**

Mgr: Gail Williams 509-865-3246. Vet: Gene Nance

Garnett Valley _____ **April 29**
30/50 _____ **Summerland, BC**

Mgr: Linda Nichols (250) 494-0757 Vet: Michael Peterson

Prineville _____ **May 13**
25/50/75 _____ **Crooked River Grasslands, OR**

Mgr: Cole Still 541-447-5515. Vet: Jennifer Strelkauskas

MT. Adams _____ **May 20**
25/50/75 _____ **Trout Lake, WA**

Mgr: Stephanie Irving 509-395-2065 Vet: TBD

Owyhee 100/50 FEI - Elevator _____ **May 20**
50/100 _____ **Oreana, ID**

Mgr: John Teeter 208-834-2788. Vet: Michael Foss, Robert Washington, Thomas Timmons

Nicola Pine Railway Pioneer I, II, III _____ **May 20-22**
30/50 _____ **Merritt, BC**

Mgr: Grant F. Balmer 250-768-8206. Vet: Michael Peterson

Owyhee Rangelands Pioneer I, II & III _____ **May 27-29**
30/60 • 30/50 • 30/50 _____ **Oreana, ID**

Mgr: Stephanie Teeter 208-834-2788. Vet: Robert Washington.

Klickitat Trek _____ **June 3**
30/50/80 _____ **Trout Lake, WA**

Mgr: Marilyn Milestone 360-887-4258. Vet: Michael Foss & Jennifer Strelkauskas

Helldiver Endurance _____ **June 3**
50 _____ **Courtenay, BC**

Mgr: Karen Eigler 250-338-6874. Vet: Bruce Renooy & Michael Peterson

AERC Trails Masters Course _____ **June 7-10**
Naches Ranger District _____ **Naches, WA**

Sunriver Endurance _____ **Jun 17**
30/50/100 _____ **Bend OR**

Mgr: Ona Lawrence 503-866-1407. Vet: Thomas R. Timmons

Bennett Hills _____ **Jun 24**
30/50/75 _____ **Gooding, ID**

Mgr: Lynn White 208-934-5402. Vet: TBD

Pacific Crest _____ **Jul 1**
30/50 _____ **Ashland OR**

Mgr: Terry Canavello 541-862-8019. Asst Mgr: TBA

Ride Over the Rainbow _____ **Jul 1**
30/50/100 _____ **Merritt, BC**

Mgr: Barbara Holmes-Balmer 250-768-8206. Vet: James Bryant, Jennifer Strelkauskas, Michael Peterson

Renegade Rendezvous _____ **July 8**
25/50/75/100 _____ **Naches, WA**

Mgr: Gail Williams 509-865-3246. Vet: TBA

Bandit Springs _____ **July 15**
30/50/80 _____ **Prineville, OR**

Mgr: Tony Truffer 541-485-7106. Vet: Gene Nance

Soldier Mountain _____ **Jul 15**
25/50 _____ **Fairfield, ID**

Mgr: Bette Will Gower 208-788-0839. Vet: TBA

Golden Ears _____ **July 22**
50 _____ **Maple Ridge, BC**

Mgr: Kim Hofmarks 604-499-1007. Vet: Michael Peterson

Pink Flamingo Classic _____ **July 29-30**
30/50 • 30/50 _____ **Cascade, ID**

Mgr: Sally Tarbet 208-890-8899. Vet: Olin Balch, Keith Ruble.

Santiam Cascade _____ **Aug 12**
25/50/80 _____ **Sisters, OR**

Mgr: Mary Nunn 503-829-5321. Vet: Michael Foss

Headwaters of the Rogue _____ **Aug 26**
25/50 _____ **Prospect, OR**

Mgr: Tom Jones 541-664-0978. Vet: Thomas R. Timmons

Smimikin Lake Ride _____ **Aug 26**
50 _____ **Kamloops, BC**

Mgr: Brenna Jacob 250-573-2667. Vet: Michael Peterson

Old Selam _____ **Sept 2-3**
30/50•30/50/2 Day 100 _____ **New Centerville, ID**

Mgr: Cini Baumhoff 208-375-3720. Vet: Robert Washington

Oregon Dunes _____ **Sept 9**
--PENDING-- _____ **Florence, OR**

Westbank Rocker _____ **Sept 16**
50/75 _____ **Westbank, BC**

Mgr: Grant Balmer (optionsgb@uniserve.com). Vet: Michael Peterson

PAC North Fundraiser _____ **Sept 23**
25/50/75/100 _____ **Brothers, OR**

Mgr: Gordon Westergard 541-582-8846. Vet: Michael Foss

Owyhee Canyonlands Pioneer _____ **Sep 27-Oct 1**
Sep 27/50•Sept 28/60•Sept 29-Oct 1/30/50 _____ **Oreana, ID**

Mgr: Stephanie Teeter 208-834-2788 Vet: Robert Washington, Michael Peterson, Gene Nance.

Yee-ha Tapawingo _____ **Sept 30**
25/50 _____ **Falls City, OR**

Mgr: Christine Weber 503-623-8059. Vet: Jennifer Strelkauskas

Limestone Challenge _____ **Oct 7**
30/55 _____ **Cave Junction, OR**

Mgr: Terry Canavello 541-862-8019. Vet: TBD

Lakeview Ranch Ride _____ **Oct 7**
--PENDING-- _____ **Odessa, WA**

Weiser River Rail Trail _____ **Oct 14**
30/50 _____ **Council, ID**

Mgr: Pam Haynes. Vet: Robert Washington & Keith Ruble

Foothills of the Cascade _____ **Oct 21**
25/50 _____ **Molalla, OR**

Mgr: Anna Sampson 503-829-6002. Vet: Scot Lubbers

Dust Devil _____ **Oct 28**
--PENDING-- _____ **Millican, OR**



2006 PNER Board of Directors & Appointed Positions

(*Denotes Board Member)

Elected Officers

President

Julie Barnfather*

20230 NE Redmond Rd, Redmond, WA 98053
(425) 868-8684 rocknb-ranch@comcast.net

Vice-President

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Julie Barnfather, Sandy Creek, Sue Nance

Secretary

Joan Fleming

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Treasurer

TO BE ANNOUNCED

Junior Representative

Morgan Mittle

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Audit Committee

Carol Giles, Heidi Smith, 3rd Member to be appointed

Past President:

Sue Nance

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Please send let me know
if any above phone
numbers and/or email
needs correction
karlawatson@verizon.net

**Pacific NW Endurance Rides
P.O. Box 1535
Moses Lake, WA 98837**



2006 PNER Membership Application

New Member Renewing Member/
Changing Information Renewing Member/
No Changes

Membership Year is January 1 to December 31

Single Membership \$35, Non-Rider/Newsletter \$20, Family Membership \$50

Name _____ M F
Last First

Address _____

Telephone _____

DOB _____ PNER# _____ E-Mail _____

Would you like your email address listed IN HANDBOOK? Yes No

Would you like your email address listed ON WEBSITE? Yes No

PLEASE ENTER INFORMATION FOR FAMILY MEMBERS LIVING AT SAME ADDRESS

Seniors: _____

Name DOB PNER#

Name DOB PNER#

Juniors: _____

Name DOB PNER#

Name DOB PNER#

Name DOB PNER#

Signature _____ Date _____

Must be signed by parent, if minor is joining as a single without an adult.

**Send to:
PNER Membership
PO Box 1535
Moses Lake, WA 98837**

I or anyone or any animal within my control/We wish to join Pacific Northwest Endurance Rides, Inc. I/ We will comply with the Constitution, by-laws, rules and regulations of PNER. The under signed in consideration of accepting membership in the PNER, Inc. does hereby for himself, his heirs, executors & administrators, waive and release the Pacific Northwest Endurance Rides, Inc. and all individual members thereof, and all other persons regardless of their capacity in any way connected with the association described herein. I/We also waive our representatives, heirs, executors, administrators, and assignees from any and all right, claim, or liability for damages, or afor any and all injuries that may be sustained by me including injuries to animals, or from any and all claims of any kind of nature that I might have. Furthermore, I do hereby acknowledge that said release will extend to any accidents, damages, or claims arising out of my membership caused by my own or by the acts of anyone or any animal within my control.