



Technical Rules for Horse Driving Trials

~~2024~~2025

Effective from 1st January **20242025**

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INTRODUCTION

This book contains the British Carriagedriving rules for Horse Driving Trials effective from 1 January **2024/2025**. As from this date, all other texts covering the same matter issued previously are superseded.

If an incident occurs that is not covered by a specific rule the President of the Jury and Technical Delegate will determine any penalty that may be necessary. Any incident will be considered in 'The Spirit of the Sport'. They will report the specific incident to the British Carriagedriving office in their post event report for consideration by the Rules Committee.

British Carriagedriving is committed to genuine equality of opportunity. This means that we treat all members fairly irrespective of ethnic origin, sex, marital status, sexual orientation, age, religion or disability.

Throughout this publication the word 'horse' shall mean horse and/or pony; references to the masculine are not gender specific; the singular the plural; unless otherwise stated in a specific rule.

British Carriagedriving Affiliated Clubs may make such changes to the rules as they see fit to facilitate safe and efficient running of their events, as long as such changes are in the spirit of the sport and do not compromise any of

- **Welfare of the Horse**
- **Health and Safety**
- **Social Licence to Operate**
- **Safeguarding**

These Rules are intended to standardise Horse Driving Trials Events in Great Britain as far as is possible, so that the conditions at driving trials events are fair and similar for all drivers countrywide.

Further Competitor Rules are available. These Technical Rules are intended to reflect the overall rules. There are rules and descriptions within this Competitors Rules section that are specific to the driver and equine(s).

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CODE OF CONDUCT

The Welfare of the Horse

The following Code of Conduct has been prepared by the FEI for inclusion on all schedules for international Events, it has been adapted briefly to represent a Code for use by the BEF and its members more widely.

The FEI, BEF and its members expect all those involved in international equestrian sport to adhere to the FEI Code of Conduct and to acknowledge and accept that at all times the welfare of the horse must be paramount and must never be subordinated to competitive or commercial influences.

1. At all stages during the preparation and training of competition horses, welfare must take precedence over all other demands. This includes good horse management, training methods, farriery and tack, and transportation. More specifically:
 - a. Stabling and feeding must be compatible with the best Horse management practices. Clean and good quality hay, feed and water must always be available.
 - b. Horses must only undergo training that matches their physical capabilities and level of maturity for their respective disciplines. They must not be subjected to methods which are abusive or cause fear.
 - c. Foot care and shoeing must be of a high standard. Tack must be designed and fitted to avoid the risk of pain or injury.
 - d. During transportation, Horses must be fully protected against injuries and other health risks. Vehicles must be safe, well ventilated, maintained to a high standard, disinfected regularly and driven by competent personnel. Competent handlers must always be available to manage the Horses.
 - e. All journeys must be planned carefully, and Horses allowed regular rest periods with access to food and water in line with current FEI guidelines.
2. Horses and competitors must be fit, competent and in good health before they are allowed to compete. This encompasses medication use, surgical procedures that threaten welfare or safety, pregnancy in mares and the misuse of aids. More specifically:
 - a. Any surgical procedures that threaten a competing Horse's welfare or the safety of other Horses and/or Drivers must not be allowed.
 - b. Mares must not compete after their fourth month of pregnancy or with foal at Foot.
 - c. Abuse of a Horse using natural riding aids or artificial aids (e.g. whips, spurs, etc.) will not be tolerated.
 - e.d. A horse may not compete more than once at any event excepting Gateway where they may compete twice. (Maximum of 8 obstacles at any event)
3. Events must not prejudice horse welfare. This involves paying careful attention to the competition areas, ground surfaces, weather conditions, stabling, site safety and fitness of the horse for onward travel after the event. More specifically:
 - a. Horses must be trained and compete on suitable and safe surfaces. All obstacles and competition conditions must be designed with the safety of the Horse in mind.
 - b. All ground surfaces on which Horses walk, train or compete must be designed and maintained to reduce factors that could lead to injury.

- c. Competitions must not take place in extreme weather conditions that may compromise welfare or safety of the Horse. Provision must be made for cooling conditions and equipment for Horses after competing.
 - d. Stables must be safe, hygienic, comfortable, well ventilated and of sufficient size for the type and disposition of the Horse. Washing-down areas and water must always be available.
4. Every effort must be made to ensure that horses receive proper attention after they have competed and that they are treated humanely when their competition careers are over. This covers proper veterinary care, competition injuries, euthanasia and retirement. More specifically
- a. Veterinary expertise must always be available at an Event. If a Horse is injured or exhausted during a Competition, the Driver must stop competing and a veterinary evaluation must be performed.
 - b. Wherever necessary, Horses should be collected by ambulance and transported to the nearest relevant treatment centre for further assessment and therapy. Injured Horses must be given full supportive treatment before being transported.
 - c. The incidence of injuries sustained in Competition should be monitored. Ground surface conditions, frequency of Competitions and any other risk factors should be examined carefully to indicate ways to minimise injuries.
 - d. If injuries are sufficiently severe a Horse may need to be euthanised on humane grounds by a veterinarian as soon as possible, with the sole aim of minimising suffering.
 - e. Horses must be treated sympathetically and humanely when they retire from Competition.
5. Any action or intent of doping and illicit use of medication constitutes a serious welfare issue and will not be tolerated. After any veterinary treatment, sufficient time must be allowed for full recovery before Competition.
6. The BEF and its members urge all involved with the sport to attain the highest levels of education in their areas of expertise.
7. A Horse may not compete if its sensory hairs have been clipped or shaven or in any other way removed unless individual sensory hairs have been removed by a veterinarian to prevent pain or discomfort for the Horse. Areas of hair that must be clipped, shaven or removed to allow veterinary treatment are exempt from this rule

Welfare of the Horse (Abuse of Horses)

1. Abuse of the Horse – Definition - Abuse of a horse means an action or omission that causes, or is likely to cause, pain or unnecessary discomfort to a horse including, but not limited to:
- a. Pressing of exhausted horses,
 - b. excessive use of a driving aid,
 - c. an unacceptably severe, badly fitting, broken or damaged bit,
 - d. badly fitting harness which might cause distress to the horse, or
 - e. damage to a carriage which might cause injury to the horse

CHAPTER 1 - GENERAL

National Rules

1. These Rules are intended to standardise Horse Driving Trials Events in Great Britain as far as is possible, so that the conditions at such events are fair and similar for all drivers.
2. Organising Committees at National Events and events organised by clubs affiliated to British Carriagedriving may decide to hold one, two or three day events.
3. Qualifying events for the National Championships must consist of all three competitions, unless they have been granted express approval by Council. These shall be: Driven Dressage, a Marathon and Cones.

Categories and Levels

Classes: All, or any, of the following classes may be held at the same event; classes may be amalgamated if required:

Gateway Newcomers Horse	Gateway Newcomers Pony
Gateway Allcomers Horse	Gateway Allcomers Pony
Novice Single Horse	Novice Single Pony
Open Single Horse	Open Single Pony
Advanced Single Horse	Advanced Single Pony
Open Horse Pairs	Open Pony Pairs
Advanced Horse Pairs	Advanced Pony Pairs
Horse Tandems	Pony Tandems
Horse Fours	Pony Fours
	Very Small Equines (VSE)
Drivers with Disabilities	Young Drivers

Competitions

1. At the conclusion of each competition, the drivers will be classified according to the penalties received in that competition.
2. In each competition, the winner is the driver with the least number of penalties. Scores will be calculated to two decimal places.

Events

1. The Final Classification for individuals is determined by adding together the penalties received in each competition. The driver with the lowest number of penalties is the winner of the event.
2. Drivers who are Eliminated or Disqualified or who Retire or Withdraw in any one of the competitions cannot be included in the Final Classification. They will only be listed on the result sheet as: Eliminated (E), Disqualified (D), Retired (R) or Withdrawn (W).
3. If there is an equality of scores on completion of the three competitions, the driver with the least number of penalties in the marathon will be classified above the others. If there is still an equality of points, the scores in dressage will be the deciding factor.

4. Results are “official” as soon as they have been signed by the President of the Ground Jury and published on the official scoreboard. The time at which results are signed and posted and become Official must be marked on all Official Results.
 - a. Provisional results may be posted (online and/or at the event) at the discretion of the Scorer.
 - b. Provisional Results which are posted must be clearly marked as being provisional and subject to approval by the President of the Jury.

Principles

1. Penalties
 - a. The Rules concerning the Event and each competition must be strictly enforced by the Ground Jury. Drivers who fail to comply with these rules may incur Disqualification or Elimination, unless some other penalty is prescribed in the relevant Article.
2. Yellow Warning Card
 - a. Where there is abuse of horses in any form, incorrect behaviour towards Event Officials or any other party connected with the Event, or non-compliance with the Driving Rules, the President of the Ground Jury and the Technical Delegate may deliver to the Person Responsible a Yellow Warning Card.
3. Disqualified (D)
 - a. Drivers and horses may be disqualified for contravening certain of these rules at any time during an event. A driver or horse who has been disqualified is prohibited from taking any further part in the event or winning any prize.
4. Eliminated (E)
 - a. Drivers will be eliminated from a competition as a penalty for contravening certain rules during the competitions.
 - i. Drivers who are eliminated may compete in the subsequent competition(s) in the event.
5. Retired (R)
 - a. Drivers, who, for any reason, do not wish to continue, may decide to retire during any of the competitions. If a driver retires in a competition he is allowed to compete in the subsequent competitions in the event.
6. Withdrawn (W)
 - a. Drivers are deemed to have withdrawn if, for any reason, they fail to start in any of the competitions. Once withdrawn, drivers may not take any further part in the event with the turnout in question.
7. Lamé or Unfit Horses
 - a. If a horse is deemed to be lamé or unfit by a member of the Ground Jury, then the horse must be disqualified and may not compete in any other competition.
8. Placings and Prizes

- a. Drivers who Retire or are Eliminated from any competitions may not be placed in that competition or in the final classification.
- b. Drivers may only receive a prize in competitions in which they have competed without Disqualification, Elimination or Retirement.

AGE ELIGIBILITY

Class	Driver	Groom
Horse Fours / Horse Pairs / Horse Tandems	18 years	14 years
Horse Pairs	16-17 years	18 years
Horse Single and all Pony Classes	18 years	14 years
Horse Single and all Pony Classes	14-17 years	18 years
Single Pony	12-14 years	18 years
Gateway & Very Small Equines - all classes	6-11 years	21 years
Gateway & Very Small Equines - multiples	12-13 years	18 years

1. Age is determined from the beginning of the calendar year in which the driver and grooms reach the designated age.

Grooms in all classes

1. Drivers under the age of 18 years must be accompanied by a groom(s) of 18 years or older.
2. Drivers of 18 years and above must be accompanied by a groom(s) of 14 years or older.
3. Drivers with Disabilities. The groom must be 18 years or older.
 - a. All grooms should have knowledge and experience of driving and be physically fit to perform the role.

Entry and Start Fees

1. Drivers can compete in any class for which they are eligible.
2. The entry fee is to be determined by the Event Organiser.
3. All drivers are due to pay a start fee on each entry (including Hors Concours) at all National and Affiliated Club events (rates to be published annually by British Carriagedriving).
 - a. Drivers entering a second turnout for just part of an Event will only be required to pay 50% of the start fee otherwise due, if for the full event a full start fee is due.
 - b. Start fees will be payable on entries in international events in Great Britain, by all members entering through British Carriagedriving, when it is possible to qualify for the British Carriagedriving National Championships. Members entering through another National Federation will only be obliged to pay a start fee if they wish to be eligible for qualification for the British Carriagedriving National championships or for their result to count towards the Driver of the Year Points Leagues.

Withdrawals

1. Once an entry has been accepted and paid for, the driver will be assumed to be competing unless the organiser is notified as follows:
 - a. Before the official closing date of entry, when a full refund of the entry fee will be given.
 - b. By the official withdrawal date as stated in the individual event schedule. Refund of all or part of the entry fee at this stage is entirely at the discretion of the organiser.
 - c. Drivers withdrawing after the withdrawal date will forfeit their fees.
2. Penalties
 - a. If a driver fails to notify his intention to withdraw, without proof of reason, he will be penalised as follows:
 - i. Fine of £50
 - ii. He will not be allowed to compete at any other National Driving Trial unless the fine has been paid.
 - iii. Any fees paid in respect of such entries at another event will not be refunded.

Hors Concours

1. Drivers may take part "Hors Concours" (HC) in National Events at the discretion of the Organising Committee providing the driver is qualified.
2. No HC entries will be accepted for the National Championships except if the class is a nominated event or a selection event for a World Championships.
3. 'Hors Concours' entries must be notified to the organiser prior to the start of the event.
4. Hors Concours entries by the driver (if a second entry) must compete after the competitive turnout in all sections.
5. A start fee is payable.

DRIVERS AND GROOMS

Dress, Safety and Driving Aids

1. Earphones and/or electronic communication device may never be worn during Dressage and Cones Competitions. Drivers, Grooms or any other person may wear one earphone at any other time while on Carriage or mounted.

Dress in Dressage and Cones

1. The dress of drivers and grooms should conform to the style of the carriage and harness used.
 - a. Jackets, driving aprons, hats and gloves are obligatory for drivers.
 - b. Grooms must wear jackets, hats and gloves.
2. The President of the Ground Jury may decide that:

- a. Jackets may be removed in excessively hot and humid weather.
 - b. Wet weather clothing may be worn and aprons not required.
3. During Cones it is compulsory for all persons to wear properly fastened protective headgear.

Dress in Marathon and Combined Marathon

1. Less formal dress is acceptable in the marathon for the driver and grooms. Shorts are not permitted.
2. Drivers and grooms must wear securely fastened protective headgear and a suitable back/body protector on all sections of the marathon.

Dress for under 18s

- a. At all times, whilst on a carriage, all under 18s must wear a body protector and securely fastened protective headgear.

Driving Aid for Dressage and Cones

1. The driver must carry a driving aid.
2. The driving aid, if dropped, need not be replaced and the driver may finish without a driving aid. However, the groom may hand the driver a spare driving aid.
3. Para Driving Drivers from nominated profiles may compete with the driving aid held / used by the groom.

Driving Aid for Marathon and Combined Marathon

1. The driving aid can only be used by the driver. Use of a driving aid on the marathon and in the Combined Marathon is optional.
2. Para Driving Drivers from nominated profiles may compete with the driving aid held / used by the groom but must have this noted with the Organiser.

Compensating aids and Other Reasonable Adjustments for Drivers with Disabilities

1. Drivers with Disabilities must apply to BC for permission to use Compensating aids or Other Reasonable Adjustments to assist them to compete in able-bodied competitions or other designated classes. The Application Form and Protocol can be found here: www.britishcarriagedriving.co.uk/rules

Access

1. The dressage arena, obstacles and cones course may only be inspected on foot. No motor vehicles, electric vehicles or bicycles may be taken inside any part of an obstacle. Failure to comply will be penalised by the issue of a warning for the first infringement and a Yellow Warning Card for the second.
2. Drivers with disabilities must obtain dispensation from the organiser to be exempt from this rule and their vehicles clearly identified. Identification can be obtained from the British Carriagedriving office. Vehicles must be driven at walking pace in all competition areas.

HORSES

Age of Horses

1. Horses must be 5 years old or over to compete in an outdoor marathon. Horses must be 4 years old or over for all other parts of events.
2. . Failure to comply with this article will result in the disqualification of the horse.

Height

1. Driving ponies must not exceed 148 cm without shoes, or 149 cm with shoes. Above these heights, they are classified as horses.
2. There is no minimum height for ponies.

Number of Horses

1. The correct number of horses stipulated for each class must be driven throughout each competition. Drivers may not remove one or more horses during a competition and continue with less than the number stipulated for their class.
2. A horse may only take part once in each competition

Special Conditions

1. Mares are not allowed to compete after their fourth month of pregnancy or with a foal at foot. If it is subsequently confirmed that a mare competed under either of these conditions, the mare will be disqualified from all events to which these conditions apply and the case will be reported to British Carriagedriving.
2. A Horse may not compete if its sensory hairs have been clipped or shaven or in any other way removed unless individual sensory hairs have been removed by a veterinarian to prevent pain or discomfort for the Horse. Areas of hair that must be clipped, shaven or removed to allow veterinary treatment are exempt from this rule

Welfare of the Horse (Abuse of Horses and Doping)

Abuse of the Horse - Definition

1. Abuse of a horse means an action or omission that causes, or is likely to cause, pain or unnecessary discomfort to a horse including, but not limited to:
 - a. Pressing of exhausted horses,
 - b. excessive use of a driving aid,
 - c. an unacceptably severe, badly fitting, broken or damaged bit,
 - d. badly fitting harness which might cause distress to the horse,
 - e. damage to a carriage which might cause injury to the horse

Wounds and Lacerations

2. Blood on horses may be an indication of abuse of the horse and must be investigated case by case by any member of the Ground Jury.
 - a. Such horses may be eliminated from the Competition. In extreme cases where abuse is evident, further sanctions will be taken against the Driver.

- b. In minor cases of blood in the mouth, such as where a horse appears to have bitten its tongue or lip, or minor bleeding on limbs, the driver may be authorised to continue after investigation.

Reporting

3. Stewards or any other Official, must report any instance of abuse of the horse to any member of the Ground Jury as soon as possible. Any instance of cruelty must be noted in the President of Jury's Report.

Penalty

4. Acts deemed as Abuse of the Horse will result in the imposition by the Ground Jury of any or a combination of the following penalties:
 - a. Yellow Warning card
 - b. Fine
 - c. Elimination
 - d. Disqualification from the Event

Fitness of Horses

5. A Ground Jury member must eliminate the driver if their horse is considered to be lame, injured or obviously exhausted and unfit to continue the competition and the driver may not continue on the marathon.
6. An examination may take place at the finish of Section B of the marathon. This is to be conducted by a member of the Ground Jury. Any concerns to be notified to the event veterinarian in the case of any equine needing treatment.

Removing a Horse from Competition

1. Each member of the Ground Jury has the right and duty to eliminate any horse at any time which is evidently lame, injured or unfit to continue. No appeal may be made against a decision taken under the terms of this article.
2. The driver may retire at any time.

Medication Control of Horses

Equine Anti-Doping and Controlled Medication

It is forbidden for a driver to use, or to administer to any of his horses, or for any person to distribute to a driver, any forbidden substance.

Each person who becomes a member of British Carriagedriving agrees to be bound by the BEF Equine Anti-Doping and Controlled Medication Rules ("BEFAR") which are specifically incorporated by reference in, and form part of, the British Carriagedriving Rule Book. Full details can be found at www.britishcarriagedriving.co.uk/rules .

National Passports

All horses and ponies must have a recognised, statutory passport and unique identification number (UELN) in compliance with Government regulations.

Full details about vaccinations are available at www.britishcarriagedriving.co.uk/rules .

CARRIAGES AND HARNESS

1. In all classes, during Dressage, Marathon, Cones and Combined Marathon if the carriage has no brakes, breeching is compulsory. Failure to comply will result in elimination.
2. In Single Horse and Single Pony classes breeching is compulsory.
3. No part of a carriage may be wider than the outside track width, with the exception of hub caps, mud guards and the splinter bar for carriages used in Dressage and Cones.
4. The track width of all carriages is measured at ground level on the widest part of the rear wheels.
5. Drivers whose carriages do not conform to the required weights or measurements will be eliminated from the relevant competition.
6. Carriages for Para Driving
 - a. Carriages suitable for the disabled driver must be used.
 - b. Carriages for Para Driving Singles may be 2 or 4-wheeled.
7. The Organising Committee or Technical Delegate may refuse the use of a carriage, but must give the reason for the refusal.
8. Carriages for VSE classes are defined In the VSE rules.

Dressage and Cones Carriages must comply with the following

Class	Wheels	Grooms	Min. Width
Horse Four	4	2 behind	158cm
Pony Four	4	2 behind	138cm
Horse Pair	4	1 behind	148cm
Pony Pair	4	1 behind	138cm
Horse Single/Tandem	2 or 4	1 behind or beside	138cm
Pony Single/Tandem	2 or 4	1 behind or beside	138cm

1. All carriages must be measured as soon as the Driver has left the competition arena after cones.
2. Axles do not need to be extended for Dressage.

Marathon Carriages must comply with the following

Class	Wheels	Min. weight	Grooms	Min. width
Horse Four	4	600kg	2 behind	125cm
Pony Four	4	300kg	2 behind	125cm
Horse Pair	4	350kg	1 behind	125cm
Pony Pair	4	225kg	1 behind	125cm
Horse Single/Tandem	4	150kg	1 behind	125cm
Pony Single/Tandem	4	90kg	1 behind	125cm

1. Drivers may use a Marathon Carriage for Cones provided it meets the requirements above.
2. No more than 2 carriages may be used at a Driving Event.
3. Artificial extensions to increase the measured width of a carriage are not permitted in cones

Equipment

1. Lamps or reflectors are not compulsory in any phase.

Tyres

1. Pneumatic or air-filled tyres are permitted.

Harness, Carriage and Horses

1. Equipment
 - a. Harness
 - i. The distance between the horse/pony and carriage must not be less than 50cm at all times, fender rolls 40cm.
2. Dressage Carriage
 - a. Horses (Four-in-Hand wheelers or a Pair of Horses): the distance between the traces must be minimum 55 cm (Ponies: minimum 45 cm).
 - b. Traces must not cross each other. For pairs and fours, swingle trees may not cross the centre line of the carriage.
3. Marathon Carriage
 - a. Horses (Four-in-Hand wheelers or a Pair of Horses): the distance between the traces must be minimum 55 cm (Ponies: minimum 45 cm).
 - b. Traces must not cross each other.
4. Length of individual pole chains or pole straps
 - a. The length must be a minimum of 30 cm.
 - b. The measurement is taken from the centre of the pole head, including the complete quick release.

5. Horse yoke or T-bar
 - a. The total width including the complete quick releases must be minimum of 60cm.
 - i. When the measurement is taken from the centre of the pole head, to include the complete quick releases, it must be a minimum of 30cm.
 - b. Yokes or T-bars must not be positioned behind any part of the shoulder.
6. For Horse Four-in-Hand leaders, the complete lead bar must measure at least 1m and the distance between the traces must measure at least 45 cm.
7. For Pony Four-in-hand leaders, the complete lead bars must measure at least 85cm and the distance between the traces must measure at least 35 cm.
8. Pole and the pole straps must be of sufficient length to allow free movement of the horses.
9. It is not necessary to use the same harness for dressage and cones, but in both competitions it must be safe, clean and uniform in appearance and in a style appropriate to the turnout.
10. The horses must be correctly and fully harnessed to the carriage, including the reins.
11. At an event at all times, whenever a single horse is harnessed to a carriage, breeching is compulsory. Failure to comply results in Elimination.

Bandages and Brushing Boots

1. Bandages and brushing boots are not permitted in Dressage. Failure to comply will result in 10 penalty points.
 - a. If a penalty is applied under this rule the bandages or brushing boots must be removed immediately after leaving the arena and the horse(s) inspected by a steward who will report his findings to the President of the Ground Jury.

Nosebands, ancillary equipment and blinkers

1. Any nosebands, attachments or ancillary equipment which impede or are likely to impede the free intake of air into the nostrils of the horse are not permitted.
2. Blinkers, if used, and ancillary equipment must not impede forward vision or be so close to the eyes as to irritate them.

Connecting straps

1. Connecting straps between neck or breast collars may be used in all Four-in-Hand competitions. The leaders may not be attached to each other in any other way (except by the reins).

Auxiliary reins

1. Auxiliary reins (including any type of check reins) are not permitted when in harness.
2. Drivers with Disabilities: driving with a second set of reins or divided reins is not allowed.
3. A young driver, under 12 years, may be required to have a groom with a second set of reins.

Tails

1. Tails may not be tied or attached to any part of the harness or carriage, with the exception of a recognised tail guard. No other ancillary device restricting the free movement of the horse's tail is permitted.

Leverage Devices

1. All rings, terrets and/or other devices which have an extreme leverage effect on the reins or bits are forbidden at any time within the showground.

Bits

1. Bits do not need to be identical.
2. No bitless bridles or hackamores (even combined with any kind of bits) are permitted when the horse is harnessed to a carriage.
3. All bits must be correctly fitted, to avoid any risk of pain or injury.
4. Only one sort of bit lifter per Horse/Pony may be used at a time.

Tongues

1. Tongue guards are only permitted if used correctly. Separate items must not be incorporated around the bit which may cause welfare concerns.

Impaired Vision

1. No attachment or ancillary harness may be positioned between the wheelers and the leaders in such a way as to impair the vision of either of the wheelers.

Application or use of devices, substances or implements

1. An attachment to the pole, traces or shafts, or application or use of any substance, device, or implement which may cause irritation or discomfort to the horse, is forbidden within the showground.
2. Ear hoods and plugs are permitted. Ear hoods may not be attached to the noseband and must allow free movement of the ears of the horse.

Shoes

1. Any conventional type of shoe is permitted. Double shoes or additional weight (lead) are not allowed anywhere on the showground.

Training Areas

1. Lunging cavessons are permitted when lunging. Working long reins and double rein lunging are allowed as long as the rein is directly connected to the bit without any leverage device.
2. The lunge line must be attached to either a lunging cavesson or a Riding/Driving bridle/bridoon. Lunging with lunge line attached to the bottom slot is not allowed.
3. When riding, spurs must be of smooth material (metal or plastic). If there is a shank it must not be more than four centimetres long (the overall shank must be measured from the boot to the end of the spur) and must point only towards the rear

4. A driving aid no longer than 120 centimetres including lash is allowed when riding on the flat during training. A driving aid cannot be replaced by any other object.
5. When Riding during training, side reins and martingales are allowed. Draw Reins are forbidden.

Advertising on carriages, harness and clothing

In Dressage and Cones

1. The name of the harness manufacturer may appear once on each harness on a label no wider than the strap on which it appears and not longer than 10 cm.
2. The sponsor's name or "logo", or the driver's "association", may appear on each side of the carriage within a surface area no greater than 400 sq. cm.
3. The name of the carriage manufacturer may appear on a carriage on a label of not more than 50 sq. cm. Identification of clothing manufacturers may appear only once per item on a surface area not exceeding 3 sq. cm.
4. Whilst present in the competition arena, the name and/or logo of the individual's sponsor(s) and team sponsor(s) may appear on the surface area not exceeding 80 sq. cm and only once on jackets or top garments at the height of the breast pockets of drivers.
5. The name and/or logo of the individual's sponsor(s) and team sponsor(s) may appear on a surface area not exceeding 16 sq.cm on both sides of the driver's shirt collar.

In Marathon and Combined Marathon

1. Advertising is allowed on carriages and all clothing.
2. The name of the harness manufacturer may appear once on each harness on a label no wider than the strap on which it appears and no longer than 10cms.

Safety

1. In the showground, whenever the horse(s) are fully harnessed or being harnessed to a carriage, groom(s) must at all times be in attendance and able to render assistance if needed.
2. Whenever horses are driven, a groom (in the case of a single or pair) or two grooms (in the case of a four in hand) must be on the carriage or, only if there is no seat available, at hand on the training field.
3. The driver may only dismount from the carriage when grooms are at the horses' heads or the reins are given to another responsible person on the carriage.
4. No horse may be led from a moving carriage unless there is an extra person on the carriage whose sole responsibility is the horse being led.
5. During the competition phases no person under the age of 14 may be on the carriage apart from as allowed in the relevant classes.
 - a. Juniors who are passengers on carriages at events must wear a hard hat and body protector.
 - b. Parents take the absolute responsibility of risk for any juniors travelling on carriages.

- c. Another competent adult, as well as the driver, should also be present if the junior is under the age of 6 years, ideally on the carriage or on foot alongside the carriage.
 - d. No babies can be carried on carriages.
6. Medical Information - Drivers must provide a Contact Person or Next of Kin, to ensure that vital information is available to the Event Secretariat / first aid / or medical personnel, in case of an emergency.
 7. Contravening the safety rules will result in a Yellow Warning Card being issued by the Ground Jury. Subsequent offences at the same event will be penalised by a second Yellow Warning Card, or penalty up to elimination, at the discretion of the Ground Jury. Novice Safety Check
 8. Novice, Very Small Equine, Small Equines, Pre-Novice and Gateway classes ~~All drivers in Novice, Very Small Equine and Gateway classes~~ must present their turnout for a safety check during the warm up for dressage **and prior to commencing the marathon**. This will be carried out by a member of the Ground Jury or a suitably experienced individual. The penalty for not presenting themselves is Elimination.

Participation

Method of Driving

1. Drivers may use any method or style of driving.

The Drivers and Grooms

1. Each driver must drive the same horse(s) in all the competitions, except where a substitution was decided in compliance with the rules.
2. Depending on the schedule a driver can compete twice or may also act as groom.
3. Groom(s) may participate twice in all competitions at the discretion of the organiser.
4. During the 60 minute period immediately prior to each athlete's scheduled start time for each competition only the athlete may drive the turnout. Contravention of this rule will result in Elimination. The groom may walk the turnout if necessary for safety reasons.
5. The driver is the only person allowed to handle the reins, use the driving aid and brake throughout each competition. Each contravention of this rule, even if to prevent an accident, will result in 20 penalties. However, a groom may handle the reins and brake without penalty in all competitions provided the carriage remains stationary.
6. No person apart from a Driver with Disabilities may be tied to the carriage in any way during the competitions. A driver may be secured by rope, webbing or belt, provided one end is held by a Groom and NOT wrapped or fastened to the carriage in any way. Failure to comply will result in Elimination.
7. Drivers with Disabilities may be secured to their carriage by a lap belt or an approved harness provided it incorporates a quick release mechanism which (in the opinion of the driver) is suitable, taking into account the risks inherent in Horse Driving Trials and the characteristics of their turnout including size, shape and experience. Any event official can at any time request drivers or their grooms to demonstrate the quick release mechanism of any belt or harness worn.

8. Drivers will be required to salute the Jury in dressage (as part of the test) and cones, unless time or layout of the course prevents it.
9. Passengers may not ride on a vehicle in dressage or cones and may only be carried on the marathon with the prior approval of the President of the Jury.
10. Drivers will incur penalties each time the driver or one or both grooms dismount.
11. In the event of a potential Head Injury an assessment (HIA) of groom or driver must be made. A 10 minute hold-up of the competitor on course for an HIA. This hold will take place without penalty other than any incurred during the initial incident.
 - a. No Substitution is allowed.

Identification Number

1. Drivers will be allocated an event number per turnout and will retain that number throughout the event.
2. The number must be displayed on any carriage used during the competitions.
3. For easy identification drivers will be provided with marathon numbers by the Organisers to print at home.
 - a. It is recommended that grooms wear these numbers both on their front and on their back during the Marathon and Combined Marathon. If this recommendation is not followed, the driver must ensure that the marathon numbers provided are clearly displayed on each side of their carriage, and that they remain visible throughout the competition, particularly in wet or dirty conditions.

Outside Assistance

Definition - Any physical intervention by a third party not riding on the carriage, whether solicited or not, with the object of facilitating the task of the driver or helping the driver's horse(s), is considered to be outside assistance.

Prohibited outside assistance

1. Dressage and Cones
 - a. Any driver who has received outside assistance may be eliminated by the Ground Jury.
 - b. In dressage, grooms must remain seated in their proper positions between entering and leaving the arena. They are not permitted to handle the reins or the driving aid (will incur 20 penalties). For dressage, speaking or indicating the course to the driver is not permitted (will incur elimination). However the groom may handle the reins or the driving aid without penalty provided the carriage remains stationary.
 - c. Exception: If the bell has been rung and the driver has failed to hear the bell, the groom may advise the driver that the bell has been rung.
 - d. Drivers and grooms may not use any form of electronic communication equipment during dressage and cones, subject to elimination.
 - e. Grooms for Drivers with Disabilities must sit so that he/she can help in case of need. The Event Organiser or Technical Delegate has the right to disapprove the position of the groom on the vehicle.

2. Marathon and Combined Marathon

- a. Obstacle Observers, Ground Observers, Timekeepers or any other Officials may not give directions, advice or information to the driver, while the driver is on the course in the marathon in order to assist them.
 - b. Any driver who has received physical outside assistance by a third party not riding on the carriage will be eliminated by the Ground Jury.
3. Assistance by the groom whereby a horse is led through an obstacle by the bridle ends of the reins while harnessed to the carriage in either marathon or cones will incur 20 penalties for the assistance in addition to the penalties for dismounting.

Permitted assistance

The following are considered to be permitted outside assistance:

1. Assistance during the halt and in neutral zones between sections.
2. Assistance to avoid accidents.
3. Assistance to horses as a result of an accident inside an obstacle, providing the grooms are dismounted.

Starting Order

Three Day Events with cones on day three

1. Starting order for Dressage will be determined by the organiser.
2. Starting order for Marathon will be determined by the organiser, unless a driver is competing twice and has one or more entries in a selection class.
3. Starting order for Cones
 - a. The drivers will go in reverse order of the results in dressage and marathon, so that the driver with the most penalty points from driven dressage and marathon will go first and the driver with the fewest penalties goes last, unless a driver is competing twice and has one or more entries in a selection class.
 - b. In the event of equal dressage and marathon penalties, the result of the marathon decides.
 - c. The starting order will be:
 - i. Retired drivers, followed by
 - ii. Eliminated drivers, followed by
 - iii. Drivers competing twice with their turnout with the lower penalty score, followed by
 - iv. The remaining drivers, commencing with the one with the highest number of penalties after dressage and marathon, so that the driver with the least number of penalties achieved without retirement or elimination will start last.

Two Day Events, three day events with marathon on day 3 and events including Combined Marathon

1. The starting order for all three competitions will be determined by the organiser.

Selection classes and Hors Concours entries

1. For classes used as selection classes the following will apply wherever possible for marathon and cones. The best placed turnout, or the one eligible for selection where the turnouts are in different classes, should go first unless granted an exception by the President of the Jury.
2. If a driver has more than one entry and one is Hors Concours, then the HC turnout should be driven after the one entered in the competition unless granted an exception by the President of the Jury.

CHAPTER 2 - DRESSAGE

The Objective of Dressage

The objective of the Driven Dressage Test is to judge the freedom, regularity of paces, harmony, impulsion, suppleness, lightness, ease of movement and correct bending of the horses on the move. Drivers will also be judged on style, accuracy, and general control of their horses, and also on their dress, condition of their harness and carriage and the presentation of their whole turnout.

The Arena

1. The Driven Dressage Arena for all classes must be 80m x 40m and laid out in accordance with the diagram, although a smaller arena may be used for Gateway classes. A 100m x 40m arena may be used for Horse Fours, if stated in the schedule.
2. Spectators/photographers must not approach closer than 5m to the edge of the arena.

Driven Dressage Tests

1. Details of approved British Carriagedriving Driven Dressage Tests are shown on the British Carriagedriving website. The schedules for all events must state clearly which of these tests is to be used.

Conditions

1. Entering the Arena
 - a. A driver who enters the arena before the starting signal or who fails to enter the arena within 90 seconds of the starting signal may be eliminated at the discretion of the President of the Ground Jury.
2. Memory
 - a. The British Carriagedriving Driven Dressage Test must be driven from memory. Speaking or indication given by a groom will incur Elimination. Except Gateway classes.
3. Lameness
 - a. If the President of the Ground Jury observes a case of marked lameness, he/she must disqualify the horse and eliminate the driver. There can be no appeal against this decision.
 - b. In competitions where additional dressage arenas are being used, the duty of the President of the Ground Jury as indicated above shall fall under the responsibility of the Judge at C of the applicable arena.

Positions of Judges

1. When there are 3 judges officiating, they sit at C plus 2 of B,E,V or P.
2. When there are 2 judges officiating, they sit at C and B, E or V.
3. The positions may be changed in case of extreme weather conditions.
4. The President of the Ground Jury will decide the positions.

Allocation of marks

1. The judges will allocate their marks individually. There will be no consultation among judges once the driver has started the test. Only the judge at C may give penalties for incomplete presentation or incidents.

Multiple Turnouts

1. Pairs, Tandems and Four-in-Hands will be judged as a whole and not as individual horses.

Pace

1. The definition of paces - movements will apply to all types and breeds of horses.

Start and Finish

The test starts as the driver enters the arena at A, unless otherwise stated, and finishes with the final salute. Tests are not timed. The driver will leave the arena at a trot.

Scoring

Marks

1. Marks out of 10 will be awarded for each numbered movement and for each heading under General Impression on the following basis:

- 10: Excellent
- 9: Very Good
- 8: Good
- 7: Fairly Good
- 6: Satisfactory
- 5: Sufficient
- 4: Insufficient
- 3: Fairly Bad
- 2: Bad
- 1: Very Bad
- 0: Not Executed

2. Half marks can be awarded.

Error of Test

1. If a driver attempts to perform a movement, or attempts to maintain the pace required, and fails to do so, but does not deviate from the track, the President of the Ground Jury may either treat it as an "Error of Course" (see below), or he may decide to leave the Judges to give the movement an appropriate mark. If a driver makes no effort to perform a movement in a test, then it may either be treated as an Error of Test or as an Error of Course at the discretion of the President of the Jury.

Error of Course

1. An "Error of Course" is when a driver deviates from the required track or when a movement is performed at the wrong pace, or omitted altogether.
2. In the event of a driver making an Error of Course, the President of the Ground Jury will ring the bell and stop the driver. The driver must then resume the test from the beginning of the movement where the error was made. If the driver is in any doubt, he/she may ask the President of the Ground Jury for guidance, without incurring any penalties.

Disconnected or Broken Harness

1. If the reins, pole strap, chains or trace become disconnected or broken, or should the horse get a leg over the pole, trace or shaft, the President of the Ground Jury must ring the bell and a groom(s) must dismount and re-connect or repair as appropriate. The driver will be penalised for a groom(s) dismounting.

Disobedience

1. Any resistance in the forward movement, kicking or rearing is considered to be disobedience and will be penalised by the judge at C, as follows:

1st Incident 5 penalties

2nd Incident 10 penalties

3rd Incident Elimination

Carriage overturn

1. A carriage overturning is Elimination.

Leaving the arena

1. If part of the turnout leaves the arena during a movement the Driver will be marked down for inaccuracy.
2. If the whole turnout leaves the arena the Driver is Eliminated.

Summary of Driven Dressage Penalties

Description	Penalties
Part of the turnout leaves the arena during a movement	Mark down for inaccuracy
The whole turnout leaving the arena	Elimination
Driver dismounting	20 penalties
Entering the arena without a driving aid in hand	5 penalties
Dropping or putting down a driving aid	5 penalties
No breeching if carriage has no brakes	Elimination
No breeching for Singles	Elimination
Use of bandages or brushing boots (Horse to be inspected after Test)	10 penalties
Person tied to the carriage	Elimination
Groom handles the reins, brake or uses the driving aid if carriage not stationary	20 penalties
Groom speaking or giving indications (except as allowed)	Elimination
Physical outside assistance	Elimination
Groom(s) dismounting	1 st incident - 5 penalties 2 nd incident - 10 penalties 3 rd incident – Elimination
Early or late entry	Possible Elimination
Lame horse	Disqualification of the Horse and elimination of the Driver
Incomplete presentation (Driver, Groom)	5 penalties
Errors of course	1 st occasion - 5 penalties 2 nd occasion - 10 penalties 3 rd occasion - Elimination
Disobedience	1 st incident - 5 penalties 2 nd incident - 10 penalties 3 rd incident – Elimination
Carriage overturn	Elimination

Classification

Total Marks

1. The individual marks awarded by each judge for each movement and for General Impression will be added together and divided by the number of judges to obtain the average score.
2. In order to adjust the influence of Driven Dressage on the whole event, where the total possible marks for the test are greater than 160, the average score will be multiplied by the coefficient printed on the score sheet to obtain the adjusted average score to be used in the results.
3. Penalties are only awarded by the President of the Ground Jury at C. Any penalties will be deducted from the adjusted average score and the final total will be deducted from 160 to obtain the penalties for the test.
4. Scores will be calculated to two decimal places.
5. The driver with the lowest score in penalties will be the winner of the Driven Dressage.

CHAPTER 3 - MARATHON

General

The objective of the Marathon is to test the fitness, stamina and training of the horses, and the driving skill and general horsemanship of the driver.

The Course

1. Maximum distances and speeds must not be exceeded.
2. The speeds may be reduced or the section times increased by the Technical Delegate and the President of Jury in the case of adverse weather or ground conditions.
3. The course must consist of two sections. The distance should be as close to maximum distance as possible for the National Championships.
4. The total distance in Section B should be approximately 1km per obstacle and not less than 250m between two consecutive obstacles.
 - a. The total distance in Section B must include the distances through the obstacles.
5. As an alternative option to Section A:- A controlled Warm-up with a maximum time allowed of 30 minutes - In a designated warm-up area with a minimum 5000 square metres, properly stewarded, with a judge in attendance.
6. It is recommended that the end of Section B should be a minimum of 500m from the nearest access to the box park.

Neutral Zone

7. The distances between the end of Section A and the start of Section B (the Neutral Zone) must not be included in the total length of the course.
8. The neutral zone starts at the end of section A.
 - a. There should be water available for competitors to wash down if required in the neutral zone.
 - b. The neutral zone will vary in length to accommodate the distance between the end of section A and the start of section B.
 - c. A minimum of 8 mins will be allowed to
 - i. get green cards signed at the end of Section A
 - ii. wash down
 - iii. progress to the start of section B.
 - d. The time allowed will be set by the TD and published with the marathon information.
 - i. This time will vary depending on length of Section A, ground conditions, temperature, etc.
 - e. Before the start of section B and still within the neutral zone there may be a simple obstacle to prepare the turnout before the start of section B.
 - i. Extra time should be allowed if an obstacle is provided.
 - f. The driver will then present themselves too the start of section B, to complete the green card with their start time.
9. The neutral zone will, were possible, be as short as possible, in a shaded area and have good supply of water with room for multiple turnouts.

Marathon sections

Section	Maximum Distance	Minimum Distance	Pace	Speed - km/hour	
				Horse	Pony
A	9000 m	3000 m	free	12-15	11-14
B	9000 m	5000 m	free	14	13
VSE	4000 m	2000 m	free	n/a	10

Warm Up

1. In exceptional circumstances, and with previous approval by BC Council, a controlled warm-up can be used in place of Section A
 - a. with a maximum time allowed of 30 minutes
 - b. In a designated warm-up area with a minimum 5000 square metres, properly stewarded, with a judge in attendance.

Section and direction signs

1. The beginning and end of each section must be marked with a pair of red and white flags.
2. The entire course must be clearly marked with yellow direction markers placed, wherever possible, on the right hand side of the track, to be clearly visible to the approaching driver. A confirmation directional arrow should be placed after every significant turn.
3. Sections A and B must have a marker at every kilometre.
 - a. In Section B the measurement of the kilometres must include the distances through the obstacles.
 - b. The marker for a kilometre occurring within an obstacle should be placed on the post supporting the red exit flag.

Compulsory turning flags

1. Sufficient red and white compulsory turning flags must be positioned on the course to ensure that all drivers follow the designated track. Drivers must leave the red flags on their right and the white flags on their left. These compulsory turning flags must be numbered consecutively in each section, and they must be placed so they are clearly visible to drivers from a reasonable distance.
2. The location and number of the flags must be marked on the map of the course to clearly indicate the correct route to be driven between the compulsory turning flags before and after each obstacle. In addition, a list showing the order for driving compulsory turning flags and obstacles should be provided for drivers and officials.
3. Ground Observers must record the driver's track through the compulsory turning flags. If any compulsory turning flags are missed out or passed in the wrong sequence, the details must be reported to a member of the Ground Jury or the Technical Delegate as soon as possible.

Paces

1. The finish of Section B should not be more than 300m from the exit of the last obstacle unless the Technical Delegate grants an exception. A sign clearly indicating the distance to the finish should be positioned at the exit of the last obstacle. If the last obstacle is situated within 300m of the finish, the drivers may stop within 30m of the out gate of the obstacle to repair broken or detached harness without penalty. A 30m marker will be placed on the track to indicate this point if the last obstacle is within 300m of the finish.
2. Between the 30 m marker of the last obstacle (or 300m) and the finish, the pace must be trot or walk only. The turnout may not deviate from the track. The driver will accumulate one penalty point for each 5 seconds the turnout is not at the walk or trot. The turnout cannot halt.

Obstacles in Section B

Number of Obstacles

1. The maximum number of obstacles, natural or artificial, is 4 for VSE, 6 for Novice Classes, and 8 for all other classes. The British Carriagedriving National Championships should ideally have the maximum permitted number of obstacles for each class.
2. Accurate sketches of each obstacle showing the location of the compulsory gates, dislodgeable/detachable elements and entry/exit flags must be made available to drivers and event officials before the course is officially opened for walking.
3. The entry and exit of each obstacle must be marked by red and white flags (red on the right and white on the left), not less than 20m from the nearest lettered gate, unless the Technical Delegate grants an exception.
4. The number of each obstacle must be clearly displayed on the post supporting the red entry flag.
5. After the finish line of each obstacle a 30 m sign may be established. A dismounted groom in an obstacle must be back on the carriage before the rear axle passes the sign.
6. The track through an obstacle should not exceed 250m on the shortest 2.5m drivable route (that is not narrower than 2.5m at any point between the entry and exit flags). The track may exceed 250m in exceptional circumstances at the discretion of the Technical Delegate.
7. Obstacles must be at least 250m apart unless the Technical Delegate grants an exception.
8. Obstacles must be clearly numbered in the sequence in which the drivers are required to drive them.
9. Obstacles must not include any feature which might cause damage or injury to the horses.
10. Artificial obstacles should be solidly constructed and firmly fixed, so that they are unlikely to be moved or broken during the competition. Free standing obstacles should be solidly constructed with knockdowns for protection and clearly marked on the ground, so that the elements can be replaced if moved or broken during the competition.
11. If the Course Designer includes any element in an obstacle, which in the opinion of the President of the Jury and Technical Delegate could frighten the horses, an alternative route must be provided within the obstacle.

12. Where a constructed water crossing is included in an obstacle, the depth of the water must not be more than 30cm. Where natural water is used the Technical Delegate may allow a maximum depth of 50cm. The bed of any water crossing must be firm. Where water depth exceeds 50cm a substantial fence, firmly fixed, must be constructed, to prevent horses going into deep water.
13. If a barrier for crowd restraint is required by local regulations or the organiser, it must not be positioned closer than 20m from the nearest element in the obstacle unless the Technical Delegate grants an exception.

Compulsory gates

1. Obstacles may include up to six compulsory gates marked with red and white letters, which should be lettered alphabetically starting from A, indicating the sequence in which they must be driven. All markers must also have small letters visible from all angles, where practical.
2. As an alternative option, a maximum of two letters can be used twice in the same obstacle.
3. The height of a compulsory gate or any single post must not be less than 1.3m.
4. For fixed Obstacles the minimum width of a compulsory gate is 2.5 m.
 - a. For Heavy Mobile Obstacles a minimum of 3m.
 - b. For lighter weight obstacles a minimum of 5 m.

Dislodgeable/detachable elements

1. The Course Designer may choose any type of dislodgeable or detachable element, with a preference for balls such as used in cones.
2. No dislodgeable or detachable element should interfere with, or cause injury to the horse, or damage to the carriages, when they are dislodged.
 - a. A dislodgeable element consisting of a free standing pole, the whole of which can fall over, is not allowed.
3. The cup that holds the ball on a dislodgeable element should be a standard 45 - 55mm pipe to hold the balls from the cones driving competition. The cups must be of sufficient depth so that the ball does not rest on the post.
4. The number of dislodgeable or detachable elements must not exceed 24 in total on fixed Obstacles. Mobile Obstacles must have at least one dislodgeable/detachable element each which are not counted in the 24
5. A dislodgeable or detachable element is always "live" until it is dislodged or completely detached.
6. A driver or groom who attempts to prevent a dislodgeable or detachable element from being dislodged will incur penalties.

Inspection of the Course

1. At least three days before the start of the marathon, the entire course, including the obstacles, must be available for inspection and approval by the Technical Delegate.

Briefing for Drivers and Officials

1. If possible, the Technical Delegate should arrange a briefing for members of the Ground Jury prior to the official opening of the course.
2. Ground Observers, Obstacle Observers and Time Keepers must be briefed by the Technical Delegate or his designated representative before the start of marathon.
3. Copies of maps of the entire course must be available at the briefing, for those requiring them. The maps must show each section, the location of all the obstacles and numbered compulsory turning flags, kilometre markers, and any areas of the course which are closed to motor vehicles.
4. Drawings of the obstacles must be available.
5. A list showing the order for driving compulsory turning flags and obstacles should be made available.
6. The Technical Delegate and the Course Designer must be available to answer questions at a published time the evening before the marathon is due to start.
 - a. This must be made known to all drivers.

Inspection of the Course by Drivers

1. At least 42 hours before the first driver is due to start the marathon, Section B must be open for inspection by the drivers, except under exceptional circumstances with the agreement of the Technical Delegate.
2. The Technical Delegate may impose restrictions on the means of access to certain parts of the course.
3. The obstacles in Section B may be left open until the first driver starts Section B.
4. Drivers using motor vehicles must remain on the roads and tracks designated by the Technical Delegate. The course is closed to motor-vehicles unless otherwise notified in the event paperwork. Drivers and grooms will be allowed to inspect the course on foot or by bicycle, and organisers must provide a well-marked map of the course.
5. The obstacles may only be inspected on foot. No motor or electric vehicles or bicycles may be taken inside any part of an obstacle or the Controlled Warm up. Failure to comply will be penalised by the issue of a warning for the first infringement and a Yellow Warning Card for the second.
6. Drivers with disabilities must obtain permission from BC to use a motorised vehicle to inspect the course and the vehicle must be clearly identified. Identification can be obtained from the British Carriagedriving office.
 - a. Vehicles must be driven at no more than 5kph within the confines of the obstacle.
7. Anyone riding or driving a motorised vehicle within the Event Location must hold an appropriate driving licence and insurance.
8. Drivers may not ride or drive their horses on or over any part of the marathon course unless the course incorporates the public highway or is part of the official exercise route, nor enter the dressage or obstacle driving arenas, except when actually competing, unless they have express permission to do so.

9. Drivers must not ride a horse, or drive any horse drawn vehicle through the obstacles in the 4 days prior to the event in which they are competing, or after an obstacle has been flagged for the event.

Timetable

1. A timetable showing the start of Section A or Controlled Warm up and the timetable of each section must be drawn up by the Organising Committee for the Ground Jury and Technical Delegate. It must be adjusted in the event of unforeseen circumstances and redistributed.
2. A timetable showing the passing times for each driver must be provided to all Drivers, Timekeepers, Ground Observers, Obstacle Observers, and the Ground Jury.

Times in Sections

1. The Time Allowed in all sections is calculated according to the speed selected for that section.
2. The Minimum Time in Section A is two minutes less than the Time Allowed.
3. The Minimum Time for Section B is three minutes less than the Time Allowed.
4. The Time Limit for Section A is the Time Allowed plus 20%. The Time Limit for Section B is twice the Time Allowed.
 - a. A driver who exceeds the Time Limit in any section will be eliminated.

Timing

1. Electronic timing equipment should be used for the timing of drivers in each section and the obstacles, whenever possible.
2. Time Keepers at the start and finish of each section must record the start and finishing times for each driver on the Section Timer Record and enter the time on the driver's Marathon (Green) Time Card.

Start and Finish

1. Drivers should be at the start of Section A at least 10 minutes before their published Start Time.
2. If a driver is not ready to start Section A at the scheduled time, the Timekeeper will start the driver at the earliest available time at his/her discretion, and record the actual starting time, which must be reported to the Technical Delegate and President of Jury for onward transmission to the scorer at the earliest opportunity.
 - a. The driver will be penalised 0.25 of a penalty per second of the time elapsed between the scheduled start time and the time the driver was ready to start, and the driver must not be allowed to start less than two minutes before the next driver's starting time. For the avoidance of doubt, drivers will not be penalised where the start of Section A is delayed for organisational reasons.
3. Drivers must start each section from the halt with the leading horse behind the start line. The Timekeeper will count down to the start time. If a driver starts before the Timekeeper gives him authorisation, the driver will be recalled, a new start time will be given and the Marathon Time Card will be amended. If the driver fails to stop when recalled, the driver may be eliminated. A member of the Ground Jury must be made aware of the circumstances as soon as possible.

4. The timing of the section ends when the nose of the leading horse has passed the finish line. Section penalties will apply until the whole turnout has passed the finish line.

Time Penalties in the Sections

1. In all sections, drivers will be penalised 0.25 of a penalty per second for exceeding the Time Allowed.
2. Drivers completing Section A and Section B in less than the Minimum Time will be penalised 0.25 of a penalty point for each second they are early.

Penalties on the Marathon Course

Driving Aids

1. Driving aids, if carried, may only be used by the driver.

Error of Course

1. Once an Driver has passed through a Compulsory Turning Flag (CTF) in the correct sequence/direction, they become 'Neutralised/Free'. Drivers may, therefore after neutralising a CTF go through the CTF's again in any direction at any time.
2. Drivers who pass through Compulsory Turning Flags in the wrong sequence or direction before they become "Neutralised/Free" will be eliminated.

Deviation from the Course

1. Drivers must not deviate from the track for the last 300m of Section B. Drivers who stop, circle, zig-zag or leave the track in any other way will incur 10 penalties for each occurrence.

Incorrect pace

1. Should one or more horses break into a canter within the last 300m before the finish of Section B and this is not corrected within 5 seconds, the driver will incur one penalty for every occurrence.
 - a. If the break continues, the driver will incur one penalty for every additional completed period of 5 seconds.

Dismounting in the Sections

1. Outside the obstacles in Section B, grooms and drivers are not allowed to dismount unless the carriage is stationary. If the carriage is not stationary, either or both groom(s) dismounting will incur 5 penalties; the driver dismounting will incur 20 penalties.
2. The driver and all grooms must be on the carriage as it crosses the start and finish line and passes through the compulsory turning flags in each section. Failure to do so incurs 5 penalty points for grooms and 20 penalty points for the driver on each occasion.
3. In exceptional circumstances, if warranted due to the condition of the terrain or weather, the Technical Delegate and the President of the Jury may permit grooms in competitions for ponies and single horses to run behind their carriage on designated parts of the course.

Stopping

1. Drivers may stop for repairs to carriages or harness or for any reason beyond the driver's control anywhere on the course other than while negotiating an obstacle, without incurring penalties, other than loss of time except after the last obstacle.
2. Drivers will incur 1 penalty point for each commenced 10 seconds that they remain stopped on the course in Section B for any other reason.
3. If an obstacle is situated within 300m of the finish line, a driver is allowed to stop to carry out necessary repairs to the harness or carriage without penalty as long as the driver stops within the signed 30m after leaving the last obstacle. Stopping for any other reason between the last obstacle or the 300m sign, whichever is closer to the finish line in Section B, will incur 10 penalties for each occurrence.

Damaged Carriage/Harness

1. At the finish of Section B any missing or disconnected trace, pole strap or reins will incur 10 penalties for each occurrence.
2. At the finish of Section B a broken or disconnected pole or shaft or bit will incur elimination.
3. Carriages must pass the finish of Section B drawn by the number of horses required for its class and on the designated number of wheels. Failure to comply will incur elimination. Broken or missing tyres are acceptable.
4. If the carriage overturns (on the course or in an obstacle), the penalty is elimination and the driver may not continue on the marathon.

Obstacle Penalties

Drivers may use any pace in the obstacles.

Error of Course in an Obstacle

1. Drivers entering any part of an obstacle without first passing through the entry flags or failing to pass through the exit flags on leaving an obstacle without correcting the error will be eliminated.
2. The compulsory gates in an obstacle are "free" after a driver has passed through them in the correct direction and in the correct sequence. Drivers may, therefore, go through them again in any direction at any time (for example, drivers must go through A in the correct direction before going through B. A is now "free" and they may go through it again in any direction as often as they like, and so on).
3. Drivers who pass through a compulsory gate in the wrong sequence or direction before it becomes "free", and without correcting the error before passing through the exit flags, will be eliminated.
4. In order to correct an Error of Course, the driver must return to and drive the compulsory gate he missed before continuing through the next compulsory gate in the correct sequence.
 - a. Example, a driver drives through compulsory gates A and B and then goes through D, missing gate C.
 - b. In order to correct this error of course, the driver must go back and drive through gate C before going on to gate D etc.

- c. All gates are neutralized until he reaches this gate.
 - d. Each error corrected shall incur 20 penalties.
5. Passing through the exit gate of an obstacle without driving all compulsory gates in the correct sequence will be penalised by elimination.
 6. A driver is not considered to have passed through a compulsory gate in an obstacle until the 'whole turnout' has passed between the flags denoting the compulsory gate.

Dismounting in the obstacles

1. Each time either or both grooms put both feet on the ground in an obstacle, the driver will incur 5 penalties.
 - a. Once grooms have dismounted, they are not required to get back on the carriage and need not follow the driver through any of the compulsory gates in the rest of the obstacle.
 - b. Grooms do not have to be on the carriage when it leaves the obstacle.
 - c. They must get back on the carriage immediately (between the finish line of each obstacle and the 30 m sign) outside of the obstacle.
 - d. Failure to do so will incur 5 penalties per incident.
2. Each time a driver dismounts in an obstacle he will incur 20 penalties.
 - a. The driver must be on the carriage when it leaves the obstacle.
3. In all incidents (for example trace or reins or lead bar over a part of the obstacle etc.) the grooms must dismount and solve the problem (no climbing over horses or pole). Failure to comply will incur 20 penalties.
4. A driver or groom may only put one foot on any part of an obstacle without incurring penalties. Contravention will result in 5 penalties.
5. A groom may assist the driver by leading a horse through the obstacle by the bridle end of the reins. The driver will incur 25 penalties in total.
6. Groom(s) must be on the carriage when the Driver enters each obstacle on the Marathon. Failure incurs 5 penalties.

Disconnecting

1. Deliberately disconnecting one or more horses and leading them through any part of the obstacle will be penalised by Elimination.

Elimination in an Obstacle

1. The decision whether a driver is Eliminated in an obstacle rests entirely with the Ground Jury.

Welfare of the Horse

1. It is the responsibility of the driver to stop immediately and put a groom or grooms down whenever a horse has its leg over a pole, shaft or trace, when a wheeler has a leg over the lead bar or the leader's trace, or when a horse is down and remains down.

- a. The driver must stop when instructed to make necessary repairs by a member of the Ground Jury or Obstacle Observer.
 - b. A trace down or a pole strap disconnected needs no repair inside an obstacle.
 - c. The time will continue to run.
2. Failure to stop and put the groom down to correct the situation before leaving the obstacle will incur elimination.

Timing

1. The driver will be timed from the moment when any part of the turnout crosses between the entry flags until any part of the turnout passes between the exit flags from the right direction.
 - a. Other penalties can still accrue until the whole turnout has exited the obstacle.
2. Electronic timing equipment should be used to time drivers through the obstacles if at all possible.
3. The Time Limit for drivers in obstacles is 5 minutes.
 - a. If a driver fails to complete the whole obstacle and pass the exit flags within the Time Limit, the Obstacle Observer is to blow two blasts on a whistle indicating to the driver that the Time Limit has been reached.
 - b. The driver must then vacate the obstacle as quickly as possible (with assistance if necessary) and may not continue in the competition.
4. The time taken for a driver to complete an obstacle shall be recorded to one hundredth of a second, either manually or electronically.

Hold Ups

1. If a driver arrives at an obstacle while the previous driver is still negotiating the obstacle, or if the obstacle is not ready to be driven, the driver is to be held at a point on the course approximately 50m from the entry flags.
2. One of the Assistant Obstacle Observers is to stop the driver at that point and start a stopwatch. As soon as the previous driver is clear of the obstacle and the Obstacle Observer approves a re-start, the Assistant Obstacle Observer will re-start the driver, informing them of the time they have been held. **This should be recorded in whole or half minutes.**
3. In the event of an accident or mishap the Obstacle Observer or other accredited official at an obstacle can stop a driver once he has completed the obstacle, until such time as a doctor, veterinary surgeon or other appropriate official has checked the fitness to continue of the driver, the grooms, horses/ponies, vehicle and harness. The 'Hold Up' time will be deducted from the overall time for the section.

Judges

1. One member of the Ground Jury must be at the start of Section A, to ensure that all drivers and grooms are wearing a suitable back/body protector, to ensure that no drivers (other than drivers with disabilities) are tied to the carriage and to inspect the harness and turnout for safety in all Novice classes.

2. One member of the Ground Jury should be at the end of Section B to supervise the inspection of equines, carriages, harness and marathon time-cards.
3. The rest of the Jury will be positioned by the President of the Ground Jury.

Officials

1. Ground Observers may be allocated positions around the course by the Technical Delegate from which they can observe the most critical compulsory turning flags.
 - a. Ground Observers must be given the starting order of drivers, together with copies of Instructions, the Ground Observers Report and a Control Sheet.
 - b. Ground Observers must report all incidents for which a driver may be penalised, and any other information, to the President of the Ground Jury or member of the Ground Jury periodically and at the end of their period of duty.
 - c. Ground Observers cannot eliminate or otherwise penalise drivers. It is the responsibility of the Ground Jury to impose appropriate penalties.
 - d. After the competition, Ground Observers must remain in the vicinity of the Secretary's Office until dismissed by the President of the Ground Jury.
2. Timekeepers will be provided with a clock with a "time of day" display and instructed in its use by the Technical Delegate.
 - a. The Technical Delegate or his assistant is responsible for the synchronisation of the "time of day" on all clocks issued to officials.
 - b. The timekeeper at the start of Section A must be issued with the starting time schedule and must ensure that drivers have been given a 'Marathon Time-Card' (Green Card).
 - c. All other Timekeepers at the start and finish of each section, must be provided with the complete list of drivers and a running order.
 - d. Timekeepers are required to record the start and finish times for their respective section and to enter them on the driver's 'Marathon Time-Card' and the 'Section Time Record'.
 - e. Horses must start from the halt with the nose of the leading horse behind the start line.
 - f. The finishing time will be taken as the nose of the leading horse crosses the finish line. The section is finished when the rear axle has passed the finish line.
 - g. After the competition, Timekeepers must remain in the vicinity of the Secretary's Office until dismissed by the President of the Ground Jury

3. Obstacle observers

- a. There must be one Obstacle Observer at each obstacle.
- b. Each Obstacle Observer must have at least two assistants.
- c. The Obstacle Observer must be given a whistle and two stopwatches and instructed in their use by the Technical Delegate or his assistant.
- d. They must record the exact time taken by each driver through the obstacle to 1/100th second.
- e. Obstacle Observers must be given a starting order listing all drivers together with sufficient copies of obstacle reports and diagrams to record each driver's time and the sequence of the gates through the obstacle as driven.
- f. In case of an incorrect sequence of the gates, a drawing of the route must be recorded.
- g. Obstacle observers must record and report all incidents to a member of the Ground Jury as soon as possible after the incident occurred.
- h. After the competition, Obstacle Observers must remain in the vicinity of the Secretary's Office until dismissed by the President of the Ground Jury.

Classification

Conversion of time to penalties

1. The total time taken by the driver in the obstacles will be recorded to hundredths of a second and penalties will be calculated to two decimal places.
2. Any time over the Time Allowed in each of the sections will be multiplied by 0.25. Any time under the Minimum Time in Sections A and B will be multiplied by 0.25. There shall be no rounding of times.
3. The penalties for under Minimum Time plus penalties for over Time Allowed and the total obstacle times shall be added to any other driving penalties received, to determine the final score for each driver in the marathon.
4. The driver with the lowest number of penalties will be the winner of the competition.
5. In the event of an equality of penalties, the drivers will be placed on equal rank.

Summary of Penalties in Marathon

Definition	Penalties
Driver or Groom wearing shorts	10 penalties per person
No protective headgear or no back/body protector on Marathon	Elimination
Finishing Section B with less Horses than required	Elimination
No breeching with a carriage with no brakes	Elimination
No breeching for Singles	Elimination
Substitution of a Groom	Elimination
Groom handling reins, or using driving aid or brakes when carriage not stationary	20 penalties
Person tied to the carriage	Elimination
Outside Assistance	Elimination
Groom leading a Horse through an obstacle	25 penalties
Incorrect pace	1 penalty for every 5 sec.
Dislodging a dislodgeable Element	2 penalties per occurrence
Preventing a dislodgeable element from being dislodged	10 penalties
Motorised vehicles or bicycles in obstacles	First Incident - Warning Second Incident - Yellow card
Total time over Time Allowed in all Sections	0.25 penalties/sec.
Total time under Minimum Time in Section A and B	0.25 penalties/sec.
Total time in obstacles	0.25 penalties/sec.
Driver fails to stop when recalled	Elimination
Not ready to Start Section A	0.25 penalties/sec.
Contravening the rule on the use of the driving aid	20 penalties
Each deviation from Course after last obstacle	10 penalties
Required persons not on carriage passing through a compulsory turning flag, or the start and finish of each Section, each occasion	5 penalties
Grooms Dismounting while moving in Section B	5 penalties
Driver Dismounting while moving in Section B	20 penalties
Finishing Section B with missing or disconnected Pole strap, trace or reins for each occurrence	10 penalties
Failing to pass through compulsory turning flags and obstacles in correct sequence and direction	Elimination
Finishing Section B with missing wheel	Elimination
Finishing Section B with broken or disconnected pole or shaft	Elimination

Failing to pass through entry flags of an Obstacle	Elimination
Groom(s) not on the carriage when crossing start of an obstacle	5 penalties
Grooms not remounting on the carriage immediately outside of an obstacle (per incident)	5 penalties
Failing to pass through exit flags of an obstacle within 5 minutes	Elimination
For correcting each error of Course in an obstacle	20 penalties
Passing between exit flags before completing an Obstacle	Elimination
Groom(s) dismounting in an obstacle, each occasion	5 penalties
Driver dismounting in an obstacle	20 penalties
Two feet on an element of obstacle	5 penalties
Groom climbing over horse back or down the pole in an obstacle	20 penalties
Disconnecting and leading through an Obstacle	Elimination
Failing to stop for leg over pole, lead bar or shaft	Elimination
Failing to stop for leg over trace	30 penalties
Carriage overturn	Elimination
Exceeding the time limit in obstacles (5 mins)	Elimination
Horses unfit to continue in rest area	Elimination
Exceeding the Time Limit in all Sections	Elimination

CHAPTER 4 - CONES

The Cones Competition is to test the fitness, obedience and suppleness of the horses, and the skill and competence of the drivers.

The Competition is conducted on the basis of penalties for obstacles knocked down and for exceeding the Time Allowed.

The Course

1. Building and Measuring the Course

- a. The Course Designer is responsible, under the supervision of the Technical Delegate, for laying out, marking and measuring the course and building the obstacles. The Course Designer must indicate with a dotted line on the course plan how the length of the Course was measured. The President of the Ground Jury must ensure that the length of the course is measured accurately.
- b. The arena should be not less than 5000 m², with a minimum width of 40m or an equivalent area. Should this not be possible the number of obstacles must be reduced accordingly, unless an exception is granted by the Technical Delegate.
- c. The starting and finishing lines may not be more than 40m nor less than 20m from the first and last obstacles respectively.
- d. The number of obstacles may not exceed 20.
- e. The length of the course should be between 500m and 800m.
- f. Courses must be laid out so that drivers have a chance to maintain a reasonably fast pace throughout the major part of the course. Certain obstacles and combinations of obstacles, such as open and closed multiples, will inevitably slow down the pace but such a layout should be limited to a small proportion of the whole course.
- g. All obstacles should be visible from the Judges' Box.
- h. The President of the Ground Jury must walk the course to inspect it before the start of the competition. The course is the track which the driver must follow when competing, from passing the start in the correct direction up to the finish. The length must be measured accurately to the nearest metre, taking account, particularly on the turns, of the normal line to be followed by the horse(s). This normal line must pass through the middle of the obstacles. If there is an alternative obstacle, the official distance must be measured by the longest route.

Cones

1. The cones forming an obstacle must be at least 30 cm high and made of indestructible plastic material. A weighted ball must be placed in the hollow on top of the cone, so that it falls down only if the cone is touched.
2. All obstacles consisting of a single pair or double pair (oxer) of cones will constitute a single obstacle.
3. The obstacle includes the cones, red and white markers, numbers and letters.

4. The position of one of the pair of cones must be marked on the ground so that a constant position of the obstacle is maintained throughout the competition. Where practicable a line will also be drawn to ensure that the other cone is maintained at the correct angle.
5. Obstacles that entail reining back are not permitted.
6. An oxer will be composed of two pairs of cones in a straight line.
 - a. The distance between the first set of cones and the second set will be between 1.5 and 3 metres at the option of the Course Designer.
 - b. The maximum penalties per Oxer is 3 penalties for hitting one to four balls.
 - c. The first set of cones will have the number of the obstacle, the second will only be marked with red and white flags.
7. A maximum of five oxers are allowed in a Cones course.

Multiple obstacles

1. Multiple obstacles must conform to the design principles.
2. Variations or new designs must be pre-approved by the British Carriagedriving Council and included in the event schedule.
3. A multiple obstacle may be constructed of markers or horizontal rails, elevated to a minimum of 40cm and maximum of 60cm in height.
4. Each group of cones or elements must be clearly separated and associated with one of the sections of the multiple.
5. A multiple obstacle, other than a Serpentine, Zig- Zag, a Double Box, a Double U or a Wave, must not consist of more than three pairs of cones or dislodgeable elements.
6. Other than Serpentes, Zig-Zags, Double Boxes, Waves and Double U's, a multiple obstacle may not be longer than 30m measured along the centre line through the obstacle.
7. There may not be more than 3 multiple obstacles in any course.
8. In multiple obstacles, drivers can only incur a maximum of 6 penalties in a Double (A & B), 9 penalties in a Triple (A, B & C) and 12 penalties in a Serpentine, Zig-zag, Double Box, Wave or Double U (A, B, C & D) per attempt, plus any penalties for a rebuild as well as penalties for disobedience.

Serpentines, Zig-Zags, Double Boxes, Double U and Wave

1. A Serpentine consists of 4 cones in a straight line facing in alternate directions lettered A, B, C and D.
2. A Zig-zag consists of not more than 4 pairs of cones, with alternate left and right cones in a straight line.
 - a. All centre line cones must be placed in a straight line, either at the front, middle or rear of the cone.
3. A Double Box, a Double U and a Wave.
4. A link to diagrams of multiple obstacles is available at www.britishcarriagedriving.co.uk/rules

Water and bridges

1. Where Water obstacles and Bridge obstacles are included in the course, prior notification must be given in the schedule for the event.
2. Water obstacles must be at least 3m wide, with a depth between 20cm and 40cm and sloping sides.
 - a. There must be a pair of cones at the entrance (flag lettered A) and exit (flag lettered B) with the cones 2m apart.
 - b. Knocking down a ball or balls on either A or B will be penalised as 3 penalties for each pair of cones.
3. Wooden bridges, or bridges of similar suitable construction approved by the Technical Delegate, with fan shaped wings at the entrance, with the bridge surface not more than 20cm above the ground, with a usable width of 3m, and a maximum length of 10m are permitted.
 - a. Boarded or railed sides are essential.
 - b. The Technical Delegate may grant exceptions if the bridge is of a permanent solid construction with strong side rails.
 - c. There must be a pair of cones at the entrance (flag lettered A) and exit (flag lettered B) with the cones at least 2m apart.

Markers

1. Each obstacle is defined by a pair of markers;
 - a. a red marker on the right hand side and a white marker on the left hand side as drivers approach the obstacle.
 - b. They are placed not more than 15cm outside the elements which form the single and multiple obstacles.
2. The whole turnout must pass between the markers. Failure is considered as disobedience.
3. Decorations and obstructions must be placed on the course before the official course walk. No penalty is incurred if they are touched, displaced or knocked over.
4. All obstacles on the course must be numbered in the sequence in which they are to be driven.
 - a. The number of each obstacle must be indicated on a board placed at the entrance to each single and multiple obstacle.
5. Each distinct section of a closed multiple obstacle (L's, U's and Boxes) must be clearly marked.
 - a. The whole turnout must pass between these markers in the correct order.
6. The numbers of the obstacles should be placed so that drivers can see them as they leave the previous obstacle.

Plan of the Course

1. At least two hours before the start of the competition, a plan of the course must be made available for the drivers and be posted in the Collecting Ring.
 - a. This should show the length, speed in metres per minute and the Time Allowed for each class.

Times Allowed

Class (Horses)	Speed m/min	Class (Ponies)	Speed m/min
Four-in-Hand	240	Four-in-Hand	240
Advanced Pair	250	Advanced Pair	250
Open Pair	240	Open Pair	240
Tandem	230	Tandem	240
Advanced Single	250	Advanced Single	260
Open Single	240	Open Single	245/240
Novice	220	Novice	220
Drivers with Disabilities	230	Drivers with Disabilities	230
Gateway	200	Gateway	200
		VSE	200

Inspection of the Course

1. The Course must be open for inspection at least 2 hours before the start of the competition.
 - a. A 15 minute window must be observed between the end of the inspection and the first start.
 - b. Only Drivers and one accompanying person per Driver at a time are allowed to inspect the Course on foot and they must be correctly and smartly dressed.
 - c. Drivers and trainers are not permitted to use measuring wheels when inspecting the course.
2. Only the Course Designer and his staff may alter or work on any part of the course. If any driver, or any person associated with them, alters the course in any way, the driver will be disqualified.
3. Cones with Reduced width: The width of up to 5 single obstacles can be reduced by 5cm for Pairs and Four in Hand classes and up to 10 single obstacles for Single classes.
 - a. Such obstacles must be marked differently (colour of cones).
4. Alternative options: A maximum of 2 single obstacles may offer an alternative single option.
5. In exceptional circumstances and in the interests of safety, the Ground Jury, in consultation with the Course Designer and the Technical Delegate, may reduce the speed.
 - a. Should the timing be adjusted by the Ground Jury, this will be announced

Single Obstacles and Open Multiple obstacles

Division class	Speed m/min	Cones width (cm)	Serpentine (m)	Zig-zag (m)	Wave (m)	Distance between obstacles (m)
Horse fours	240	185	12	11-13	10/12	15
Horse tandems	230	170	12	11-13	10/12	15
Adv. Horse pairs	250	170	8	10-12	8/10	12
Open horse pairs	240	170	8	10-12	8/10	12
Adv. Horse single	250	160	6-8	10-12	8/10	12
Open horse single	240	160	6-8	10-12	8/10	12
Nov. horse single	220	165	6-8	10-12	8/10	12
Pony fours	240	160	8-10	9-11	8/10	12
Pony tandems	240	165	8-10	9-11	8/10	12
Adv. Pony pairs	250	160	8	9-11	8/10	12
Open pony pairs	240	160	8	9-11	8/10	12
Adv. Pony single	260	160	6-8	9-11	8/10	12
Open pony single	245	160	6-8	9-11	8/10	12
Nov. pony single	220	165	6-8	9-11	8/10	12
Gateway	200	155				
Very Small Equines	200	150				

Judging Cones Competition

Starting the Competition

1. The Technical Delegate will report to the President of the Ground Jury as soon as the course is ready. The President of the Ground Jury will then authorise and announce the start of the competition.

Penalties

1. If drivers have entered the arena but fail to start by passing through the start line within 45 seconds of the starting signal, the timing will start.
2. If a driver fails to enter the arena when the course is ready, the President of Jury will ring the bell to signify the start for that driver.
 - a. If the driver has not entered the arena within 45 seconds of the first bell, the bell will be rung again and that driver is then eliminated.
3. Drivers starting and passing through an obstacle before the starting signal will be penalised 10 penalty points, will be recalled and must restart.

4. The start and finish lines are neutralised for passing through, from the moment the driver has passed through the start line until he has passed through the last obstacle.
5. Knocking down one or both balls of a single obstacle and knocking down a ball or an element of a multiple obstacle, incurs 3 penalties in each case.
6. Knocking down a ball or balls on either A or B on a Water or Bridge obstacle will incur 3 penalties for each pair of cones.
7. Grooms must remain seated in their proper places between the start and finish lines. A groom can lean for balance but may not move or “jump” the carriage.
8. After the last obstacle the driver must pass through the finish line with the red flag on the right and the white flag on the left.
9. A driver may pass between the elements of an Open Multiple obstacle whilst driving between obstacles, without incurring a penalty.
10. Carriage overturning is elimination.

Error of Course

1. A driver is considered to have passed through an obstacle when the whole turnout has passed between the markers.
2. If a driver attempts to pass through an obstacle in the wrong sequence or direction, the President of the Ground Jury must wait until after the turnout has passed completely through the wrong obstacle before ringing the bell.
 - a. The driver is then eliminated.
3. If a driver knocks down or dislodges any part of an obstacle which has already been driven, he will incur 3 penalties.
4. If any part of an obstacle in advance of the one being driven is dislodged or knocked down, the President of the Ground Jury will ring the bell and stop the clock for the obstacle to be re-built.
 - a. The driver will incur 3 penalties and 10 seconds will be added to their time.
 - b. The bell will be rung to indicate to the driver that the course is ready and the clock will re-start when the driver reaches the next obstacle on course to continue his round.
5. If the President of the Jury sounds the whistle/bell while the driver is on the course, the driver must halt immediately.
 - a. If the driver does not halt, the President of Jury will sound the whistle/bell a second time.
 - b. If the driver continues without stopping, he is eliminated.
 - c. The groom may advise the driver that the whistle/bell has sounded.
6. If the Jury is in doubt whether an obstacle has been properly driven, the driver must be allowed to finish the course. The Jury can then reach a decision.

Obstacle Rebuild

1. If the driver knocks down any part of an obstacle in the process of a disobedience or refusal, the bell will be rung and the clock stopped for the obstacle to be rebuilt and 10 seconds will be added to the driver's time, along with any penalties for disobedience (but not for the elements knocked down at the time of disobedience).
2. When the obstacle is rebuilt, the bell is rung again and the driver must then retake the complete obstacle and continue his round.
 - a. The clock will re-start when the driver reaches the re-built obstacle.
 - b. The penalty for starting before the bell is elimination.
3. If a driver knocks down any part of a multiple obstacle in advance of the element he is driving, or if he breaks out of the multiple obstacle and knocks down an element, then the bell will be rung and the clock stopped while the obstacle is rebuilt, and 10 seconds added to the total time taken.
 - a. He will be penalised for disobedience but not for the elements knocked down at the time of disobedience.

Broken Harness

1. If, at any time after he has started, a driver has a disconnected pole, shaft, rein, trace, pole strap or chains, or should a horse have a leg over the pole, trace, shaft or leader bars, the President of the Jury must ring the bell and stop the clock.
 - a. The driver must put a groom(s) down to correct the problem and will be penalised for a groom dismounting.
 - b. After the situation has been corrected and the groom has remounted, the President of the Jury will ring the bell and restart the clock.

Drivers and Grooms Dismounting

1. Each time a driver dismounts he will incur 20 penalties.
2. Drivers will incur penalties each time one or both grooms dismount: 5 penalties on the first occasion, 10 penalties on the second occasion and on the third occasion the driver is Eliminated.
 - a. The groom(s) must be on the carriage before the next obstacle..

Disobedience

1. It is considered to be a Disobedience when:
 - a. The driver attempts to pass through an obstacle and his horse shies away from the obstacle at the last moment without hitting any part of the obstacle.
 - b. The horses run away, or, in the opinion of the President of the Jury, the driver has lost effective control.
 - c. The whole turnout comes to a complete halt, with or without stepping back anywhere on the course, in front of or in an obstacle, or a multiple obstacle, with or without knocking down any element.

- d. Not passing through an obstacle with the whole turnout, running out of a multiple, circling within a multiple or reining back by the driver between the start and finish line.
 - e. The turnout leaves the designated arena.
 2. A disobedience will incur 5 penalties for the first, 10 penalties for the second and elimination for the third instance. Penalties for disobedience are cumulative wherever they may occur on the course.
 3. If there is a disobedience in a single obstacle, i.e. the whole turnout does not pass through the markers, the driver has to retake the obstacle. The bell will only be rung if part of the obstacle is knocked down.
 4. If there is a disobedience in a multiple obstacle, without knocking down any element, the driver must continue his drive and is penalised for disobedience (see paragraph 7.2 above).
 5. In the case when a disobedience is connected with knocking down an element (i.e. run-out at C and dislodging the ball) then
 - a. the judge rings the bell, the course is interrupted, the time is stopped and the obstacle rebuilt.
 - b. The President of the Ground Jury rings the bell again then the driver has to restart at the letter A of the multiple obstacle and the time starts when the horses nose passes gate A.
 - c. For the re-building 10 extra seconds are added once.
 6. If a driver has a disobedience at any obstacle and knocks down any part of that obstacle penalties will only be incurred for the disobedience and 10 seconds will be added for the rebuilding.

Resistance

1. A horse is considered to offer resistance if, at any time and for whatever reason, it refuses to go forward (with or without moving back), turns around or rears. This will be penalised the same as for a disobedience.

Timing

1. Each driver will be timed by stopwatch or by an electronic timing device, from the moment the nose of the leading horse crosses the start line until the nose of the leading horse crosses the finish line, but penalties are incurred until the whole turnout has passed the finish line.
2. Whenever possible a digital display unit should be visible for the drivers.
3. Times must be recorded to one hundredth of a second.
4. The Time Limit is twice the Time Allowed. Exceeding the Time Limit will incur elimination.
5. The Time Allowed is calculated using the following maximum speeds in metres per minute.
6. Penalty for exceeding the Time Allowed:
 - a. any time over the Time Allowed in 1/100 seconds, multiplied by 0.5.

Summary of Penalties in Cones

Description	Fault Competition
Driver entering arena without protective headgear, jacket, gloves or apron	5 penalties
Groom entering arena without jacket, protective headgear or gloves	5 penalties
Groom(s) not in position First breach Second breach Third breach	5 Penalties 10 Penalties Elimination
Driving without a driving aid in the competition	5 penalties
Dropping or putting down the driving aid	5 penalties
No breeching with a carriage with no brakes	Elimination
No breeching in Singles	Elimination
If a Groom handles the reins, brake or uses the driving aid before the Driver has crossed the finish line	20 penalties
Person tied to the carriage	Elimination
Prohibited outside assistance	Elimination
Failing to start within 45 seconds of bell ring	Timing starts
Starting and passing through an obstacle before the bell is rung	10 penalties and restart.
Failing to pass through start or finish lines	Elimination
For knocking down one or two balls in the same single obstacle	3 penalties
For knocking down an element of a Multiple obstacle	3 penalties
For knocking down any part of an obstacle after it has already been driven	3 penalties
Carriage overturn	Elimination
If any part of an obstacle in advance of the one being driven is knocked down, the bell will be rung for the obstacle to be rebuilt	3 penalties and add 10 seconds
Taking an obstacle out of sequence	Elimination
Failure to halt after the bell is rung a second time	Elimination
For causing an obstacle, or part of a multiple to be rebuilt	3 penalties and add 10 seconds
Starting before the bell after an obstacle is rebuilt	Elimination
Driver dismounting	20 penalties
Groom(s) dismounting 1 st incident 2 nd incident 3 rd incident	5 penalties 10 penalties Elimination
Groom leading a Horse through an obstacle	25 penalties

Disobedience: 1 st incident 2 nd incident 3 rd incident	5 penalties 10 penalties Elimination
For exceeding the Time Allowed	Exceeded time multiplied by 0.5
Exceeding the Time Limit	Elimination
Grooms standing between the start and finish lines (except as allowed in the rules for certain classes)	5 penalties

CHAPTER 5 - OFFICIALS

Conflict of Interest

1. No person may be an official at an event if his duties will involve a conflict of interest.
2. The following persons may not be members of a Ground Jury or an Appeal Committee at an event:
 - a. Drivers and owners of horses taking part in the event:
 - b. Regular trainers, employers and employees of drivers.
 - i. regular trainers means training a horse/driver for more than three days in the six month period before an event, or any training during a period of three months before an event.
 - c. Close relatives of owners or drivers.
 - d. Persons having a financial or personal interest in a horse or driver taking part in any competition.
3. A person who would not ordinarily be eligible to be a member of the Ground Jury or Appeal Committee may nonetheless be a member provided the following conditions are satisfied:
 - a. person in question does not judge Driven Dressage or Cones for any of the following classes, or have any involvement as a member of the Ground Jury in any decision concerning any Driver in such classes:
 - i. any class which the person in question or their employer has entered as an Driver
 - ii. any class in which a horse owned by the person in question is entered
 - iii. any class which an Driver who trains regularly with the person in question or is employed by the person in question or is a close relative of the person in question has entered
 - iv. any class in which an Driver or horse in which the person in question has a financial or personal interest is taking part.

Eligibility of Officials

For National Events

1. All officials on the British Carriagedriving Officials List must be at least 'Officials' members of British Carriagedriving.
2. The British Carriagedriving Council reserve the right to re-categorise any official or remove him/her from the official British Carriagedriving Officials List without giving any reason.
3. Judges and Technical delegates must attend the National Clinic at least once every two years .
4. Course Designers must attend the National Clinic at least once every three years.
5. All Judges, Technical Delegates and Course Designers must be chosen from the British Carriagedriving Officials Lists or the respective FEI lists.

Judges

Appointment

1. All 3 day National Events must have at least three but not more than five judges for each class.
2. All 2 day National events must have at least two judges.
 - a. A specialist Cones Judge may be used in addition.
3. Collectively, the judges form the Ground Jury for the event.
4. The President of the Jury for a National Event will be appointed by the British Carriagedriving Council.
 - a. The organisers appoint the other members of the Ground Jury who must be approved by the British Carriagedriving Council.
5. Senior Level National Judges are defined as ones with at least 5 years of experience.
 - a. Probationary Judges and Judges on List 3 should not judge Advanced single classes, Tandems or Teams.

The Duties of the Ground Jury

1. Each member of the Ground Jury has the right and the duty to eliminate or disqualify any horse which, in his opinion, is lame or unable to continue the competition.
2. The President of the Ground Jury is responsible for the conduct and control of the entire event, in conjunction with the Technical Delegate.
3. The President of the Ground Jury will have overall control of the duties and responsibilities of the Ground Jury throughout the event.
4. In principle the Ground Jury should not judge more than 45 driven dressage tests in a day; however, this number may be increased in exceptional circumstances at the sole discretion of the President of the Ground Jury.
5. The President of the Ground Jury is responsible for the control and publication of the results of the competitions and of the event.
6. The President of the Ground Jury at a National event must complete the official report form which should be returned to the British Carriagedriving office immediately after the event.

Technical Delegate

Appointment

1. The Technical Delegate must be selected by the OC, and for National Events the appointment approved by the British Carriagedriving Council.

Duties and Responsibilities

1. The Technical Delegate will be required:-
 - a. to approve all administrative arrangements from the time he/she is appointed until the end of the event.

- b. To satisfy himself/herself that the accommodation and catering arrangements for horses, drivers and grooms, and training and exercise areas, are adequate and suitable in all respects.
- c. To inspect the arenas and courses to ensure that the technical facilities, requirements and organisation are in accordance with the British Carriagedriving Rules and associated guidelines.
- d. To ensure that the courses and obstacles are fair and safe.
- e. To instruct the Organising Committee and Course Designer to make any alterations which he/she considers necessary.
- f. To ensure that Timekeepers, Ground Observers, Obstacle Observers and Scorers are correctly instructed in their duties, including the use and reading of clocks and stop-watches.
- g. To report to the President of the Ground Jury that the relevant course is ready for the start of the competition.
- h. To continue to supervise the technical conduct of the event, including the transfer of data to the scorers, after the President of the Ground Jury has assumed control of the event.
- i. To ensure the event appoints a person responsible for checking horse passports and vaccinations.
- j. To complete (in the case of a National event) the Report of the Technical Delegate, including names of drivers who failed to withdraw by the specified time and of horses/ponies not entered in their passport names. This should be returned to the British Carriagedriving office immediately after the event.

Course Designers

Appointment

1. The Course Designer must be selected by the OC, and for National Events the appointment approved by the British Carriagedriving Council.

Selection

1. The Course Designer may be the same person for each competition or there may be a different Course Designer for each competition.
2. The name or names of the Course Designer(s) must be published in the schedule for the event.
3. Only the Course Designer and the staff may alter or work on any part of the driven dressage arena, the marathon and cones course.
 - a. Any driver, or persons associated with a driver, who tamper with any part of the arena or courses will result in the disqualification of that driver.

Duties

1. The Course Designer is responsible, under the supervision of the Technical Delegate, for:
 - a. Laying out and measuring the arena for Driven Dressage.

- b. Laying out and measuring the course and for the construction of the obstacles in the Marathon.
 - c. Designing, laying out and measuring the Cones Course.
2. The President of the Ground Jury may only order the competition to start when the Technical Delegate has reported that the relevant course is ready.

Veterinary Cover

1. As a minimum the Organiser at all events must appoint an on call Equine Veterinary Surgeon to cover the duration that the Box Park is open.
2. An Equine Veterinary Surgeon must be in attendance throughout the duration of Section B on marathon day at all National Events.

Appeal Committee

Composition

1. An Appeal Committee consisting of a President and at least two other members who have a thorough knowledge of the sport must be appointed for all National events.
2. Appeals must be heard by all the members sitting together.
3. The President will decide the time and place of the meeting.
4. The Committee must hear both sides of the case in appeals against decisions by individual Judges and Officials.

Decisions

1. The decisions of the Appeal Committee are final.

Safety Officers

1. A safety officer, appointed by the Organising Committee, will assist with the preparation of the event Risk Assessment to
 - a. monitor the Implementation of the mitigating measures identified;
 - b. monitor compliance with BC's Safety Rules and Guidelines;
 - c. liaise with the Technical Delegate on the preparation and submission of incident and accident reports.



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