



**THE RULES FOR THE  
FEI WORLD CUP™ FOR FOUR-IN-HAND DRIVING  
In effect for the season 2011-2012**

**Introduction / General**

- 1.1. These Rules have to be read in connection with the FEI General Regulations and Rules for Driving, (as amended).
- 1.2. The series will be separated into phases.

If there are a total of 6 events:

- 3 events for each Top Driver from all events excluding final – Phase 1
- The Final, open to top 6 Drivers after Phase 1 – Phase 2

If there are a total of 7 events:

- 3 events for each 10 Top Drivers, additional 1 event for top 5 Drivers chosen from all remaining available events excluding final (best three to count) – Phase 1
- The Final, open to top 6 Drivers after Phase 1 – Phase 2

In the event that two or more Drivers are placed in 6<sup>th</sup> position, having equal points, at the end of Phase I, the available position in the final will be given to the Driver with the highest placing(s) achieved during Phase 1.

- 1.3. At each of the events other than the Final, six or seven Four-in-Hand Drivers may compete. Five have qualified during the previous summer; in addition one or two may compete as Wild Cards.
- 1.4. At each of the events other than the final, two competitions are held within the framework of the FEI WORLD CUP™:
  - A first competition (warm up) to decide the starting order in the FEI WORLD CUP™.
  - FEI WORLD CUP™ competition
- 1.5. If there are 3 competitions at an event, the first competition must be the competition to determine the starting order in the FEI WORLD CUP™ competition.
- 1.6. The Final can be held over 2 or 3 days - Competition 1, Competition 2 with Drive Off.

## The Qualification

- 2.1. The qualification for the FEI Indoor FEI WORLD CUP™ takes place at the approved CAI-A's, CAIOs and CH-A4.

Points are awarded for final placings, best four results to count.

- 2.1.1 There is no maximum number of Summer Qualifying Events.
- 2.1.2 There is no restriction on the number of Qualifying Events per country.
- 2.1.3 Only those FEI World Cup™ qualifying events in which Four in Hand drivers from 3 or more countries compete can be submitted by a Driver in support of qualifying for the FEI Indoor FEI WORLD CUP™.
- 2.1.4 No more than two 'Home Nation' qualifying events can be submitted by a Driver in support of qualifying for the FEI Indoor FEI WORLD CUP™.
- 2.1.5 The Top Drivers from the summer FEI WORLD CUP™ qualification list qualify to compete in the Indoor FEI WORLD CUP™. The Drivers qualify, and not the Driver-horses combinations.
- 2.1.6 A maximum of three drivers per nation can take part in the Indoor FEI World Cup™. In the event that more than three drivers from one nation finish in the Top Ten of the above qualification list, that Nation's drivers with the highest points qualify for the Indoor FEI World Cup™. Should the application of this restriction create a position free within the top ten drivers the next listed qualified driver may take such position subject to the maximum number of drivers allowed per nation.
- 2.2. If one of the 10 qualified FEI WORLD CUP™ Drivers declares forfeit for the whole FEI WORLD CUP™ season, the next qualified Driver moves up, etc. Such forfeit must be communicated, at the latest, at the selection of the CAI-W's which normally takes place after the obstacle driving of the last Summer event, subject to 2.1.6 limitation on maximum number of drivers per nation.
- 2.3. If a Qualified Top Ten Driver, after the indoor event selection has been done, is unable to compete in all or in some of his selected events, the next in line in the Summer qualifying standings replaces him. He competes at the events chosen by the original Top Ten Driver, subject to 2.1.6 limitation on maximum number of drivers per Nation.
- 2.4. At each FEI WORLD CUP™ event other than the Final, 5 of the 10 qualified Drivers may compete, plus 1 or 2 Wild Cards.
- 2.5. The Drivers may chose which events they want to enter, based on their placings in the FEI WORLD CUP™ Qualification.

After the last Summer event the Top Ten Drivers are asked to select their Indoor events as follows:

- The winner of the FEI WORLD CUP™ Qualification may select his 1<sup>st</sup> event.
- Then the 2<sup>nd</sup> placed may select one event, then the 3<sup>rd</sup> placed, then the 4<sup>th</sup> etc. down to the last qualified. Then the 1<sup>st</sup> placed may select his second event, etc.

- 2.6. If one of the 10 entered FEI WORLD CUP™ Drivers cannot participate in any of the 3 selected events, the Organising Committee may select a replacement, who competes as a wild card entry.

## **The Wild Cards**

### Phase 1

- 3.1. Any Driver who competes in an FEI World Cup™ as a Wild Card entry cannot earn FEI World Cup™ points from his result from that event.
- 3.2. All Drivers who may be invited to compete as a Wild Card entry must have competed at least once in the applicable summer qualifying events.
- 3.3. One Wild Card is allocated by the Organising Committee of the country in which the event is held, in agreement with the NF. This Wild Card is reserved for a Home Driver.
- 3.4. A second Wild Card may be allocated by the OC in conjunction with the FEI.
- 3.5. All wild card Drivers are required to start first in the first competition. If there is more than one wild card the starting order for wild card entries in the warm up is by draw.
- 3.6. A Driver must compete in the first competition, unless a justified exception is granted by the FEI WORLD CUP™ Manager / Organising Committee. In such case the Driver has to go first in the FEI WORLD CUP™ competition.

### Phase 2

- 3.7. A Driver who may be invited to compete as a Wild Card entry must have competed at least once in the applicable summer qualifying events and must start first in Competition 1.

## **The Competitions**

- 4.1. The Indoor FEI WORLD CUP™ is held over courses with:
- A maximum of Four Marathon type obstacles
  - A Bridge (the bridge may not be shorter than 6 m. or higher than 20 cm.) There must be wings and they must clearly be an aid to guide the horses and safe for the horses.
  - The Bridge can only be crossed in a straight line direction with no turns or knockdowns applicable.
  - 8 - 12 cone-type obstacles (depending on the size of the arena)
- 4.2. A Marathon type obstacle may have up to a maximum of 5 gates.
- 4.3. The Bridge may be used from both sides as a single obstacle, also, as part of a combination with a Marathon type obstacle.
- 4.3.1 One pair of cones must be part of the bridge, their width must be the same as the course.

4.3.2 As an option there may be a double bridge, i.e. with passages from all four sides.

### **Phase 1**

4.4. In principle both the first competition and the FEI WORLD CUP™ Competition are run as time competitions, with penalties converted to seconds.

4.4.1 If an organiser wishes to hold a winning round in the first competition, all drivers must participate in the winning round. The times of the two rounds will be added for each participant.

4.5. The organiser has the option to add a second round to the FEI WORLD CUP™ competition. Either the best three or all Drivers of the FEI WORLD CUP™ first round qualify for the second round over the same or a shorter course. The times of the second round are added to the times of the FEI WORLD CUP™ first round. The starting order in the second round is the reverse order of the placing in the FEI WORLD CUP™ first round. In the second round the clock starts with the time of the first round.

4.5.1. As an option the second round may start from scratch.

4.5.2 If there is no difference in the line for the second round no course walk is allowed.

4.6. In principle the course is the same for both competitions.

4.6.1 As an option the course for the FEI WORLD CUP™ competition may be different from the one of the first competition. In both cases there must be at least 15 minutes allowed for the Drivers to walk the course(s).

4.7. In a Marathon type obstacle each gate becomes individually open once it has been passed. The parts without gates are free after the bell has rung and the driver crossed the start line.

4.8. If an obstacle (marathon-type bridge or cone) has been passed it is open and can be passed again. Dislodging or knocking down an element, however, count as penalties.

4.9. Equipment: Marathon harness and carriage as per Articles of the FEI Driving Rules.

4.10. Advertising - as per Article 913.3 of the FEI Driving Rules.

4.11. A Carriage must carry three people, one driver and two grooms, during the competition.

4.12. Each driver may enter 5 horses, at least 6 years old.

4.12.1 Two Drivers may enter a joint 5<sup>th</sup> horse, i.e. the two enter 9 horses together.

4.12.2. If a Competitor is left with only 3 horses, he may borrow the 5<sup>th</sup> horse from another Competitor.

4.12.3 Such horse may only be driven by that one Competitor thereafter.

4.12.4 Only horses who were on the list of nominated entries are allowed to compete. The five horses cannot be changed once they are in the stables of the event.

4.13. The FEI WORLD CUP™ is open for horses only.

4.14. Other than in the Final, there will be no drive - off. If two drivers have the same result, money and FEI WORLD CUP™ points are shared equally.

4.15. The starting order in the first competition is drawn. The starting order in the FEI WORLD CUP™ is according to the reverse order of merits from the first competition.

## Phase 2

4.16. In the final, the starting order for Competition 1 is in reverse order of standings after Phase 1. 50% of the score from competition 1 (converted into seconds) will be carried forward by the Driver into competition 2. Scores from Competition 2 will be carried forward by the Qualified Drivers into the Drive Off

4.17. The starting order in competition 2 and the Drive Off is in reverse order of standings after the previous competition(s).

## General

4.18. The time of the Horse Inspection should be in relation to the time of the first competition and should be conducted on a safe, suitable surface. If the first competition takes place in the evening, the Horse Inspection should not be held the previous day, but if possible, within three to four hours of the first competition.

4.19. If possible competitions should not be held very late in the evening to allow proper rest periods overnight for competing horses.

4.20. The meeting of the Officials, the Organising Committee and the Drivers should be held immediately after the Horse Inspection.

## Penalties

5.1. Penalty points	Seconds
- Dislodging a ball in a single obstacle	5
- Knocking over or down any element of a Marathon type obstacle	5
- Causing an obstacle to be rebuilt (clock stops)	10
- Groom (s) or driver dismounting 1 <sup>st</sup> or 2 <sup>nd</sup> time (clock does not stop)	10 per incident
- Groom uses the reins or the brake	20
- Wrong course in a Marathon type obstacle, corrected	20
- First or second disobedience	No penalties

## 5.2. Eliminations

- Groom(s) or driver dismounting 3<sup>rd</sup> incident Elim.
- Third disobedience Elim.
- Wrong course single obstacle (sequence or direction) Elim.
- Wrong course, not corrected, in Marathon type obstacles Elim.
- Failing to pass through starting or finishing flags Elim.
- Carriage turnover Elim.
- Active use of the whip by the groom Elim.

5.3. If a ball is dislodged or a wooden block or a dislodgeable element is knocked down by any means, the penalty of 5 seconds is applied.

5.4. In a Marathon type obstacle the lettered gates marked with red and white flags are to be driven in the right direction and sequence. Passing a compulsory gate in the wrong direction or sequence means elimination, unless the competitor corrects this error of course. They are no entrance and exit gates.

5.5. The following count as disobediences:

- When a Competitor attempts to pass through an obstacle and his horses shy away from the obstacle at the latest moment, without hitting any part of the obstacle.
- When the horses run away, or when, in the opinion of the President of the Jury, the Competitor has lost effective control.

5.6. Each time a groom falls off there is a 10 second penalty.

5.7. Both grooms must be on the carriage when the carriage passes the finish. If not the team is eliminated.

5.8. After ringing the bell the Driver has 45 seconds to start his course. If he has not started, the clock starts to run.

5.9. When there is excessive use of the whip, the Driver must be called publicly to the Jury Box.

## The Point System

6.1. In all FEI WORLD CUP™ competitions (first phase of series), FEI WORLD CUP™ points are given as follows:

1 <sup>st</sup>	10 pts
2 <sup>nd</sup>	7 pts
3 <sup>rd</sup>	5 pts
4 <sup>th</sup>	3 pts
5 <sup>th</sup>	2 pts
6 <sup>th</sup>	1 pts

If there are six or seven starters also the 6<sup>th</sup> and 7<sup>th</sup> placed are to receive 1 point. A Driver who retires or is eliminated in the competition receives 0 points.

6.2. At the Final, all Drivers start from scratch

### **The Officials**

- 7.1. The President of the Ground Jury must be an approved FEI International Driving Judge with experience of Indoor World Cup Competition.
- 7.2. A second Driving Judge (can be a National Judge of the home country) is required in the Judge's Box. There will be two field Judges.
- 7.3. The Course Designer may also act as the Technical Delegate and Field Judge.
- 7.4. A second Field Judge must be in the arena during the competitions; he/she can be the Technical Delegate or a National Judge. These Judges must be in direct contact with the Judge's Box through the use of electronic communication equipment to include head set and microphone. No other persons are allowed in the arena during the competition. One Field Judge should be at the bridge, the other at the side of the arena, or outside. The Field Judges are equipped with red flags.
- 7.5. At the Final, the Course Designer is preferably chosen from a different Country each year and is appointed by the FEI and should, in principle, not be the same for two consecutive years.
- 7.6. The Appeals Jury present at the event for Jumping will also officiate for the FEI WORLD CUP™ Driving. But a person with reasonable driving knowledge must be added to the Jury.

### **The Entry Fee/Prize Money**

- 8.1 An Organiser can, if they wish, charge a combined entry/stable fee per Driver of up to a maximum of Euro 500.

The prize money at all regular FEI WORLD CUP™ events must be at least as follows, either in Euro or in Swiss Francs.

	First Competition EURO	FEI WORLD CUP™ EURO
<b>1<sup>st</sup></b>	2000	5500
<b>2<sup>nd</sup></b>	1300	4000
<b>3<sup>rd</sup></b>	1100	3000
<b>4<sup>th</sup></b>	900	2750
<b>5<sup>th</sup></b>	700	2250
<b>6<sup>th</sup></b>	500	2000
<b>Total</b>	<b>EUR 6500</b>	<b>EUR 19500</b>

- 8.2 If a seventh driver competes the seventh placed driver is to receive the following:

First Competition	€ 300.-
FEI WORLD CUP™	€ 900.-

A driver who retires or is eliminated is receiving half of the prize money in question.

### **Specifications To The Rules**

- 9.1. All balls, wooden blocks or other dislodgeable elements which are knocked down, remain on the ground until the Competitor has finished his course, unless the President of the Jury has rung the bell and the single obstacle or element(s) of the Marathon type obstacle have to be rebuilt, or the exit or the entrance are knocked down from the bridge. In this last situation the cones have to be rebuilt without the bell being rung (see 9.13).
- 9.2. If in the course of the competition one ball of a single obstacle has been dislodged (a 5 second penalty is incurred), an additional 5 second penalty is given if the other ball on the same obstacle is dislodged later by whatever means.
- 9.3. If a Competitor dislodges a ball of a single obstacle or displaces significantly an element of a Marathon type obstacle by any means, before the obstacle is driven, the President of the Jury rings the bell. The clock is stopped, at the most convenient time for the Driver, before the obstacle in question is approached, to allow the resetting of the obstacle. In this situation a 5 second penalty is incurred for rebuilding an obstacle in addition to 5 penalty seconds for dislodging the ball, wooden block or whatever from the obstacle that has been replaced. No time correction.
- 9.4. Significantly displacing an element of a Marathon type obstacle means that the element is moved or knocked over in a way that the Competitor has no possibility to continue his course through the lettered gates, or the obligatory gate is clearly changed in position and original width. In this case the President of the Jury must ring the bell.
- If not significantly displaced, the President of the Jury does not ring the bell and the Competitor has to continue his course.
- 9.5. When the Marathon type obstacle is significantly changed and the Competitor cannot continue his course, the President of the Jury rings the bell immediately and stops the clock. After the obstacle is rebuilt he rings the bell again. The Competitor has to start the obstacle by the first obligatory gate (A) again. The clock starts as the Competitor passes this first obligatory gate. For each knocked down element a 5 seconds penalty and for rebuilding, each time, an additional 5 seconds penalty is added.
- 9.6. If a Competitor corrects a wrong course he has to restart at the gate he missed. Such as: if he went from A to C, then realises it, he restarts from B. The time runs on, no bell is rung.
- 9.7. When a Competitor has completed a Marathon type obstacle with or without knocking down one or more balls, wooden blocks or other dislodgeable elements, and later on in the course, by whatever means, he knocks down

one or more balls, blocks or other dislodgeable elements of this Marathon type obstacle, an additional 5 seconds penalty is incurred for each ball, block or other element, dislodged.

- 9.8. A Driver must proceed directly between obstacles attempting to pass through such obstacles in the correct numbered order.
- 9.9. A Cone-type obstacle must be driven through by at least one wheel of the carriage. If one or two balls are dislodged, a 5 seconds penalty is incurred. It is not necessary for the horses to pass through the cones.
- 9.10. Should the reins, pole straps or traces become disconnected or broken or the carriage seriously damaged; or should a horse get a leg over the trace, pole or bar, the President of the Jury must ring the bell and a groom must dismount and reconnect or repair. The Competitor will be given a 5 seconds penalty per groom dismounting. The clock will be stopped.
- 9.11. In case of obvious cruelty the President has the duty to ring the bell and disqualify the Competitor from the event.
- 9.12. The width of the cones may be 1.80 m, 1.90 m or 2.00 m. The width may be adjusted after the first competition.
- 9.13. If the Bridge is passed through from both sides, such as No. 4 from the right and No. 12 from the left, the exit side is NOT neutralised, i.e. penalties can be incurred on both sides. If the ball of the cone is displaced when the carriage leaves the Bridge, the obstacle should be rebuilt without the bell being rung.
- 9.14. If the Driver is on course and the bell is rung the Driver must stop. If he does not stop after a repeated ringing of the bell he will be eliminated. The Organising Committee should have a bell, which is loud enough for the Competitors to hear, even with loud music.
- 9.15. The two Judges in the Judge's box and the Field Judges in the arena will meet following the first competition at all events to discuss and make changes if required.
- 9.16. All Drivers and Grooms must wear an approved Equestrian Safety Helmet (correctly fastened) whilst competing in the competition arena(s).

### **Organisation Matters**

- 10.1. No passengers under the age of 10 years will be permitted on the carriage during the Prize Giving Ceremony, especially not as grooms.
- 10.2. Each Driver may receive a maximum of eight accreditations for an event. An increase, by a maximum of two accreditations, is allowed for the home drivers.
- 10.3. Each participating Driver receives free accommodation and meals for himself, two grooms and five horses (at least two double hotel rooms).
  - 10.3.1 The free accommodation and meals as above start the day before, if the horse inspection is prior to noon, and ends the day after if the competition ends after noon. (12h00).
- 10.4. Each participating Driver receives travel expenses at the rate of EUR 2 - per km one way (up to a maximum of EUR 2000 per Driver at each CAI-W). The

events in Sweden may also offer the drivers, free of charge, the cost of the ferry from the Continent.

11.4.1 The travel expenses count from the place where the horses are stabled.

10.5. A Dress Code is implemented. The Top Ten Drivers must declare their colours at the occasion of the selection of the CAI –W events, i.e. at the end of the last summer CAI.

Required are colours (contrasting) for:

- Long pants
- Shirt with long sleeves, including a collar
- Vest or body warmer, including a collar
- Approved Equestrian Safety Helmet

Also the Wild Cards Drivers must compete as above, wind-breakers with long sleeves are not permitted.

10.6. There should be a printed running order for the horse inspection.

10.7. The draw should be in the presence of the competitors.

10.8. The press centre must remain open or accessible until at least one hour after the prize giving ceremony.

10.9. At the Prize Giving Ceremony the Judges are the last to congratulate the winner and the placed.