



FEI World Cup Driving Rules Revision 2009

2009 RULE CHANGE FOR FEI WORLD CUP DRIVING

THE RULES FOR THE FEI WORLD CUP™ FOR FOUR-IN-HAND DRIVING

In effect for the season ~~2007-2008~~ 2008/9

Please note the following rules may undergo further addition and/or subtraction to comply with the forthcoming final version of the General Regulations.

1. Introduction / General

- 1.1. These Rules have to be read in connection with the FEI General Regulations and Rules for Driving, ~~9th edition~~ (as amended).
- 1.2. Up to nine European Indoor FEI WORLD CUP™ Events are selected, ideally 3-5 in the Autumn and 3-5 in the Spring.
- 1.3 The series will be separated into phases.

If there are a total of 7 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 8 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 6th position, having equal points, at the end of Phase 1, the available position in the final will be given to the Driver with the highest placing achieved during Phase 1.

- 1.4. At each of the events other than the Final, six to eight Four-in-Hand Drivers may compete. Five have qualified during the previous summer; in addition one, two or three may compete as Wild Cards.
- 1.5. At each of the events other than the final, two competitions are held within the framework of the FEI WORLD CUP™:
 - A first competition to decide the starting order in the FEI WORLD CUP™.
 - FEI WORLD CUP™ competition
- 1.6. An Organiser may hold one more competition outside of the FEI WORLD CUP™ or a Kur with Music (using the whole arena – 6 min). 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.
- 1.7. The Final can be held over 2 or 3 days (Warm up plus 1 or 2 Final Competitions).

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2. The Qualification

- 2.1. The qualification for the FEI Indoor FEI WORLD CUP™ takes place at the Summer Events: CAIO's (5 Bonus points awarded) and approved CAI-A's. **Points are awarded for final placings, best four results to count.**
 - 2.1.1 There is no maximum number of Summer Qualifying Events (subject to such events meeting the minimum criteria as defined).
 - 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 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 Ten of 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 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 11th 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 Top Ten Driver, after the 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 1-3 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 1st event.
- Then the 2nd placed may select one event, then the 3rd placed, then the 4th etc. down to the 10th placed. Then the 1st placed may select his second event, etc.
- A Driver may select two events at once if they are following each other. In such case the Driver has to abstain in the next round of choosing.

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- 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, but not from one of the ten Drivers entered for the FEI WORLD CUP™.

3. The Wild Cards

Phase 1

- 3.1. One Wild Card is allocated by the NF of the country in which the event is held, in agreement with the Organising Committee. This Wild Card is reserved for a Home Driver.
- 3.2. The Home Driver Wild Card may be chosen from the results of a national competition held the day before the first competition. The course of such a competition must be totally different from the course of the first and the FEI WORLD CUP™ competitions.
- 3.3. If a Home Driver competes with a Wild Card at an event and wins the FEI WORLD CUP™ competition, he may enter one of the next events of the FEI WORLD CUP™ series, in agreement with the FEI WORLD CUP™ Manager and the Organiser.
- 3.4. A second/third Wild Card may be allocated by the FEI either to an Overseas Driver, or, upon request from the Organising Committee, to a further Home Driver, or to the current FEI WORLD CUP™ Champion, or to the winner of the previous FEI WORLD CUP™ competition, or to the leader in the points standings.

In a case where any one of the above Drivers has chosen his three events as a Top Ten Driver, he cannot gain FEI WORLD CUP™ points with his Wild card.

- 3.5. 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.
- 3.6. All wild card Drivers are required to start first in the warm up competition. If there is more than one wild card the starting order for wild card entries in the warm up is by draw.
- 3.7. 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

- 3.8. If there is no Home Driver qualified for the Final then a Wild Card can be granted to such a Driver. Home Driver (Wild Card) enters the final with equal rights to other Drivers but starts first in the Warm Up Competition. (others in reverse order of merit after 1st phase)

4. The Competitions

- 4.1. The Indoor FEI WORLD CUP™ is held over courses with:
 - 1-3 Marathon type obstacles

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- A Bridge (the bridge may not be shorter than 6 m.) 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)
 - Other types of obstacles may be introduced.
- 4.2. A Marathon type obstacle may have 3, 4 or 5 gates.
- 4.3. The Bridge may be used from both sides as single obstacle, also, as part of a combination with a Marathon type obstacle or with a Cone-type obstacle, or both.
- 4.3.1 If the cones are part of the bridge, their width is 2.50 m. If not part of the bridge the cone obstacle must be at least 2.50 m away from the bridge with the wings.
- 4.3.2 As an option there may be a double bridge, i.e. with passages from all four sides.
- 4.4. In principle both the first competition and the FEI WORLD CUP™ Competition are run as time competitions (Art. 967 FEI Driving Rules), with penalties converted to seconds.
- 4.4.1 As an option the first competition may be held as a Top Score competition (with or without Joker) or as a take your own line competition.
- 4.5. In a top Score competition (held according to the Rules of Jumping), the obstacles carry 1 to 10 pts. The joker carries 20 pts. Any fault and or incident is penalised by 5 pts.
- 4.6. 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 regular competition 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 regular competition. The starting order in the second round is the reverse order of the placing in the regular competition. In the second round the clock starts with the time of the first round.
- 4.6.1. As an option the second round may start from scratch.
- 4.6.2. 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.
- 4.6.3 If there is no difference in the line for the winning round no course walk is allowed.
- 4.7. In principle the course is the same for both competitions.
- 4.7.1 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 last 15 minutes allowed for the Drivers to walk the course(s).

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- 4.8. If the course is built the day or the morning before the first competition for the sole purpose of walking it, then the course walk before the competition may take place during the building.
- 4.9. In a Marathon type obstacle each gate becomes individually open once it has been passed. The parts without gates are free.
- 4.10. 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.
- 4.11. Equipment: Marathon harness and carriage as per Articles of the FEI Driving Rules.
- 4.12. Advertising as per Article 947.3 of the FEI Driving Rules.
- 4.13. A Carriage must carry three people, one driver and two grooms, during the competition.
- 4.14. Each driver may enter 5 horses, at least 5 years old.
 - 4.14.1 Two Drivers may enter a joint 5th horse, i.e. the two enter 9 horses together.
 - 4.14.2 If a Competitor is left with only 3 horses, he may borrow the 5th horse from another Competitor.
 - 4.14.3 Such horse may only be driven by **that** one Competitor ~~per day~~ **thereafter at the event.**
 - 4.14.4 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.
- 4.15. The FEI WORLD CUP™ is open for horses only.
- 4.16. 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.
- 4.17. 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.
- 4.18. The time of the Horse Inspection should be in relation to the time of the first competition. If the first competition takes place in the evening, the Horse Inspection should not be held the previous day, but ~~rather before noon of the first~~ **if possible, within three to four hours of the warm up competition** ~~competition day.~~
- 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.

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5. Penalties

- | 5.1. Penalty points | Seconds |
|--|-----------------|
| - Dislodging one or two balls in the same single obstacle | 5 |
| - Knocking over or down any element of a Marathon type obstacle | 5 |
| - Causing an obstacle to be rebuilt (clock stops) | 5 |
| - Each Groom or driver dismounting 1 st or 2 nd time (clock does not stop) | 5 10 |
| - Groom uses the reins or the brake | 5 |
| - Wrong course in a Marathon type obstacle, corrected | 5 20 |
| - First or second disobedience | No penalties |
- 5.2. Eliminations
- Groom(s) or driver dismounting 3rd time 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 or dismounts there is a ~~5~~ 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 The Driver must hold the whip from start to finish.
- 5.9 For every obstacle/gate a Driver passes without holding the whip he receives 5 seconds penalty.
- 5.10 After ringing the bell the Driver has 45 seconds to start his course. If he has not started, the clock starts to run.

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

6. The Point System

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

1 st	10 pts
2 nd	7 pts
3 rd	5 pts
4 th	3 pts
5 th	2 pts
6 th	1 pts

If there are seven or eight starters also the 7th and 8th 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 top 3 drivers after the first round will then have a drive off over the same course with their scores carried forward into the drive off.

7. The Officials

- 7.1 ~~The Foreign Judge may act as President of the Ground Jury, but this is not obligatory.~~ **The President of the Ground Jury must be an approved FEI International Driving Judge with experience of Indoor World Cup Competition.**

- 7.2. ~~The Foreign Judge may be chosen from the Approved FEI, FEI WORLD CUP™, approved Judges list available from the FEI, preferably from a neighbouring country.~~ 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 ~~will~~ **may** also act as Field Judge. A second Field Judge must be in the arena during the competitions; it 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.

- 7.4. At the Final, the Course Designer is chosen from a different Country each year and is appointed by the FEI.

- 7.5. 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.

8. The Overseas Drivers

- 8.1. An overseas driver who qualified for the FEI WORLD CUP™ by finishing in the Top Ten of the FEI WORLD CUP™ Qualification is not considered an Overseas Driver for the purpose of the Wild Card, as defined in 8.2.

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- 8.2. The North American winner of the North American Challenge Series March to October may be invited to an FEI WORLD CUP™ competition by an organiser (refer art 3.4).

9. The Entry Fee/Prize Money

- 9.1 An Organiser can, if they wish, charge an entry fee per Driver of up to a maximum of Euro 500, CHF 800

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 CHF	FEI WORLD CUP™ CHF	First Competition EURO	FEI WORLD CUP™ EURO
1st	3 200	10 000	2 000	6 500
2nd	2 000	6 500	1 300	4 000
3rd	1 650	4 500	1 100	3 000
4th	1 350	3 750	900	2 500
5th	1 050	3 000	700	2 000
6th	750	2 250	500	1 500
Total	CHF 10 000	CHF 30 000	EUR 6 500	EUR 19 500

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

First Competition CHF 450.- or € 300.-
FEI WORLD CUP™ CHF 1'350.- or € 900.-

- 9.3 If an eight driver competes, the eighth placed driver is to receive the following:

First Competition CHF 300.- or € 200.-
FEI WORLD CUP™ CHF 1'000.- or € 650.-

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

10. Specifications To The Rules

- 10.1. 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 10.11).

- 10.2. 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.

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- 10.3. 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.
- 10.4. 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.
- 10.5. 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.
- 10.6. 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.
- 10.7. 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.
- 10.8. ~~If the ball of a cone type obstacle which is to be driven is knocked down by any part of the turnout (from inside or outside) the obstacle is passed and the Driver receives 5 seconds penalty.~~ **A Driver must proceed directly between obstacles attempting to pass through such obstacles in the correct numbered order.**
- 10.9. A Cone-type obstacle must be driven through by ~~the four wheels~~ **at least one wheel** of the carriage. ~~If this is not the case, at least a clear part of the carriage has to pass inside the cones.~~ 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.
- 10.10. 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.
- 10.11. In case of obvious cruelty the President has the duty to ring the bell and disqualify the Competitor from the event.

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- 10.12. 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.
- 10.13. 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.
- 10.14. 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.
- 10.15. 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.

11. Organisation Matters

- 11.1. It is strongly recommended that passengers should not be permitted on the carriage during the Prize Giving Ceremony, especially not as grooms, only one on the left seat.
- 11.2. 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.
- 11.3. Each participating Driver receives free accommodation and meals for himself, two grooms and five horses (at least two double hotel rooms).
- 11.3.1 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).
- 11.4. Each participating Driver receives travel expenses at the rate of EUR 2 - per km one way (up to a maximum EUR 2.000 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.
- 11.5. 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
- Cap

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

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