



EV60 DIVISION GUIDELINES: Description of Tests

DRESSAGE: The dressage phase should test a rider’s ability to pilot and control the horse at all three gaits: walk, trot and canter.

STADIUM JUMPING: The stadium phase should introduce horses and riders to the technical precision and obedience-related requirements associated with learning and jumping a course in a ring at a safe and controlled pace. The jumping course should be inviting and straight forward on a simple track.

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| Max height | .60 m | No combinations. No triple bars. No square oxers. |
| Max width | .60 m | |
| # of obstacles | 7-10 | |
| Speed | 225 mpm | |
| Distance | 350-450 m | |

CROSS COUNTRY: The cross-country phase should encourage riders to complete a simple cross-country course in an open field, safely and under control. The course should include straightforward, natural jumps, which are solid and inviting with clear ground lines.

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| Max height | .60 m | Straightforward fences should be built to the height of the level being jumped. Encourage the use of natural shades of colour; avoid bright colours & shiny or reflective materials/gloss paint. Approaches to, and landings from, obstacles should be on mostly flat terrain. A dry swale (very graduated shallow depression) is permitted. No bounces, combinations or relatable distances between fences. No corner fences, drops (> 20 cm), revetted ditches or water. Small bank <i>up</i> (< 30cm) is permitted with a mandatory option. Fences should be broad & inviting with ample distance from side to side or should include wings. |
| Max width | .60 m | |
| # of obstacles | 8-12 | |
| Speed* | 300 mpm | |
| Speed ‘fault’ time* | 375 mpm | |
| Distance | 850-1300m | |

***TIMING:** Timing is a key component of cross-country riding. The importance of timing at this early development level is to encourage riders to learn how to complete a rudimentary cross-country course while maintaining a safe and controlled speed. **All EV60 cross country rides shall be timed, and those times made available to coaches and riders for educational purposes.** XC maps at the EV60 level should, therefore, include an ‘optimum time’ and a reasonable speed window (noted in these Guidelines) to help riders and their coaches interpret their times in context, to learn to ride to pace. Each EV60 XC map should include the following directive so that coaches and riders are clear as to the relationship between timing and scoring: **“Speeds in the EV60 division are recorded for educational purposes (and can be used for breaking ties). No speed faults or penalties associated with posted times in EV60 cross-country will be applied for the purposes of scoring.”** At EC-sanctioned horse trials any rider may be pulled up for ‘dangerous riding’ by the Technical Delegate or Ground Jury where their speed is deemed to be unsafe.

Note: The OEA recommends that Organizers direct a basic visual tack check at the start of cross-country phase with the aim of ensuring the safe fitting of key pieces of equipment (such as girths and running martingales/stoppers) and visibility of pinny numbers, for example.