



# NEWSLETTER



AUGUST 2013

## **Editor's Bit**

The summer seems to have flown past but at least we have had a summer this year - in fact it's almost been too dry!! It has however ensured that most of the planned rides have been able to go ahead successfully, including our Lancashire rides. In particular the new competitive ride Heapey Hack proved very popular, with good entries and Sue has written an article to give you an insight into the organisation of that.

We are now heading towards the end of the season and I am very pleased to have received some articles to publish – the Wilson family, Max, Izzy and mum have submitted a report on their experiences at the Inter-Regionals down in Kings Forest and what an amazing read that is – thanks very much for sending that in. I can't believe that no one else has completed a ride successfully so come on, get your pens and paper or computers out and share your experiences with the rest of the group. I have also included a very interesting and informative article from Committee Member and Ride Organiser Glenda Griffin – thanks very much for that Glenda – I'm sure it will make our members think about the possibility of organising a ride.

I hope you've all enjoyed the season so far - there are still a couple of local rides on the schedule. Meanwhile, hope to see you at some of the remaining rides.

Regards  
Helen

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## **From the Chair.....**

Hi All – well aren't we having a wonderful summer? Plenty of rides on and lovely weather to do them in – with a couple of drizzly exceptions of course! Personally I haven't been able to do that many rides this year for one reason and another, but finally seem to have been able to get going now. I only actually managed my second competitive ride of the season last weekend at Cumbria Challenge, but what a lovely ride I had. Beavis was a star and really behaved himself. It may be too much to hope for that he is finally beginning to engage his brain and settle down a bit now that he has come of age so to speak (he was 18 in April) - I won't hold my breath but will certainly be crossing my fingers.

Anyway back to Cumbria Challenge - because the ride organisers had a couple of problems with landowners, the route and the venue had to be changed this year. This can always be a worry but it was a very successful change as I am sure that all of you who went would agree. The new route included a mixture of parts of both the Tebay ride and the old Reagill ride

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which was a refreshing change and a lovely combination. The weather on Saturday was rather grim and damp but cleared up during the course of the day and was lovely on Sunday – so a very successful weekend, and well done to the organisers for re-arranging the event so well.

Still on rides we had a really successful day for the Heapey Hack ride on 10<sup>th</sup> August. As it was the first time this ride has run it was nerve wracking trying to sort out the route and all the final details, but I am pleased to report that we had almost 80 entries, and everyone came back saying that they enjoyed it. They all reported wonderful views from the top of Darwen Tower, particularly helped by the fine weather. So hopefully that will be another for the fixture list next year. I would also like to thank the members and particularly the non-members who ably helped either on the day of the ride or with marking the day before – your efforts are really appreciated.

We are trying to sort out a training event for early next season to help our members with a variety of queries associated with endurance riding. This would include making entries, preparing for rides, feeding and training etc. and also how to present for vetting, both for Pleasure Riders at national rides, and for Competitive riders. We initially hope to focus on young riders, as we thankfully have an increasing number of these, but would welcome feedback from all members on how much interest there would be in such an event, so that we can plan our numbers accordingly.

Many of our members have been having a successful season, bar a few hiccups here and there, and certainly everything has been well attended. We have had several pleasure rides in the group since the last newsletter (thank you Ride Organisers) and also several major national events have taken place where Lancs Group was well represented, e.g. Lindum, Kings Forest etc. We have a photo and report of one of these events in this newsletter, which was gratefully received from the Wilson family describing their trip to Kings Forest in July as part of the North West Region team taking part in the EGB Inter-regional Championships. Congratulations and well done to the whole team who came in second, and particularly well done to Izzy and Max in this their first team event. Congratulations also to Jackie Lloyd's novice horse Khalifa who was ridden by new member Carolyn Livesey in the English team for the Home International competition at Barbury Castle. Commiserations must go however, to Kate Atkinson, who after a sudden lameness incident was unable to go to the European Young Riders Championships – such a disappointment after so much hard work and effort but keep smiling Kate, I'm sure you will be there next time and well done for being selected in the first place.

Talking of ride reports etc, can I use this as a reminder to those of you who have promised to send in ride reports to actually put pen to paper and send them in - PLEEEEEASE !

Some good news on the horizon for Associate Members, that come renewal time in January, you will this year be able to renew (or join) online so saving

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having to fill in forms and send them to Jean etc. Stoneleigh will still accept paper applications but it will hopefully simplify the whole of the membership application and monitoring process when all membership applications are dealt with by the same place – but more to come on that nearer the time.

A bit of advance notice here about the Lancs Group AGM and Presentation evenings. The AGM is planned for Monday 26th November at the Grasshoppers Rugby Club, Preston whilst the presentation Evening is 25th January at Ribby Hall, Kirkham. I will be writing to you all individually inviting you to the AGM, but please note the date down in your diaries a.s.a.p. so not to double book it- we would love to see as many of you there as possible!

Anyway, I will leave you there until next time – plenty of rides still to come! Have fun out there.

Sue Taylor-Green

Lancs

Group

Chairman

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## **Light hearted notes to organising a pleasure ride (or in this case, the Little Crosby & Formby Rides)**

Gosh! Where do I start.....perhaps with an amazing lady, Jean (Merchant), who challenged me into organising a ride, gave me encouragement, guided me all the way and was always there for me, resulting in both the Little Crosby and the Formby rides being born, although Sport Endurance had originally organised the latter ride many years ago.

To start with I enjoy studying maps. This doesn't automatically mean I don't get lost on a ride with my horse, nor does it necessarily mean I am a natural with reading maps. Maps however are fascinating and they are the means to starting off a ride, linking up bridleways, maybe obtaining permission and getting a one-day pass from Councils to ride a public pathway, a cycle path or otherwise prohibited-horse path, noting how fields "link up" routes, then convincing landowners to allow us a one-off ride on their land thus attempting to minimise roadwork to the best of our ability. Voila! the start of a route – after this achievement, reward yourself with a glass of wine, or in my case, a Blue WKD!

With the Little Crosby ride, Jean and I were fortunate that **they** approached **us** asking if we could make an endurance ride using their fantastic ready-made course with optional jumps in amazing surroundings, so, with our maps, Jean and I looked to link and extend the ride from the Little Crosby Chasers in two different directional loops. The Chasers was also going to be "the venue". If you have a good venue you are half way there!

It does help if you enjoy a good walk which Jean and I do, so, with appropriate footwear, waterproofs, hats, maps, pen, paper, bottle of water (oh what a sight!) and a smile on our faces, we walked/drove from farm to

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farm and knocked on doors of local farmers seeking permission to ride across their land; we were filled with enthusiasm for a new ride! We took a lighthearted, happy approach in our requests, accepted a few knocks and disappointments along the way but never gave up, emphasizing that EGB are a respected countrywide organisation sectioned into counties (us being **Lancs** Group), with insurances, health & safety, and strict rules and policies to adhere to; they could see we meant business! Just a suggestion but I can't help thinking wearing an EGB Logo polo shirt/fleece helps look the part too! (See EGB Lancs Merchandise in newsletter)

There you go, there's another achievement!

I was shocked and surprised how many folk outside the horsey world assumed an endurance ride is a mass group of horses that would gallop about the countryside all at the same time causing utter chaos. This we assured them (the farmers, locals, and landowners) would **not** happen, and that riders are encouraged to space out in two's or three's setting off between a set time at a leisurely pace, hence *Pleasure Ride!* After huge sighs with our reassurances, we were fortunate the farmers were amicable about everything, gave us their do's and don'ts and, as long as we kept them informed, notified the Land Agent and Game Keeper, and sent them all a map of our intended ride, we could see the jigsaw of our ride starting to take shape. Exciting! Ha, yup, you guessed – another gurgle of wine in the evening as yet a further achievement! “Cor, this ride organising is well worth it!”

At this point and before you go any further, I would check with the EGB Committee (members' names on rear of our Newsletter), talk it through with them, fix a date, checking any clash of rides and get the go ahead to proceed. Perhaps write a little piece of your intended ride in the newsletter. Helen (Dawson) is always grateful for newsletter input and photos!

At this stage, the whole of the proposed ride has to be either ridden or walked to obtain correct mileages and suitability for both short and long routes. Jean and I have such a laugh, chatting and putting the world to rights whilst walking the proposed route, occasionally we take our dogs with us too, so we all benefit from this healthy exercise.

Importantly, bear in mind that the month you start organising a ride, fields could be bare and the roads clear BUT by the day of the ride there may be plastic polytunnels fluttering about covering new crops, school fetes with pretty banners, balloons and brass bands, or church goers parking their cars everywhere, or in the case of the Formby ride, is the rifle range in operation, or would the tide be in! All things that could create problems on the day of the ride unless you find them out first. Read the local newspaper, look out for local posters, advertisements, talk to the farmers, locals, talk to the experts to find out events in the vicinity of your ride route.

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It may be worth informing the police of the Ride and get a log number, they'll occasionally drive the roads in their call of duty but aren't specifically involved so no charge for this service; their presence alone slows cars down if it's a fast road! Whilst walking the route, take note of hazards – large tree roots across the path (a touch of spray paint will suffice), non horse-friendly gates (can they be tied open for the ride!), low lying branches or brambles, etc. Don't laugh, but I've had to "saw" and make safe, snapped branches and debris before now! Don't upset the farmers though!

OK, everything surging ahead... Next prepare the **POSTER**, put on our website, send it to other EGB counties and Bridleway Societies, the BHS, display in local corn merchants, saddlers, your farrier's vehicle, horse stores (Robinsons presently display foc, Oakfield Saddlery charge £2 unless the ride is for a charity in which case it's foc), livery yards especially close to your ride, ask Karen to mention it on Facebook, display in your own car. The more you advertise the better chance of high entries AND getting new members!

Decide who is going to receive the entries coming in for the ride, either yourself or a nominated helper, make this clear on your poster. Jenny (Rand) kindly accepts entries for the Formby ride, thanks Jen! With this kind of help, organising is so much easier.

Decide how many Marshalls are required and organise these well in advance deciding where they will be located (to me, this is the toughest task with organising a ride and without these guys there are no rides. I take my cap off to them all!), a Time Keeper and First Aider at the venue. Decide if you are going to have a photographer en route. Consider using Raynet Radio, they are a group of licenced radio amateurs who have backed us up and helped us out on a few occasions, and worth their weight in gold! The Formby ride has little to no mobile reception therefore we depend on Raynet, same with Chipping Ride. The Police & Emergency Networks have turned to these volunteers in the past also. Please contact me for their tel. number.

Now write up a **DIRECTIONS TO THE VENUE** from various directions, ie from the North, from the South, choosing the kindest route for travelling horses! I must have driven the route numerous times to get the correct signs, road numbers, directions. Google Maps is amazing for help but you can't beat driving the directions in person, bearing in mind folk have horses in tow.

**CREATE THE MAP:** clearly showing the venue, short and long routes, where marshalls/raynet will be, and emergency phone numbers on the day. You'll need more than one glass of wine for this achievement. It can be a bit of a headache BUT once the route map is created, it's then for keeps! Perhaps do a little map to help Marshalls locate as they have to keep to

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roads to locate position unlike our trusty steeds who travel through woods, fields, mud and narrow paths, and can get where Castrol Oil can't get!

- 6 weeks before the ride: Complete 1<sup>st</sup> All Risk Assessment form, send to HO (Stoneleigh Park, Kenilworth, Warwickshire, CV8 2RP)
- 24hrs before ride: Complete 2<sup>nd</sup> All Risk Assessment and send to HO
- Immediately after ride: Complete 3<sup>rd</sup> All Risk Assessment and send to HO. (Flippin' Health & Safety eh!)

**A WEEK OR SO BEFORE:** Go over everything: check venue, route, and any road works that have sprung up overnight. Get EGB equipment (yellow signs, tape, rider rosettes etc., from either myself or Pat (Kelly). If you are providing refreshments, count up entries and get ample provisions with a few extras for helpers etc.

**THE DAY BEFORE:** (and no alcohol the night before – keep a clear head at this stage!), mark up the ride using EGB signs, ribbons, spray paint. Carry with you a felt tip pen, scissors/penknife, drawing pins, bin bags and not forgetting twine. (what would we do without our twine folks!).

**ON A NOTICEBOARD:** At Secretary's office (my horse trailer comes in handy as the office), display examples of what you used to mark the ride, EGB insurance, the ride Map, any changes.

**ON THE DAY OF THE RIDE:** Arrive early enough to keep calm, put the "Secretary" sign up, set your table for paperwork/entries, a small box for float, a few pens, New Member forms. Organise your timekeeper/marshalls/first aider and note down their mobile numbers. Give them yours.

Next..... wait for the influx of vehicles!

Important Items in Secretary's Office:

ENTRY LISTS (& entries forms)

MOBILE PHONE (always to hand!)

RIDER BIBS

OS MAP OF THE AREA

DIRECTIONS TO VENUE

SPARE MAPS

EGB INSURANCES & HAND BOOK

EGB H&S & ALL RISK ASSESSMENT FORMS

EMERGENCY NO'S ie.vets on call etc.

BOTTLE OF WATER & maybe some butties!

NOTEBOOK/PENS

RUBBISH BAG, BUCKET/SPADE

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Your **first** organised ride is always hardest as you are starting from scratch, but as I've said, once you have your Poster, Map and Directions to Venue,

things are so much easier the year after! Class it as a challenge rather than hard work, and this can be halved by organising it with someone else. Believe me, when the riders have just completed your ride, you cannot beat seeing beaming smiles, rosy cheeks and happy riders giving you the thumbs up as you give them their EGB rosette. **The smiles makes it all worthwhile!** And so is the reward at the end of the day..... A bottle of wine, soak in a hot bath and chill!!!

Go for it folks ORGANISE A RIDE, and remember there are always folk within EGB that can guide you through things.

PS. Did I mention balancing the books afterwards too!!! ....a piece of cake!!! Have fun!!

Glenda (Griffin) Aug 2013



Glenda and Jean

## **A Shoe, a shoe my Kingdom for a shoe!!!!**

I know it can be nightmare trying to plan rides for the season ahead and even more so trying to arrange your farriery visits. If for example, you have two consecutive weekends of competition your shoes can wear thin – and then what do you do for an event the following weekend? Shoes might have only been on three weeks but they are thin as razor blades or the clenches raised etc and you set off to your next ride on a wing and a prayer hoping they will stay on.

So what do you do???

All I can say is better be safe than sorry and get your farrier to come – even if it's just to check or to tighten up the clenches! I know it can be expensive but think what you could be saving in the long run.

You can't believe how frustrating it is for Ride Organisers, farriers and other competitors to have a great long line of horses queuing at the farrier whilst they shoe a horse. Obviously accidents happen and any one of us can need last minute remedial work when we get there, but please help out by making sure your horse's shoes are fit to get him/her round the ride before you go. Not only does it help everyone else out, but considering how much time, effort, and money you put into competing your mount, think how disappointed you are if you lose a shoe half way

round and can't get it put back on , or are lame or out of time because of it! We have all lost shoes en route, even when only shod a couple of days previous, but try to make life easier and turn up to rides with appropriately shod (or unshod) horses. Think of Neddy!! It must be difficult keeping a grip on the road with shoes like this.....



P.S. I wasn't bribed by a farrier to include this article ha! '

## **The NW EGB Team & The Kings Forest Inter Regional Championships**

Lancashire members

Saturday report by Max Wilson (12)

I hate travelling and I am allergic to being organised. So when I found out that I was to ride because my mum's horse was injured, I knew it was going to be one of those long way from home rides. However, nothing could prepare me for the epic journey that we had to get there on the Friday. As Izzy was on a school trip to the Harry Potter Studios in Watford (near London) we had to "do a slight diversion on our way". This slight diversion resulted in a 350 mile trip there and the ponies being boxed for something like 10 hours. I told my mum that the RSPCA would not be happy and we should not go – but mum said (as she always does) – well we are going and that's that! Plus "you WILL enjoy yourself". I was not convinced. On top of this nightmare as Izzy had purposely arranged her school trip for the same Friday, this meant that I had to help mum get everything ready. It was not fair. There are some things that I am good at – football, sleeping, Xbox, guitar, and being difficult – but being organised and helping is not my thing.

We eventually set off along with Bobby the pug. There was not a spare inch in the car. Mum likes to take the kitchen sink, plus fridge and loo..... It was 25 degrees and very sunny. Traffic was bad. When we got to Knutsford and we had been going for an hour, I realised that mum had forgotten to put my hat in my bag. Needless to say when I told her of her failing, she was not happy. She said there was not enough time to turn back and pick it up, plus rendezvous with Izzy in

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Watford. She said she wanted to kill me! It was good thing that I was in the back of the car with Bobby to protect me. Mum rang Shaun Jones the Cheshire EGB coach and luckily he said he had a couple of spares with him. Result. It's not my fault that we forget things.....

As the M1 was a car park due to an accident, mum said "we will just need to do a slight detour on the diverted rout." This took us on to the M5, M42 and M40 and M25 – all in the opposite direction to Bury St Edmunds. The sat nav kept adding miles! We eventually got to the Harry Potter Studios with 10 minutes to spare. But guess what – Izzy was late because she was buying a souvenir – Girls!!

However, the time did allow us the opportunity to let Bobby have a wee and give the ponies some water. The car park attendants almost had a fit when we dropped the ramps to get some fresh into the box as they thought we were going to unload. An attendant raced over and said Bobby couldn't get out of the car and we must not drop any hay on the tarmac. He stressed the horses could not be unloaded (even though there was loads of space) and that he would give mum a brush to clear up any loose bits of hay! Mum did one of her smiles through clenched teeth.

Anyway Izzy strolled out and off we set off again – "only 95 miles to go!" said mum. One thing that I have learnt is that London on a hot sunny Friday afternoon/tea time is very busy. Four hours later with a route that took us through Newmarket, we got to the venue. I liked Newmarket and suggested to mum that we move there. She said that if we sold up we might manage a shed or caravan as it is very expensive. It still looked good though.

The Kings Forest venue was huge. It felt like we were entering the Olympics. Lots of people had arrived already. Shaun met us and helped us set the ponies corrals up. They had half the space that they normally get when we go to Mounted Games Association events. Plus all of the horses were closely corralled alongside each other. Mum said she did not like the arrangements "but needs must" (whatever that means). We got the tent up just before it went dark. Shaun arranged a fish and chip supper for the team members and we met all of the other riders including Amanda, Terry Madden, John Black, Diane Gillings, Rachel Rolfe, Pat Guerin, Katie Mellor and Rachel Knight. They were all EGB members from Cheshire, Shropshire and Derbyshire. We got to bed about 10.30pm.

At 3.40 am (according to mum who never sleeps) the venue kicked into life. All of the FEI 3 star riders began getting ready for the 160k race. Mum said "that if you can't beat them I might as well join them" and got up. One of my skills in life is being able to sleep through anything, so I went back to sleep.....

Because mum was bored, she fed/watered/mucked out..... By 7.30am it was 30 degrees and the whole of the North West Team were either crewing or getting ready to set off. I got up, had something to eat and joined in.

At this point I realised that all of the EGB rides that I had done so far, were small scale compared to this event. The FEI Saudi Emirates team had two massive horse boxes. Their ten marquees stretched out in the distance. Whilst our team was

getting ready, I watched the 160 k riders return for their first vet gate after doing 40k. It was only 7.30 am and they had already done 40k! As the rider went over the finish line, a whole team of Saudi crew appeared. One took off the saddle whilst the horse slowly walked towards their crew point. In the meantime, the remaining five members of the crew poured buckets and buckets of water over the horse. By the time they reached the crew point and at least eight buckets of water later, the coach took the heart rate. If it was below 64 the horse continued his slow walk to the vet gate. Once vetted the horse was taken to a separate crew point and for the next 40mins it had bucket after bucket of water thrown over it. The crew was re filling their water supply using huge wheel barrows. The EGB water tanker which cost £1000 was used by Saturday lunch time! Luckily the organizers arranged for more water to be delivered, but the vehicles were not as glamorous and shiny..



Wow!!

Terry Madden and Rachel Rolfe set off on their 102 k ride. John Black and Katie Mellor (15) set off on their 64 k ride. Mum was to crew for them with Sally Mellor (Katie's mum). Diane Gillings and Jill Thornton set off on the first of their two day 32 k rides.

Shaun and Amanda looked after all of the horses when they returned to the venue for vetting. We had two marquees with lots of kit. Izzy and I decided to stay and help them rather than go in the car to crew at various points. I am really glad that I stayed because I learnt so much. We also helped with the constant refilling of the water barrels, getting bags of ice, sloshing the horses etc. Plus watching the 160 k riders in action was awesome.

By Saturday afternoon all of our riders had returned. Terry and Rachel were vetted out with foot sore horses. Everyone else was ok. John and Katie had a great ride and both passed their vetting. Katie even managed to get a Grade 1, so she was very pleased as the temperature had peaked at one point in the afternoon to 40 degrees. It was good thing that we had a marquee to sit under whilst we were waiting. I could only imagine how hot the riders and horses were.

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We had a team meal on the Saturday night with drinks paid for from the North West kitty (whatever that is). It was very hot and everyone was tired so we were in bed by 10.30 pm. The next part of the report comes from mum as I slept though the chaos that followed.....

### Mum – Saturday night report

When we erected our corrals I was surprised at how small a space we were expected to use. It was half the size that we use at MGA, so I was pleased that we had brought hayledge. There was not much room for the ponies to trot about, so when I heard the thunder of hooves at 1.20 am, I knew instantly it was not good news. As Sandy has been known to limbo under fences I thought I had better get up and double check that he was not in any mischief. As I started to get out of my sleeping bag I heard the thunder of hooves again, but it seemed louder and closer! Within seconds a shout went up announcing that some of the horses had escaped and everyone should check their horses and corrals. By the time I had put my shoes on and found my torch, people were beginning to move.

When I got to the corral area I was staggered by the mayhem. The first two or three columns of corrals for say ten rows had simply been demolished. There were loose horses panicking and lots of frightened horses huddled together. Most had head collars on but finding a lead rope was difficult. I checked our horses. As their corrals were at the back of the rows, they were not within the devastated corral area. Both ponies were very nervous and clearly spooked by the events, which is unlike them. It did not help matters that people were running about with bright torches, plus shouting. It was pitch dark. As they seemed ok I gave them a pat, a soothing talk and then left them to help the others. Over the next few hours I spent it holding loose horses and helping to re build corrals from the tangled mess of electric tape, broken posts and damaged transformers. In hindsight the EGB members pulled together seamlessly - with elements of humour, such as someone shouting "has any one seen a grey?" And a chap responding with "well that narrows it down a lot!" It is fair to say that most of the escapees were grey! After 30 or so mins any horse not safely re corralled or re united with its owners was taken down to the stables. Luckily the Saudi contingent had vacated the stables.

Soon after the organisers announced that all owners needed to report to the main tent and confirm that their horse was accounted for and not injured. In true British standards a queue was formed. After another 30 mins or so the EGB officials confirmed that around twelve horses had escaped and left the venue either via the forest or the road. They confirmed that they had the situation in control and that the police were aware of the facts and both the police and the EGB officials would commence the search for the horses. They stressed that they knew the layout of the forest and that competitors should not start their own searches. The official also confirmed that there were a number of injured horses being looked at by vets and that so far as he knew one had life threatening injuries. At this stage there was not

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much more that I could do, so I checked the kids – both had slept through the chaos - and tried to get some sleep. As our tent was near the entrance area to the forest road, I was more than pleased to hear the search party return at about 6 am confirming that all horses had been recovered. What a night!

### Izzy - Sunday report

Pat Guerin (from Cheshire) and I were riding the 48k route together. Our vet time was 8.30 am. Mum and I agreed the logistics for getting ready, as the trailer was a long way from the vetting and start area. So we decided to tack up at the vet gate. It seemed like a good plan. However, a lot of the horses were still spooked from last night and Gizmo was on his toes. So when he was attacked by mum with fly spray, he was naughty and kicked me on my thigh. It was mums fault. I screamed and instantly the vets arrived, EGB officials ran over and an ambulance with flashing lights appeared! After checking me over I was allowed to ride as long as I promised to retire if the pain got too much.

Pat and I set off. The temperature was around 30 degrees but there was a bit more cloud compared to yesterday. The route was clearly marked, and took us through scenic landscape and thick forest with grassy verges and sandy tracks. There were some stony sections as well. Pat's horse Ziggy was too scared to go under the trees but Gizmo being a little smaller and perhaps a little braver enabled me to get under the branches. It was great fun and I enjoyed riding with Pat. She is so experienced and we took turns in taking the lead. We were expertly crewed by Terry Madden and John Black. As it was very hot I was pleased that Gizmo drank lots of sugar beet water. Ziggy was being fussy about drinking and refused any water. We finished after 4.5 hours with a ride average of 10.75 kph.

When we got back to the finish there were plenty of helpers to lend a hand. This enabled Shaun and Amanda to each concentrate on getting heart rates down. As Gizmo doesn't like being sloshed, getting his heart rate down can be tricky, but I learnt how to do it successfully without upsetting him. He finished on 48, which was a bit higher than normal, but it was 38 degrees and no shade. I got a grade 2.

Pat however did not do so well. Firstly Ziggy's heart rate would not drop and he was vetted out with a reading of 69. What a shame. Matters became worse when Pat collapsed with heat exhaustion. So another trip with the ambulance. The St Johns Ambulance people were very good. Plus Ziggy's heart rate was still high, so the vet admitted him to a stable and a drip was inserted into his neck. After about an hour both Pat and Ziggy were much better and both were later discharged.

Max arrived back with Diane Gillings (on her borrowed horse) after completing the 32k ride. Max did well finishing on a heart rate of 40 and got a grade 1. I was pretty jealous.....

When the results came in the North West Team came 2<sup>nd</sup>. The South West Team came 1<sup>st</sup> but they did have a huge team. In addition the winner of the 32k Saturday ride was Jill Thorburn. She won a big trophy. Plus Max, as a junior

rider won his 32k class and I won the 48k novice class. Ziggy won a prize for being the best veteran. Diane won the double 32k class.



The Team

We had a great weekend and met some really nice people. It was a long journey home but it was well worth it! I am so pleased that Lancashire EGB nominated me and Max as riders and I would love to do it again. It was a long journey home but it soon passed. Normally when Max and I finish a ride we get in the car and sleep but this time we had so much to talk about that we stayed awake the whole journey. Mum said that this helped her as she had only had about 6 hours sleep all weekend!

## **Heapey Hack 2013**

Wow! A new ride for the fixture list or so I thought at the start of 2012 when we were trying to add a couple more rides to the Lancs Group plan.

We successfully introduced the Ulnes Walton Wander in April 2012 and had the Heapey Hack booked for 11<sup>th</sup> August of that year. However, we all know what the weather was like last year and if you remember, after the careful planning of the route, and then re-routing because of washed out tracks we still ended up having to cancel the ride because the venue was a hayfield which was unable to be cut because of the rain! So I was dreading this year and the same thing happening again.

Fortunately my fears were ungrounded and the lovely weather we have had this year ensured the hay was cut at the end of June – so we had a venue. The next problem would be the route. As last year's rains had washed away a lot of the originally planned route, I had decided to stick to the 'altered' route from last year just to be safe, although that was quite 'roady'. I had several trips to the different locations but then had a lovely surprise late July to find that some of the tracks had been resurfaced and looked quite useable. Rachel Woodruffe and myself had a 'steep

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walk' one lovely evening up to Darwen Tower, and after discussion with several helpful cyclists, decided it was all fine and we would risk going up there and over Darwen Moor. So back to the drawing board and to the original maps which now needed changing slightly and reprinting just in time to post out to all the entries! It really was such a last minute route change back again.

Anyway, along with all the trials and tribulations of organising a ride I was thrilled to find that we had plenty of entries coming in, this was such a relief as I had expected hardly anyone to enter! When it got to the Tuesday before the ride, I suddenly realised that with all these entries we might need another vet, which we fortunately managed to sort out reasonably painlessly.

The day before the ride dawned bright and sunny – again another relief as this was route marking day and it is almost impossible to get marker spray to stick if the ground is damp!!! Off we set, Rachel Woodruff, Pauline McCartney, Jean Merchant and myself, armed with spray paint, maps, hammers and signs to mark out the route. I really do have to praise Rachel who selflessly WALKED ON FOOT all the way up to Darwen Tower and across the moor to make sure all competitors could find their way correctly. We had great discussions about whether to put up the warning signs on the roads, as we didn't feel we would have enough time next morning to place them correctly. Would you believe someone nicked some of them overnight? Who on earth would want some 'Slow Horses Crossing' signs?????? Obviously someone with a 'slow horse' – sorry about that couldn't resist it!

Anyway route fully marked up, it was back to the venue to set out the vetting area, and check up on the loo delivery etc. Everything seemed in place just as the first competitors arrived; this was the Riding club team from Anglesey who were camping and corralling overnight.

Once they were settled in, it was time to head off home to finalise all the paperwork for the ride day itself. Imagine my horror when my printer finally packed in – just before I printed off the final Risk Assessment!!!! After much fiddling and cursing I managed to print it off in blue ink. As it was well after midnight by this stage I thought it time to give up and go to bed - everything was in place, I couldn't do anymore. I certainly didn't sleep!



The Venue

Next morning arrived sooner than I would have liked but looked perfect weather for an endurance ride. The venue looked rather deserted, apart from our overnight campers, but soon the trusty helpers arrived and everything started to take shape. My nerves were settling a bit. All the essentials had arrived i.e. vets, farrier, food wagon, stewards and officials and then the competitors started to arrive.

The field really filled up, and I did even begin to wonder if we had enough space for the 79 entries – but I shouldn't have worried as there was plenty of room. The first competitors vetted and set off on route and I started to pray that everything would be ok.

There were four different distances on offer, i.e. 24km, 32km, 40km and 64km. All the classes went for a couple of miles along a lovely new bridleway which runs alongside a stream and where you could have a reasonable canter. There was then a woodland stretch, a bit of roadwork (quiet lane) leading to a water park where riders passed by some reservoirs and though quite a long stretch of woodland tracks. The route was fairly flat up to this point, but here the 24km class looped back along the same route and back to the venue. The rest of the classes then followed some tracks and quiet lanes wending their way to rather a steep climb up a track to Darwen Tower, which although is an ancient monument has more recently been restored to look almost like a spaceship!!!!. From the top of the hill you can see right out to the coast and North Wales and the view is certainly worth doing the ride for – not that you have a lot of time to hang about admiring the view when doing endurance. Following a moorland stretch and a bit more track work, the route descended again back to the water park and ultimately back to the venue whilst the 40km class did an extra loop off round further tracks before their return. Initially the relief came as the first few riders were making their way through all the check points correctly, everything seemed ok, the route was riding well and no-one was getting lost. But the real relief came as they started to return to the venue, all with smiling faces and I am pleased to say all complementary about the route

marking. The final riders returned and successfully passed the vetting. We had smiles and congratulations all round – the ride had been a success. I had been worried that there was too much roadwork, too many gates, too stony etc. Yes it is a hard ride with climbs and stony tracks in parts, but it is a Lancashire ride and that is the sort of riding country we have here. I was surprised at how many riders commented on how it was such a varied ride, with flat tracks, woodland, moorland and climbs, streams, reservoirs etc, and that they really appreciated and enjoyed the changing terrain. I would have liked to include some of the views in the 24km class but this just could not be achieved no matter how I tried to juggle the route – perhaps those who did the 24km might like to venture a bit further next year and try the 32km!

I would like to thank all the volunteers who helped to make this ride so successful and there were quite a few of you – without you it could not have taken place. I would also like to thank all the competitors and hope that you will all come and do the ride again.

As we all tidied up the venue field, removed all the signage and headed off back home everyone was tired, relieved but happy to have contributed to a pleasant day – so much so that they were all planning next year’s event. I laughed as I listened to them thinking that it’s amazing how quickly you forget all the grief isn’t it? I certainly slept that night – after a glass or two I must add!!!!!!

Sue Taylor-Green  
Ride Organiser

## Remaining Lancashire Rides

Date	Ride	Group	Organiser/Contact
Sat 28	Formby Ride	Lancs Social & Charity Ride <u>NB. LIMITED ENTRIES DO NOT JUST TURN UP ON THE DAY!!!!</u>	Jenny Rand – 07729655634 entries to 41 Parkway, Greave, Rochdale OL115EE Or Glenda Griffin 07714753576 , Jean Merchant 07814630999 <a href="mailto:g.g135lark@hotmail.com">g.g135lark@hotmail.com</a>
Sun 27 Oct	Halloween Ride	Ulnes Walton Bridleways Association Ride	Sue Taylor-Green: 01772 436043or <a href="mailto:suetaylorgreen@hotmail.com">mailto:suetaylorgreen@hotmail.com</a> or to website: <a href="http://www.ulneswaltonbridleways.co.uk">www.ulneswaltonbridleways.co.uk</a>

Sadly the Treales ride has had to be cancelled this year.

## Lancashire Merchandise

These are available in a range of colours & sizes and the range includes the following:

Sweatshirts  
Polo Pique Ts  
Fleece jackets  
Fleece waistcoats  
Jodhpurs  
Caps  
Day / Event Rugs



**New merchandise now available - embroidered Lancs logo badges:  
Small £5 Large £8 ideal for sewing onto sweatshirts or special rugs  
etc.**

Please call Lynne Jackson: 01772 690454 for details/prices, orders etc.

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### **Super safe all-rounder AND 3rd in Pony Club Endurance Championships 2013**

Approx 13 Hand 6 year old chestnut dun gelding believed to be cross Icelandic. Great all-rounder – has done all pony club activities, team show jumping, pony club camp, hunted, mounted games with MGA and endurance. He is bomb proof on the road and in fact nothing ever fazes him. He could ride down the M6. When all other horses are acting up it is this pony who is the brave one. He will go first or last. Has travelled all over the country in trailer. Good to clip. Barefoot at all times. Fully vaccinated. Can live in or out. No lumps or bumps. Indeed this pony is like the Duracell advert – he just goes on and on and on.

His biggest achievements have been in endurance. He has a super trot and a low heart rate of around 38 – even after 40k. He was Lancashire EGB's young pony/horse of the year 2012 and came 3<sup>rd</sup> in this year's **Pony Club Championships in the 34k endurance junior novice**. He came first in the 34k junior rider **Inter Regional Championships at Kings Forest**. So far this season he has had 6 Grade 1's out of 7 rides!

He is on the MGA team for Lancashire. This is a great pony and a unique opportunity to buy. He is super fit. Can be tried at any remaining EGB events. Suitable for small adult or child. £2999 ono with tack.

**Email [kath.wilson@parker-wilson.co.uk](mailto:kath.wilson@parker-wilson.co.uk) or call 07976 221 272**



## Committee

### **Chairperson:**

Sue Taylor-Green, Nursery Cottage, Ulnes Walton Lane, Leyland, Lancs PR26 8LU. Tel: 01772 436043 / 0787 664 7578 [suetaylorgreen@hotmail.com](mailto:suetaylorgreen@hotmail.com)

### **Vice-Chairperson/ Membership Secretary:**

Jean Merchant, 259, Rochdale and Bury Old Road, Heywood, Lancashire, OL10 4BQ. Tel 01706 364360

### **Treasurer:**

Linda Earnshaw, White Gable, Beech Rd, Elswick, Preston, PR4 3YB  
Tel 01995 670438 [lindaearnshaw@hotmail.com](mailto:lindaearnshaw@hotmail.com)

### **Minutes Secretary and Group Liaison:**

Yvonne Clark, 5 Woodland View, Broadclough, Bacup, Lancs OL13 8PD.  
Tel 01706 879740 /07779 330930 [yvonneclark@btinternet.com](mailto:yvonneclark@btinternet.com)

### **Joint Ride Co-ordinator and Equipment Officers:**

Glenda Griffin, Home Farm, George's Lane, Banks, Southport PR9 8HD  
Tel:07714 753576  
Pat Kelly, 361 Southport Rd, Croston, PR26 8LQ

### **Merchandising/Members Liaison/PR:**

Lynne Jackson, Prospect Cottage, Roseacre Rd, Roseacre, Preston, Lancs PR4 3UE. Tel: 01772 690454 [dave.jackson3@virgin.net](mailto:dave.jackson3@virgin.net)

**Newsletter Editor**

Helen Dawson, 48 Rectory Lane, Bury, Lancs, BL9 7TA.

Tel: 0161 764 6534

[ehd2011@btinternet.com](mailto:ehd2011@btinternet.com)

**Trophy Secretary**

Deb Bennett, 5 Woodland View, Broadclough, Bacup, Lancs OL13 8PD

Tel: 01706 879740 /07831 810788

[deb.bennett1@btinternet.com](mailto:deb.bennett1@btinternet.com)

Maxine Lang, Hawthorne lodge, Grange Lane, Stalmine, Poulton-le-Fylde, FY6

OJH Tel 01253 700790

[maxinelang@hotmail.com](mailto:maxinelang@hotmail.com)

Rachel Woodruff, Withnell Station, Abbey Village, Chorley, PR6 8DA

Tel: 01254 830900

You are welcome to contact any of the above but if your query is specific to a role above, then we suggest that you contact the appropriate Committee Member, in the first instance.

