

# North and East Yorkshire Group of Endurance GB



## Taking Part in a Ride Joining Endurance GB



### How do I start?

You do not need to be a member of Endurance GB to do our pleasure rides so why join and how much will it cost me?

If you do more than a few rides over the year then joining Endurance GB as an Associate Member for £35/year will save you money. Seven rides will cover your £35 Associate Membership fee and will give you Public Liability insurance whilst at a ride. There is also Full Membership for £55/year, this gives you 24/7 public liability insurance for your horse & allows you to take part in competitive rides for which you are qualified & for which you will need to buy a Horse Log Book from EGB HQ (see the National EGB website [www.endurancegb.co.uk](http://www.endurancegb.co.uk) for details). As either an Associate or a Full member you can enter Pleasure Rides run by any Endurance GB group for the cheaper member's rates, usually £5 less/ ride than for non-members. You will get the National Endurance magazine every quarter by post.

If you want to take part in your local group distance awards scheme and to receive your local newsletter by email plus email information updates then you need to pay £10 for your North and East Yorkshire horse distance card, or cards if you have more than one horse. The distance card records all kilometres gained at any of the rides you go to during the year so long as you achieve an average speed of 8-12km/hour (5-8 miles an hour), for each ride. After the last ride of the season you send your distance card to the group Trophy Secretary. Your annual total kilometres will then be added up and you may be eligible for a distance rosette at the group's annual awards evening. As the years go by your horse's kilometres accumulate and further distance rosettes can be earned. You will also be eligible for certain trophies, if you have a look at the North and east Yorkshire group website you can see all the different trophies and what they are awarded for. You have to have helped at one of our rides during the season to be eligible for your distance rosette and to be in with a chance of winning a trophy.

To summarise if you want to fully participate in the North and East Yorkshire Group of EGB you have to pay £35 or £55 to National EGB as they are the umbrella organisation, then you pay a fee of £10 to your local group for your local distance card.

### Types of Ride

**Pleasure Rides**, sometimes called training rides, may be of distances up to 32 km. Open to non-members they must be completed at 8 km/hr minimum speed and 12 km/hr maximum speed (5-8 miles/hour). When run in conjunction with competitive rides horses must be trotted up before the ride and again within 30 minutes of finishing the ride.

For full EGB members only

**Graded Rides**, usually between 30-80 km though longer rides may occasionally be on the calendar. Speed varies between 8-18 km/hr with restrictions on higher speeds for novice horses

and lower speeds for more advanced combinations. Horses must comply with set veterinary parameters to successfully complete the ride. This is fully explained on the Endurance GB website.

**Endurance Rides** (ER's), these are only for advanced horse and rider combinations. They are the hardest test for both. All FEI and International competitions are ER's. They begin with a mass start, and the riders aim to cover the distance as fast as they can taking into account the terrain and welfare of their horse. During the ride the rider will be required to present their horse to the vet at various set intervals to be checked as fit to continue. Following this are rest periods called "holds" where the horse and rider can eat and take a breather before continuing. Many riders ultimate goal is the successful completion of an Endurance Ride. These vary from 65 –160 km in a day or longer over several days.

As far as possible, rides are on bridleways, through woodland, over moors and try to use little or no roadwork. There are no jumps.

## **How to enter a Ride**

North and East Yorkshire Group of EGB rides are publicised on the group website [www.endurancegbnyorkshire.co.uk](http://www.endurancegbnyorkshire.co.uk) This link takes you to the Home page. There is a button marked "Rides" and clicking on this takes you to a page with the rides listed. If you click on the photograph of a ride, you will be taken to a page describing the ride, the schedule button has all the information you need to enter the ride.

**Entry Forms** These are on the right-hand side of the "Rides" page in the section headed "Downloads" There are two different entry forms, one for rides organised by our group and one for entering a class at a National Ride. The group ride entry forms are fairly straightforward, if you are not sure of the class number just write the distance of the ride you plan to ride in the "Class" section. Remember you can alter to a shorter distance on the day as long as you tell the organiser at the secretary's caravan at the venue when you collect your number bib. You cannot change to a higher distance because the ride organiser will have given lists of the bib numbers of the riders expected to pass each check point and steward on the route.

Normally a standard 1<sup>st</sup> class stamp on a 16x23cm envelope is sufficient.

National Ride Entry Forms have a lot more boxes, some of which you need not fill out as a Pleasure Rider, for example "Horse Registration Number" and "Horse Qualification", also "Rider Qualification" apply to competitive riders only. Ride schedules will say if Flu vaccination is required, many rides do not require Flu vaccine but please read the schedule carefully. As an A4 SAE is required then a first class Large Letter stamp will be required.

If you are a member of EGB you can enter National Rides "on-line".

## **Ride Details, what to expect**

Your SAE with the ride information will arrive a few days before the ride. You should get details of the venue and a map of the route, the map may also show other routes so take time to check which route is the ride you are doing. It will also tell how the route is marked, usually a combination of pink or orange marker ribbons hung from branches/attached to gates/other posts or chalk spray arrows painted on the ground, either orange or white ones.

## Map Reading - A Brief Guide

You will get a photocopied map with your ride pack.

All Endurance Riders check their whereabouts on a map carried in a case, and never just follow the rider in front. There are two reasons for this. The first obvious one is that the rider in front may be lost too and not realising or admitting it. Secondly, it is part of the adventurous spirit of Endurance Riding - you are there, pitting yourself and your horse against the elements, riding unknown territory, and finishing exactly where you should, back at the venue. **A real sense of achievement that gives meaning to the old saying "To finish is to win!"**

All routes are also marked. All ride organisers try to mark their routes as clearly as possible, BUT every ride suffers from marker vandals, people who deliberately remove (or worse re-direct) markers for whatever reason. Every rider gets lost sometimes, even on the best-marked routes, so it is very important to be able to read your map. Try to follow your map as well as the markers and soon it will become second nature. If you have never done map reading perhaps try following your local hacks on the Ordnance Survey map for your area to learn how maps work. **Reading the map might seem difficult at first, but like everything practice makes perfect.**

## The day of the ride

On the day of the ride, when you arrive at the venue, ask the parking steward where the organiser's caravan is located, as you need to report to the secretary, to collect your number bib (you will need to take your membership card as a deposit, or a £5 note if you are not a group member.) Ask if there have been any alterations to the route, take your map and a highlighter pen with you when you go check in, so you can mark down any changes to your route. Remember to tell the ride secretary if you are going to do a shorter ride than the one you entered.

If it is a regular PR then you get ready and off you go, checking in with the Timekeeper at the start. There may be a short queue at the Starter as we try to send riders off with a 1-2 minute interval to prevent bunching up. On your return, check in with the timekeeper again. Once your horse is untacked and settled with a drink and some food please return your number bib to the secretary. A rosette awaits everyone who has kept within the speed parameters and if you are a member don't forget to get your distance card signed. The group offers a number of pleasure rides, some of which are run alongside competitive classes, but this should not put you off, as the day is just as low key. You will however have to trot your horse up in front of a vet before you start. In your ride information you will have been given a time window when you are meant to go to "vet". Remember to take your vetting sheet with you with your details filled out. Your horse will be seen by the farrier first. He or she, will check your horse's shoes are on securely or if your horse is barefoot, they will make sure the hooves look strong enough for the ride you are doing, then you go to the vetting area. Here you hand your vetting sheet to the "vet writer", the vet will ask if you want them to take your horse's heart rate, or not. As a Pleasure Rider this is not compulsory but it can be interesting to see how the pre-ride rate compares to the post ride rate as an indicator of how fit your horse is. Then you have to trot your horse, in-hand, away from the vet, turning where directed and trotting back to the vet. You will then need to set off on the ride within 30 minutes of your trot up. You also have to go to the vet and trot up again within 30 minutes of when you finish. It will also give you an insight into whether or not you would like to step up a gear and try a Graded Ride!

## **Crewing**

A crew is one or more people, usually family members or friends, who assist the horse and rider in many ways over the course of the event. Anyone and everyone can take part in an endurance ride as back-up crew from your children to your granny and helps to makes it a unique “family” sport.

At pleasure ride level a crew is not essential and a fit horse can easily cope with the distance required. However, for longer rides a crew can play a vital part. The crew drive to various parts of the course with containers of plain water and/or sugarbeet water and buckets to allow the horse to have a drink, and they can assist in cooling the horse with slosh bottles (nothing fancy – plastic milk containers or ‘Comfort’ bottles full of tap water make wonderful sloshes. The crew can also carry some food and drink for the rider and a first aid kit. On many rides, water points are provided for those of you without a crew.

You may be restricted in the places your crew can meet you on the course, this will be made clear when you get your ride instructions for each ride or it may be left to you and your crew to look at the map and choose a suitable safe place for the crew to park and wait for you to ride past.

## **Offers of help**

Help is always needed before, during and after rides. Some of the jobs that need doing are moving the group caravan, marking and de-marking the course, gate stewards, timekeeper, vet writer, checkpoint steward, mending bibs, etc, etc. If you feel that you can offer help, why not give the ride organiser a phone call – your offer will be much appreciated and it is a wonderful way to get to know people. Remember, if you wish to be eligible for local member’s trophies at the end of the season, you will need to have helped at a minimum of one ride that year.

## **Top Ten Tips**

1. Send your entry early to avoid disappointment and include an A4 sized SAE with correct postage (pre-gummed envelopes will earn you Brownie points!!)
2. When you think you have checked everything - go back and check again. You will be surprised at how many times you find something you have missed.
3. Always allow sufficient time for your journey so you can arrive at the venue calm and collected with time to pick your number and organise yourself and your horse.
4. Learn to read a map, measure the route and work out rough timings
5. Turn your watch to midday when you start the ride so you know how much riding time has elapsed.
6. Don't just follow the horse and rider in front, they may be lost – keep checking your map.
7. Always carry a mobile with you and arrange it so that you can dial your crew or the organisers by just pressing the green button. (hint: make sure it is the last number you have dialled before setting out).
8. Always ask before you overtake another rider or cyclist and if necessary, shout so they can hear you. Riders being overtaken may ask you to walk past and for a distance before you go

faster. Remember to look for tail ribbons...RED=Kicks, GREEN=Novice Horse & BLUE=Stallion.

9. Always slow to a walk before passing people on foot.
10. If you see another rider in trouble always stop and ask if you can help - it may be you next time.
11. Don't forget both you and your horse need to eat and drink at crew stops.
12. Always be polite to other riders, officials and even your crew - a smile, "please" and "thank you" cost nothing and reaps dividends. Don't forget – everyone helping at a ride is a volunteer.