

Regulations

Governing Traditional Carriage Driving Competitions and Events



The German Traditional Carriage Drivers Association

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Part 1

General Provisions

§ 1 Objectives and Aims

- 1.** The objectives and aims behind the DTV regulations are to create the first nationwide set of uniform regulations under which traditional driving competitions and events can be planned and held.
- 2.** In conjunction with the German Traditional Carriage Drivers Society, the common goal of Driving Clubs, Event Organisers and participants, is to preserve, promote and perpetuate the art of traditional carriage driving in all its forms, as well as to convey the history and culture associated with the early original use of the driven turnout. The aim is to achieve this through national and international competitions and events; including a German National Traditional Driving Championship, enabling the craft surrounding the elegant equipage to be shared and better understood.
- 3.** By working in cooperation with the DTV, Clubs, Event Organisers and Promoters of all types, will be in a position to plan and hold national and international competitions, as well as a full range of other traditional driving competitions and events as laid out in these regulations.
- 4.** The most up to date version of the Animal Welfare Act must be adhered to, as announced on May 18, 2006 (BGBL I p. 1206, 1313), and last amended on June 18, 2021 (BGBL I p. 1828). It is an absolute priority to be guided by this legislation and where possible exceed its parameters.

§ 2 Authorisation

At any time, the board of the DTV is empowered to change, supplement or redefine the DTV regulations and the respective provisions for the competitions and events therein.

§ 3 Event Organiser / Host

1. For the purposes of the German Traditional Drivers Association e.V and these regulations, the organiser or promoter of a traditional driving event may be a club, organisation or private individual.

If an event is to be held in cooperation with the DTV and run in accordance with these regulations, it must be registered with the DTV office at least 3 months beforehand and the planned use of test modules and judges agreed.

2. The DTV regulations are made up of separate modules. The organiser or promoter may freely use and select these modules in any combination to provide the framework for their competition or event.

This excludes the organisation of the German National Traditional Carriage Driving Championship.

3. In relation to the number of participants / competitors, the organiser has the absolute right to either open or restrict their classes as they see fit in order to create a greater number of separate classes.

For example:

- Ladies Class
- Coachman driven vehicles (Landaus, Victorias, Broughams, etc.)
- Country Vehicles Class (Jagdwagen, Kirchwagen, Varnished vehicles).
- Trade Class (Bakers Van, Delivery Brougham, Butcher's Cart etc.)
- Coaching Class
- Additional Carriage Classifications and Vehicle types

4. Winners and placed competitors in the various classes may receive prizes as decided on by the event organiser / promoter. These may include: rosettes, stable plaques, gifts and other awards.

Any additional awards given to competitors outside the normal placings is entirely a matter for the organiser / promoter and may be given at their discretion.

§ 4 Administrative Paperwork / Records

The DTV must ensure that the organiser of a tournament / competition must be provided with all required pro-forma templates and other necessary documents for download in good time. For their part, the organiser in turn must provide the judging panel with sufficient copies of said documentation.

§ 5 Carriage Identification

In competitive traditional carriage driving, it is the responsibility of the event organiser / host to ensure that each turnout to be judged has a clearly visible number attached to the carriage. The organiser must ensure that the entry form clearly states whether they will provide these numbers, or if the competitor should bring them with them.

§ 6 Competitors / Participants

1. Competitors at national or international competitions must be at least 12 years of age. If a competitor is underage, they must be accompanied by an adult who is qualified to drive and in a position to independently take the reins and drive the turnout if necessary.

2. A whip and his turnout are only able and permitted to take part in an event if they fully meet the criteria laid out in the in DTV regulations.

When entering and participating in a scheduled event, proof of personal liability insurance and proof of animal owner liability insurance, which specifies driving with equines, must be provided. Irrespective of the legal basis on which a claim might be made, the organiser, promoter or host, as well as the DTV, accept no liability for risks/osses arising as a result of participating in such an event. Competitors / participants take part entirely at their own risk and liability.

3. Only those horses entered on the entry form may take part and their relevant passports and vaccination certificates must be available for presentation. Furthermore, If veterinary regulations or local ordinances require additional certificates, e.g. travel certificates according to EU guidelines for foreign participants; these must also be presented on arrival at the event location. If these provisions are not met, participation in the event is not possible and the competitor will not be allowed to start.

4. All horses must be properly shod. If no shoeing is necessary or possible (e.g. for donkeys or similar), then the hooves must be in good / correct condition. Hoof boots are allowed.

§ 7 Judges and technical Delegates

1. Approved judges are those judges recognised by the DTV, who can be found on their current approved judges list.

A DTV approved judge will be recommended or appointed by them as the chairman of the judge's panel.

2. The judging panel consists of a chairman and in accordance with these regulations, a further one or two DTV approved judges, depending on the competition. The chairman of the judging panel may disqualify a turnout if a horse is in poor health, the appropriate training level to undertake the task in hand has not been reached, the driver obviously lacks the necessary driving experience, or if the overall turnout is considered unsafe. A veterinarian should advise the chairman of the judges where necessary.

3. The appointed judges' expenses are to be met by the event organiser / promoter or host. These include: travel expenses, accommodation, subsistence or other material costs.

In order to support the training and further education of designate judges (proposed DTV judge candidates), the organisers are expected to allow these assistant judges to attend their event.

The organiser does not incur any further costs as a result.

4. At each event, the board of the DTV may appoint one technical delegate. In order to ensure the fair, safe and proper running of an event, the Technical Delegate may, under special circumstances, or for safety reasons and at his own discretion, deviate from these regulations.

Part 2

Regulations for National and International Traditional Driving Competitions

§ 8. Classification of Tournaments and Competitions

1. The following classifications are made:

International Competitions CAIT Concours d'Attelage International de Tradition
National Competitions CAT Concours d'Attelage de Tradition
Competitions as one day events.

§ 9. General

1. In the following categories the turnouts must have at least the following number of passengers, (grooms in livery, or authentically attired).

- | | |
|--|----------|
| 1. Single, Pair & Tandem: | 1 Groom |
| 2. Unicorn, Random, Pickaxe & Multiples: | 2 Grooms |

An exception to this rule can be made if the carriage does not have a groom seat, or if it can be folded away. However, the condition here is that the whip must be able to safely control the horse/ horses, both when standing (as in the presentation) and when judged in motion, and that there is no risk of accident. If this is not guaranteed, the responsible judge can immediately order the turnout to retire from the competition.

2. None of the following elements of a turnout may be changed in / during any of the various elements of the competition: whip, grooms, passengers, carriage or harness. Each violation will attract 20 penalty points. A change of whip will lead to disqualification.

3. After successful completion of the presentation phase, changes to the following elements of the turnout are permitted to complete the remaining phases of the competition.

- Traditional reins
- Whip
- Coupling strap (between the leaders)
- Breeching
- Underpads
- Bits
- Ear protectors
- Brushing boots
- Leg bandages
- Change from roller bolt to movable swingle trees, provided the carriage has been properly adapted to allow this.

4. For pair, unicorn, multiple and team classes, one spare horse per turnout may be entered. Changing horses from within the number entered by a competitor is permitted. Please note the spare horse may only be used in one component part of the competition.

5. A whip corresponding to the individual type of carriage should be used and must be held in the hand during the entire test. It may only be used when appropriate and with consideration. Any violation will incur 10 penalty points.
Inappropriate use of the whip will lead to disqualification.

6. The award ceremony is part of the competition and participation is mandatory.
Any exceptions due to force majeure must be approved by the chairman of the judge's panel.

§ 10 Carriage – Categories

The turnouts will be broken down into separate categories reflecting the different carriage types as follows, although as a rule each of the three carriage groups should be further separated into two individual scoring groups

Category 1:

Traditional / original turnout.

Category 2:

Replica

Category 3:

Pleasure / Exercise

Belonging to Category 1 are all turnouts with original carriages constructed up to 1945, this includes original vehicles that have been subject to restoration using traditional methods, for example, original vehicles that have been repaired and remain true to their original style and type.

In Category 2 are those vehicles that have been newly built as representations of original examples, in other words replicas of original carriages, or original carriages constructed after 1945.

In Category 3 are stylish pleasure vehicles, but not Marathon carriages, or similar, constructed of metal. These are generally excluded from taking part.

Furthermore, such pleasure carriages are excluded from international competition or the German Championship.

If for any reason an event organiser / promoter is unable to allow for these separate categories within each class, then all carriages that fall outside category 1 (those that are not original) should have appropriate deductions made from their score in the presentation phase.

§ 11. Separation of Carriages into Turnout Types

1. Category 1 & 2 turnouts are separated into the following turnout types.

Single Pony

Pair Pony

Team Pony

Tandem Pony

Special Turnout Pony (Random, Unicorn, Three abreast, Pickaxe etc.)

Single Horse

Pair Horse

Team Horse

Tandem Horse

Special Turnout Horse (Random, Unicorn, Three abreast, Pickaxe etc.)

2. Ponies are all equines measuring up to: 1.48 m

Horses are all equines measuring from 1.49 m

Decisive for the classification of a horse is its size and not the breed of horse or pony.

(E.g. Haflinger, Fjord, Merens etc.).

3. Both horse and pony turnouts are further separated into the aforementioned groups. The organiser / promoter is at liberty to further differentiate between “*special turnout pony*” and “*special turnout horse*”. (E.g. “*Special turnout donkey*”).

§ 12. Separate Tests / Modules

1. National (CAT) and International (CAIT) competitions must consist of three separate tests / modules. By definition, the “Presentation” phase is mandatory, followed by two further scored modules of the organiser / promoter’s choice.

2. As a one-day event the competition consists of two partial examinations (modules), namely the mandatory presentation and a further partial test (module) named below, which the organiser / host freely determines when planning the competition and specifies in the competition schedule:

- Route Drive without driving skills test
- Route Drive with driving skills test
- Driving difficulties / skills test as a separate competition
- Obstacle Driving
- Combined obstacles and driving difficulties / skills test

3. Only two of the above listed elements may be driven in one day.

§ 13. Presentation

In order to help prepare the judges (judging panel) assess the presentation phase, the organiser/ host must be provided with a DTV questionnaire to accompany the competition schedule. This is to be given to the participant and completed in advance, and may, if requested, also include a photo of the carriage.

2. The turnout must arrive 10 minutes before the start of the presentation at a waiting or entry area marked out by the organiser for this purpose.

3. The turnout will be judged standing or in motion at either, one, two, or three different stations (depending on the schedule) by a single judge, who may sometimes be supported by a judge designate, (DTV judge designate). At a CAIT event, three judging stations are mandatory. An assessment in motion is entirely optional, and if utilised, can only take place at a maximum of one station.

It is a condition of an assessment in motion that the whip, be they male or female, has complete control over their turnout and that there is no risk of accident. If this is not guaranteed, the responsible judge can immediately disqualify the turnout in question.

4. The judge will be supported by a scribe and will independently assess each turnout with no consultation with the other members of the panel. The turnouts will be assessed in relation to the following criteria and marked accordingly:

Overall Impression:

- First impression of the turnout.
- Relation of horses to vehicle (style, substance and type).
- The harmony of colour and style achieved between the carriage and the attire of the coachman, his passengers and grooms.

Horses/Ponies

- Substance, Manner
- Overall Impression
- Condition, Coat, Mane and Tail
- Hoof quality and standard of shoeing

Harness

- Correct size and fitting/suitability
- Traditional style and appearance
- Safe and satisfactory condition
- Overall condition and maintenance

Carriage

- Original carriage or replica
- Overall condition (cleanliness and colour).
- Quality of the restoration
- Authenticity of equipment (Carriage lamps, Horn/umbrella basket, whip, etc).

Coachman, Grooms and Passengers

- Style and condition of attire
- Condition in detail: shoes, hats, gloves and knee rugs
- Coachman's seat / posture, style of whip use and rein handling

5. The assessment criteria of a turnout in motion are, (walk or trot as per judge's request):

- Rhythm, relaxation, suppleness, momentum, on the bit and responsive to the aids
- With multiples the presentation and manner /impression as a whole
- Driving ability, efficacy of the aids given and rein handling as a whole

6. The use of protective horse equipment, irrespective of type, is prohibited in the presentation phase; for example, tendon boots, bandages, hoof and ear protectors, (with the exception of hoof boots) and will lead to a 10 point penalty in the event of a violation.

7. Arriving late to the presentation in front of the judges leads to a 5 point penalty.

8. The failure of a whip to carry the whip in his hand will incur 5 penalty points

9. Any external help/assistance during the presentation will lead to 10 penalty points.
10. The penalty points under rules 6 to 9 are incurred only once per turnout and presentation and not at each judge's station.

§ 14 Presentation Assessment / Score Sheet

1. The individual judge at each station enters his marks from 1 to 20 for each competitor in the presentation on a separate judge's score sheet (enclosure) as per the points / criteria mentioned under number 3. (Half points such as 7.5 etc. are permitted)
2. If the competitor is not awarded a 16 in any of the separately judged sections, then the judge who awarded the mark must explain why in each case on the score sheet and further indicate what measures the competitor might take to improve the marks awarded in this section in the future.

3. All the separately marked sections have their own grading coefficient for scoring purposes.

- Overall Impression	2		
- Horses/Ponies	2		
- Harness	2		
- Original Carriages before 1945	3	later year of build and replica	1
- Coachman, Groom & Passengers.	1		

4. The maximum number of marks achievable at any judge's station is 200 and for replicas and carriage constructed after 1945, 160 points.

The average of the points awarded by the three judges, minus any penalty point deductions from the presiding judge, represents the final score.

5. The results office converts the final presentation scores into the total number of penalty points received for the presentation. This points score will not only be entered into the presentation placings, but carried forward for use in the calculations to determine the overall result of the three phases of the competition.

§ 15 Module Route Drive without Driving Skills Test

1. The course tests the whip's ability to drive at an even pace under normal circumstances, as well as being able to adjust the speed of his horses over different course conditions.

The course must be suitable for all carriage types and offer a good driving surface without any noteworthy faults.

2. Depending on the demands of the route, the drive should be 12 to 17 kilometres long.

A mandatory break must be allowed for on drives that exceed 17 kilometres.

3. The coachman must comply with road traffic regulations and adhere to the highway code at all times. He drives entirely at his own risk and liability and is solely responsible for his actions.

4. The required speeds relating to the entire route are:

5 - 8 km/h for Draft/Heavy Horses (Coldbloods), small Ponies (up to 1,32 m)

8 - 12 km/h for Ponies from 1,33 m

10 - 12 km/h for Horses

8 - 10 km/h for large/heavy turnouts, (Coaches and similar).

5. Under special circumstances and depending on the drive's topography, the Head Judge may lower the aforementioned recommended speeds. He must inform the other members of the judging panel. Particular attention should be paid to promoting animal welfare beyond what is required by law.

6. The last 300m before the finish line should be clearly marked. The permitted gaits in this area are walk and trot. Stopping, driving circles or serpentines to use up time, or non-compliance with the permitted gaits during the last three hundred meters will be penalised with 5 penalty points.

7. Any form of external assistance during this phase will incur 3 penalty points.

8. The allowed time has a deviation of + or - 1 minute compared to the optimum time. Every second above or below this time is penalised with 0.2 penalty points.

9. When moving off, each competitor must carry with them a time sheet, on which the arrival And departure times, as well as times of any enforced stoppages can be entered. At the finish This completed time sheet must be countersigned and handed back by the competitor (or a groom or passenger).

In the event of the time sheet being lost, the competitor in question will be given the same number of penalty points as the worst performing turnout.

The time sheet will be passed on to the results office.

10. Any penalty points are taken by the results office and utilised both to establish the result of the marathon drive phase and to calculate the overall result.

§ 16 Module Route Drive with Driving Skills Test included.

In general the rules and provisions governing § 15 Module Marathon Drive without Driving Skills Test also apply here as well as:

1. The route can have at least 3 and a maximum of 5 (compulsory) skill tests. The final skill test must be at least 300 meters from the finish line away.

2. A maximum of 10 penalty points can be incurred at any of the individual skills tests as follows:

- | | |
|--|-------------------------------|
| - Not undertaking the skills test | 10 Penalty Points |
| - Not completely the test in full or with errors | see the test's penalty points |
| - Successful completion of test | 0 Penalty points |

3. The points obtained are determined by the judging panel/obstacle judge, who will record the individual skills tests on DTV score sheets. (Attachment)

4. If a competitor is not able to drive into an obstacle immediately upon arrival because another turnout is still in the obstacle (e.g. when doing the rein back) or for other reasons, the delay must be credited to this competitor's time. Therefore, when a turnout arrives under these circumstances, the obstacle judge must ensure that the time is recorded properly.

5. In order to ensure a conscientious assessment and penalty points process that is fair to all competitors, it is essential that the head judge, technical delegates or course builder make sure that each obstacle judge fully understands the demands of the obstacle and how penalty points are accrued.

6. Practising / trying out obstacles and driving skills test before the start of the test will lead to disqualification from the overall competition / result.

7. All points will be passed to the results office who will use them to calculate the result of the individual phase, as well as the competition's overall result.

§ 17 Module Driving Skills Test as a stand alone Competition.

1. The driving skills test can be undertaken / driven as a separate and independent competition.

2. In this competition, a route is specified on which there are a series of at least 6 and a maximum of 15 consecutive skill tests in accordance with the DTV's catalogue of tasks (enclosure).

3. The route and the skill tests must be completed in a direct line and in one go (exception: the rein back).

4. The time used to complete the route and the driving skills tests is not measured. The penalty points alone determine the result and the placings in this competition.

5. A maximum of 10 penalty points can be accrued at each skills test as follows:

- | | |
|--|-------------------------------|
| - Not undertaking the skills test | 10 Penalty Points |
| - Not completing the test in full or with errors | see the test's penalty points |
| - successful completion of test | 0 Penalty points |

6. The points obtained are determined by the judging panel/obstacle judges, who will record the individual skills tests on DTV score sheets. (Attachment).

7. Practising / trying out obstacles and driving skills test before the start of the test will lead to disqualification from the overall competition / result.

8. All points will be passed to the results office who will use them to calculate the result of the individual phase as well as the competition's overall result.

§ 18 Module Obstacle Driving

1. This phase requires the competitor to drive his turnout through a set course as quickly as possible. (Usually a cones course with balls, or similar).

2. The course ground should be a minimum of 3000 m.sq. and the number of obstacles / cones should be appropriate for its size. To ensure the safety of the turnouts, the ground should be mainly flat, with no holes or uneven areas.

3. The speeds are

160m/min. for Ponies, Coldbloods, Tandems, Three and Four-in-Hand and

180m/min. for all other turnout types.

In the event of difficult conditions (weather, surface conditions, etc.) the allowed time may be increased with the consent of the head judge or technical delegate

4. Braking during the test is forbidden and will incur 5 penalty points. The test begins when crossing the start line and ends upon traversing the finish line.

5. A turnout will be disqualified if it is on the course for longer than twice the allocated time.

6. The course will have no more than 20 obstacles. A combination of poles is not permitted.

The distance between each set of gates / cones must be a minimum of 12m.

7. Width of gates / cones:

- The track width is increased by 40 cm for two-wheeled vehicles.

- With four wheel vehicles the larger axle width determines the gate width

(Usually the rear axle) and it is also increased by 40cm;

- For tandem, unicorn and teams 50cm.

As historic/ original carriages are often built very long, the distance between the cones is calculated in relation to the shortest distance between the tyres on the front and rear wheels as follows:

- | | |
|-----------------|---------------------|
| - Up to 40 cm. | no increase |
| 41 - 59 cm | + 5 cm |
| 60 – 79 cm | + 10 cm |
| over 80 cm | + 15 cm |
| - Three abreast | Gate width = 260 cm |
| - Pickaxe | Gate width = 270 cm |

8. Where possible the obstacle course should be built and ready in time for the start of the day's competition and certainly made available for competitors to walk the course no later than three hours before the start of the test. The competitors are reminded to be appropriately attired when inspecting the course.

9. A judge declares the course open with an acoustic signal (usually a bell or similar). The competitor should salute the judges' panel before the start of the test and after the end of the course. Failure to comply will incur 5 penalty points.

10. Finishing outside the allocated time will incur 0.2 penalty points per second.

11. Not crossing the start line will incur 5 penalty points.

The judges will ask the competitor start again.

12. Every ball that is knocked down will incur 3 penalty points, although no more than 3 penalty points can be accrued per obstacle.

13. All the gates/cones must be successfully driven through by the complete turnout and in the correct numerical order.

14. The gates/ cones may not be driven through a second time, no matter from which direction. A violation will incur 5 penalty points.

If a whip misses out a pair of gates / cones, they may still drive through them, provided they have not yet driven through the next pair; otherwise, they will incur 5 penalty points.

15. A partly traversed pair of gates/cones will attract 3 penalty points, even without having knocking down a ball,

16. If any gates/cones not yet traversed are knocked over or altered by the turnout, then the judge's bell will ring for the clock to be stopped until their position is corrected.

The turnout may only continue on its way after approval by the judge (bell signal or similar) and receives 5 penalty points.

17. If you leave the course without crossing the finish line, then the clock will continue to run.

18. The speed and chosen gait are entirely the whip's choice.

19. A refusal or an evasive manoeuvre will not be additionally penalised.

20. Any form of external assistance during the module will incur 3 penalty points.

21. All points/scores will be passed to the results office who will use them to calculate the result of the individual phase as well as the competition's overall result.

22. Special Module, Obstacles, Artistic Impression

Calculated as a separate competition from the remainder of the obstacles phase, the style and artistic impression with which the coachman completes the course can be assessed and a special prize awarded for the most stylish coachman.

The judge or judges will award a score between 0 and 10, with 0.5 points also possible.

Assessment Criteria:

- Coachman's position on the box, whip and rein handling, aids given and their efficacy
- performed at a good basic tempo, the impression created should be fresh, rhythmical and energetic, but not rushed.
- considered and harmonious routing through the course.

§ 19 Module Obstacles and Driving Skills Test Combined

1. The combination of an Obstacle and Driving Skills Test can be scheduled as a separate and independent module.
2. This combination requires the competitor to drive his turnout as quickly as possible through a set course consisting of elements of an obstacles course and elements of the driving skills test taken from the DTV Skills Test Catalogue. (Attachment).
3. The driving skills tests chosen will be selected from all those in the DTV catalogue that can be driven at a forward going trot.
4. Apart from this, all the rules and assessment criteria applied to the separate modules of the obstacle and skills test phases will also apply here.
5. All points/scores will be passed to the results office and used to calculate both the result of this phase and the overall result.

§ 20 Results Office / Reports and Result Sheets

1. After the separate phases of the competition have been completed, the members of the judges' panel / obstacle judges will sign the score sheets and give them to the results office.

2. The event's DTV appointed head judge, is responsible for ensuring correct reporting and that all processes are followed through correctly; these include: the judge's panel, the show and results office as well as the general organisation of the overall event.

He oversees and checks the final results for completeness and correctness:

- the competitor's full name and carriage number
- correct carriage description, category and rubric.

3. He also signs off the final results list and ensures it is given to the DTV

4. The head judge's report and results list should be emailed to the DTV by the organiser within one week of the competition/event having taken place.

§ 21 Other Provisions

Any matters arising out of the fact that they are either not covered, or not covered in enough detail, by these regulations will be decided by the board of the DTV.