

# CHAPTER CP

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# CHAPTER CP

## CARRIAGE PLEASURE DRIVING DIVISION

### SUBCHAPTER CP-1 OFFICIALS

#### CP100 Judges.

1. The Judges for Pleasure Driving Competitions must be chosen from:
  - a. The list of Federation Pleasure Driving Judges;
  - b. The list of American Driving Society (ADS) Pleasure Driving Judges;  
(1) Must have a Federation Guest Judge's card.
  - c. The list of Federation licensed judges with experience in judging carriage driving.
2. The following may not serve as judges:
  - a. The Technical Delegate or the Course Designer of the same event.
  - b. The manager of the competition, or a member of the manager's family.
  - c. For additional restrictions, refer to GR1304.

#### CP101 Technical Delegates.

1. There must be a driving Technical Delegate for Federation-licensed open pleasure (carriage) driving competitions and for Federation Regular Member competitions that have more than 15 carriage driving classes.
  2. Technical Delegates must be chosen from:
    - a. The list of Federation Pleasure Driving Technical Delegates;
    - b. The list of ADS Pleasure Driving Technical Delegates.
- NOTE: b. must obtain a Federation Guest Technical Delegate's card.  
c. For additional restrictions, refer to GR1304.

### SUBCHAPTER CP-2 THE DRIVER

#### CP102 Style of Driving.

1. The term Driver used herein refers to the person controlling the reins, whip *and brake*.
2. Junior and adult drivers are defined as follows:
  - a. The age of an individual on December 1st shall be maintained until November 30th of the following year. Persons born on December 1st shall assume the greater age on that date.
  - b. Junior A - drivers who have not reached their 11th birthday. Junior A drivers may not compete in any classes held outside a securely enclosed arena. All Junior A drivers must be accompanied by *a knowledgeable adult horseman capable of rendering assistance at all times*.
  - c. Junior B - drivers who are older than 11 but not yet 14 years of age. Junior B drivers must be accompanied by *a knowledgeable adult horseman capable of rendering assistance at all times*.
  - d. Junior C - drivers who are 14 but not yet 18 years of age competing with a single horse/pony turnout may carry a groom/passenger at their discretion.
  - e. Adult drivers are those 18 years of age and over.
3. The driver should be seated comfortably on the box so as to be relaxed and effective. Either the one or two handed method of driving is acceptable. Common to both methods, the elbows and arms should be close to the body with an allowing, but steady hand enabling a consistent feel of the horse's mouth. Drivers should not be penalized or rewarded for using one style over another.
4. In all pleasure driving rail classes (Turnout, Working and Reinsmanship), it is preferred that the driver shall sit on the right side of the vehicle, unless construction of the vehicle prevents this.
5. When the terms "prohibited", "not permitted," "mandatory," or "obligatory" are used in these rules, any competitor who fails to comply **MUST BE ELIMINATED** by the judge, unless another penalty is stipulated.
6. When the terms "*must*" or "shall" are used in these rules, and no penalty is prescribed, any competitor who fails to comply, **MUST BE PENALIZED** by the judge.
7. *When the term "should" is used in these rules, any competitor who fails to comply SHALL BE PENALIZED AT THE JUDGE'S DISCRETION. BOD 1/18/09 Effective 4/1/09*

8. Headgear refers to protective headgear. The Federation strongly encourages all competitors to wear protective headgear which meets or exceeds current American Society for Testing and Materials (ASTM)/Safety Equipment Institute (SEI) Standards for equestrian use and carries the SEI tag. It must be properly fitted with harness secured. For junior drivers, refer to CP105 Dress of Driver.

#### CP103 Use of Whip.

1. An appropriate driving whip shall be carried, in hand, at all times while driving. The thong on the whip must be long enough to reach the shoulder of the farthest horse. A driver not in compliance with the above shall be severely penalized.
2. Failure to carry a whip in hand in an Obstacle Driving Class incurs elimination.
3. The whip salute may be used to acknowledge the judge at the start and finish of an individual test; the whip salute is used at the beginning and end of a dressage test. The whip salute is performed in one of the following ways:
  - a. By moving the whip, held in the right hand, to a vertical position, the butt end even with the face.
  - b. By moving the whip, held in the right hand, to a position parallel with the ground, the handle before the face.
  - c. A gentleman may place the whip in his left hand and remove his hat.
4. For use of the whip in Combined Driving, see Chapter DC, DCDC117.2.4; DC117.3; DC117.4; DC126.2.1; DC127.1; DC137.5; DC145.1 Rules for Combined Driving.

#### CP104 Outside Assistance.

1. Only the driver may handle the reins, whip, or brake during a competition. **Failure to comply incurs elimination.**
2. No change of driver is permitted, except where specified in class description (i.e. Double Jeopardy Obstacles).
3. Drivers receiving outside assistance after the judging has begun will be *penalized* at the judge's discretion *or as specified by class rules* unless that assistance has specifically been allowed.
4. Outside assistance which requires elimination includes, but is not limited to:
  - a. The use of communications devices of any kind between the driver and anyone else.
  - b. The use of electrical devices on the carriage intended to give the driver an advantage.
  - c. Directing the driver in any way during a dressage test or on an obstacle course.
  - d. *Anyone other than the driver handling the reins, whip or brake during a class.*  
*BOD 1/18/09 Effective 4/1/09*

#### CP105 Dress of the Driver.

1. Drivers and passengers should be dressed conservatively according to the style of the present day. Any attempt to introduce period costumes or gaudy trappings is discouraged.
2. Dress for the driver should conform to the type of turnout (i.e., Formal, Park, Country, Sporting).
  - a. In pleasure driving competitions, less traditional attire may be appropriate ONLY if it is specifically allowed in the prize list/Omnibus or class description, otherwise a penalty or elimination may result (See Pleasure Driving Appendix A).
3. Gentlemen must wear a coat or jacket while appearing in any class unless excused from doing so by the judge and/or show management. When accepting awards, gentlemen are requested to remove their hats.
4. Ladies must wear a conservative dress, tailored suit, or slacks. Floppy hats are discouraged.
5. Unless otherwise specified the driver shall wear a hat, an apron or knee rug and gloves. Protective head gear may be worn without penalty (see GR801)
6. Long sleeves and brown leather gloves are suggested for all drivers and passengers in pleasure driving classes.
7. All juniors in all competitions must wear protective headgear which meets or exceeds current ASTM (American Society for Testing and Materials)/SEI (Safety Equipment Institute) standards for equestrian use and carries the SEI tag. It must be properly fitted with harness secured. Failure to comply will result in elimination.

## SUBCHAPTER CP-3 GROOMS/ATTENDANTS

### CP106 Number of Grooms on Vehicle.

1. Two grooms are required on four-in-hands or unicorns to assist in the case of difficulty. *For USEF turnout classes, one groom is required for four-in-hand and unicorns. BOD 1/18/09 Effective 4/1/09*
2. A pair or tandem is required to carry 1 groom to assist in the case of difficulty.
3. A groom is optional for a single horse turnout.
4. Where grooms are required, at least one groom is required to be in attendance when outside of the ring and capable of rendering assistance at all times, failure to comply could incur elimination at the discretion of the judge.

### CP107 Dress for Grooms.

1. Grooms of either sex may wear stable livery in any but the more formal vehicles where full livery is appropriate. Where it is specifically allowed in a prize list or class description, less formal attire may be appropriate, but it should always be neat and clean. In all competitions, grooms shall wear a hat.
2. Stable Livery consists of one of the following:
  - a. A conservative suit, white shirt, dark tie, derby, dark shoes and brown leather gloves.
  - b. A conservative jacket, jodhpurs or drill trousers, jodhpur or paddock boots, white shirt, stock or four-in-hand tie, brown leather gloves, derby or conservative cap.
  - c. Hunting attire with a hunting derby or bowler.
3. Full Livery consists of a close fitting body coat with buttons of yellow or white metal to match the furnishings of the harness used (if possible), white breeches, black boots with tan tops, white stock, black top hat and brown leather gloves. The color of the coat remains the owner's preference, but preferred colors are conservative in nature and, where possible, complimentary to the color of the vehicle.
4. The term groom used herein refers to the person who in the opinion of the judge is capable of assisting in the event of difficulty.
5. In all cases, protective headgear *and sunglasses* may be worn without penalty. (See GR801) *BOD 1/18/09 Effective 4/1/09*

## SUBCHAPTER CP-4 THE HORSE

### CP108 General.

1. The pleasure driving horse may be of any breed, color or size as long as it is capable of performing the required gaits. In Pleasure Driving Competitions, the minimum age for a horse to be allowed to compete is three years of age. It is encouraged that 3 year olds be restricted to competition in maiden, novice or limit classes and not be allowed to cross enter into other divisions. In multiple turnouts the restrictions should be applied considering the age of the youngest horse. Restrictions must be clearly stated in the prize list/Omnibus. For competition purposes, any horse is considered to be one year old on the first day of January following the actual date of foaling.
2. Horses must be serviceably sound and must not show evidence of lameness, broken wind or impairment of vision in BOTH eyes.
3. In all levels of all Federation licensed Pleasure driving Competitions and in the case of any other Federation rule as it relates to the Pleasure Driving discipline as the context permits it, the term "horse" shall also include mules, donkeys, asses, miniature horses and draft breeds.
4. Stallions are prohibited in all classes restricted to Juniors and classes restricted to Maiden, Novice and Limit drivers.
5. Where entries warrant, Management is encouraged to offer special classes or divisions for those animals mentioned above and for gaited horses who do not naturally trot. In the case of non-trotting horses, the words "intermediate gait" can be used in place of "trot."

### CP109 Classifications by Size.

1. Horses over 14.2 hands in height will be classified as a horse. 14.2 hands and under will be classified as a pony.

2. In some competitions the pony division may be divided into small and large pony. In this case small/medium ponies will be 13.2 and under and large ponies will be over 13.2, not to exceed 14.2.
3. A registered horse of a breed permitting horses to be 14.2 or under (i.e. Arabian, Morgan, Quarter Horse, etc.) may show as a horse, but not as a horse and a pony at the same competition.
4. A multiple turnout must be shown in the classes or divisions which accommodate the tallest horse.
5. Very small equines are open to any horse 34" or under. At the discretion of show management very small equines measuring no more than 39" may be included in these classes.
6. Very small equines may be combined with ponies/horses in existing pleasure driving classes, or at the discretion of show management and where sufficient entries allow, may be shown in their own division.

#### **CP110 Turnout for the Horse.**

1. If shod, horses should be suitably shod for pleasure driving.
2. Braiding of mane is optional. Any mane, tail or fetlock trimming may conform to breed standards. Tails are not braided.
3. The application of artificial hair in mane or tail is prohibited. A tail set or the use of any foreign substance to induce a high tail carriage is prohibited.
4. Tails tied to vehicles or traces are prohibited.
5. In pleasure driving competitions bell boots, shin boots and wraps may be used only on the cross-country courses. In the case of inclement weather, bell boots may be allowed in the ring, at the discretion of the judge.
6. *See CP Appendix A- Turnout and Appointments for additional information on turnout for different types of carriages. BOD 1/18/09 Effective 4/1/09*

### **SUBCHAPTER CP-5 THE HARNESS**

#### **CP111 Driver's Responsibility.**

It is the driver's responsibility to see that the harness is in good condition, is clean and fits properly.

#### **CP112 Style of Harness.**

1. Specific national types of harness are permitted.
2. Bridles should be adjusted to fit snugly to prevent catching on the vehicle or other pieces of harness. A bridle with reins attached and passed through the saddle terrets must be in place whenever a horse is put to a vehicle. A throatlatch and a noseband or cavesson is mandatory. Under no conditions shall a bridle be removed from a horse while it is still put to a vehicle. Failure to comply will incur elimination. The horse must never be left unattended while put to a vehicle. Failure to comply will incur elimination.
3. Black harness is considered appropriate with painted vehicles, with shaft and pole trimmings done in black. It is also considered appropriate with a natural wood vehicle with iron parts painted any color except brown. Shaft and pole trimmings, dash and fenders are done in black.
4. Russet harness is considered appropriate with:
  - a. natural wood vehicle with brown or black iron,
  - b. painted vehicle with natural wood panels with any color iron, or
  - c. vehicle that is painted brown with brown iron. Shaft and pole trimmings should match the harness.
5. All metal furnishings should match, be secure and polished.
6. Breast collars are appropriate with lightweight vehicles.
7. Full collars are suggested for heavy carriages such as coaches, brakes, phaetons, dog carts, etc. In all pleasure driving classes, collars on four-in-hand leaders are not to be tied together.
8. A correctly fitting harness saddle is important for the comfort of the horse. A wide saddle is suggested for two wheeled vehicles as more weight rests on the horse's back. Narrower saddles are more appropriate for four-wheeled vehicles.
9. Martingales are permitted only if appropriate for a vehicle being used, (e.g. standing martingales are only appropriate for a Stanhope Gig or George IV Phaeton).

10. Martingales and overchecks are prohibited in *Driven Dressage* and *Obstacle* classes for all carriages. Failure to comply will incur elimination. Sidechecks are optional. In pleasure driving classes (turnout, working and reinsmanship) overchecks may be appropriate for road carts and four wheeled buggies. See Appendix A.

11. Tying down of tongue is prohibited.

12. In pleasure driving classes, the collars of four-in-hand leaders are not to be tied together.

13. The use of kicking straps is considered permissible in pleasure driving classes, but they should match the harness being used.

14. Flash nosebands are strongly discouraged in pleasure driving classes.

*15. Boots- Bell boots, shin boots and wraps may be used only on the cross country courses. In the case of inclement weather, at the judge's discretion bell boots may be allowed in the ring. Boots protecting the sole of the foot may be allowed in any pleasure classes.*

*BOD 1/18/09 Effective 4/1/09*

### **CP113 Bits.**

Snaffle bits and other types of traditional driving bits are allowed. Bits may be covered with rubber or leather. Burr, gag, and twisted wire bits are not permitted.

## **SUBCHAPTER CP-6 THE VEHICLE**

### **CP114 Driver's Responsibility.**

All persons involved in the competition, drivers, passengers, grooms, officials, spectators, etc., should keep safety foremost in their minds. Having the horse under control at all times not only is a safeguard for a driver and his passengers, but for everyone involved in the sport.

### **CP115 Style of Vehicle.**

1. Drivers should strive to present an appropriate turnout. "Appropriate" indicates the balance and pleasing appearance of the combination of horse and vehicle. Factors determining the above include compatible size, type and weight of horse and vehicle. The way of going of the horse may also affect the overall appearance, i.e. a high action horse is more suitable for a formal vehicle; the low going ground covering horse presents a more pleasing appearance for a road or country type vehicle.

2. Wire wheeled and pneumatic tired vehicles are permitted in the following classes (at management's discretion) providing it is so stated in the prize list/catalog.

a. If it is the competition's first year as a licensed competition.

b. In all pleasure driving classes if the vehicle is an antique wire wheel vehicle (long wire spokes, hard rubber tires).

c. In maiden, novice or junior pleasure driving classes.

*3. Management may allow the use of more than one vehicle under the same Entry number. This must be clearly explained in the Omnibus/Prize list. BOD 1/18/09 Effective 4/1/09*

4. Vehicles designed to be servant driven or commercial vehicles and harness are only eligible in classes restricted to their type unless specifically indicated in the prize list.

5. Competition management may elect to restrict combined driving marathon vehicles from participation in pleasure driving competitions. The combined driving marathon vehicle is specifically defined as one that is built for the singular purpose of combined driving marathon use and would not be traditionally appropriate for presentation, dressage or a turnout class.

6. All pair entries must be driven to a four wheel vehicle except a Curricule or Cape Cart with appropriate harness.

## **SUBCHAPTER CP-7 GENERAL RULES FOR PLEASURE COMPETITIONS**

### **CP116 Entry.**

1. An entry is defined as a combination of horse(s), vehicle and driver and must be assigned a specific entry number. If a championship based on Federation Rules is offered, a change of any part of the combination constitutes a different turnout and must be assigned a separate number. In the event that a vehicle is disabled or judged unsafe to con-

tinue, management may authorize the substitution of another vehicle without issuing a new number.

- a. Management may allow changes of an entry (i.e., using a different vehicle for cones) while still compiling points towards a Championship. This must be clearly spelled out in the prize list and/or Omnibus.
2. All entries must have an entry number before entering any class. It is the driver's responsibility to display the proper number for the turnout entering the ring or obstacle course. No award will be given any competitor participating in any class without a number or while displaying the incorrect number for that turnout.

**CP117 Division of Large Classes.**

1. Large classes should be split by the judge, technical delegate or management if conditions warrant. The size of the ring will determine when a class should be split. Unless the ring is very large, classes of more than 14 entries should be split. In a small ring the class may need to be split at a lower number of entries.
2. The judge has discretion on how the division is made, keeping the following in mind, when applicable:
  - a. separation of multiple and single entries;
  - b. separation of horses and ponies;
  - c. separation of 2- and 4-wheeled vehicles.
3. Management has the option to have final placings determined by working off the leaders of each section or by awarding duplicate ribbons and/or trophies for each section as if they were a separate class.

**CP118 Driver's Responsibility.**

1. It is the responsibility of the driver to see that he and all attendants and passengers are appropriately attired for the class in question and that the horses are properly presented.
2. Excessive use of the voice, shouting or whistling to the horse may be penalized at the judge's discretion. The driver should strive to control the horse's movements with a discrete use of vocal aids.
3. The driver must be prepared to enter the ring or obstacle course area when his/her class is called. After a reasonable wait, management may announce that a time limit will be invoked as per GR831.2. When the appropriate time has elapsed, the gate or course will be closed and any entry not in the ring or at the course start will be excluded from the class. Management may give permission for the class to be held for an entry which requires an equipment change.
4. In the case of an accident or equipment failure which necessitates repair or readjustment all grooms or passengers carried on the vehicle must dismount the vehicle. They should not remount until the problem has been corrected or the turnout deemed fit to continue. The exception would be in the case of a minor adjustment (i.e. trace down) and only the necessary groom need be put down. Appropriate penalties will be assessed according to class specifications.
5. The driver should always be the first person to enter the vehicle and the last to leave. Passengers must never be left on the vehicle while the driver is dismounted unless the passenger has taken control of the reins.
6. *No turnout should rely solely on a groom or other attendant standing on the ground to control the horse/ horses with the exception of hitching and/or unhitching. If a driver dismounts for any reason other than to make minor adjustments to harness, carriage, or to unhitch, the reins should be given to a driver seated on the vehicle. BOD 1/18/09 Effective 4/1/09*
7. Drivers should strive to maintain a safe distance from other vehicles both during the competition, in the warm up area and parking areas.
8. The Federation neither encourages nor discourages dogs accompanying an entry. However, dogs are not allowed to run alongside, behind, or under the vehicle during competition. In no circumstances may a dog be tied or in any way attached to the vehicle.

**CP119 Leaving Arena.**

1. No entry may leave the arena after judging has begun without permission from the judge and/or ringmaster. EXCEPTION: In the event of an accident or equipment failure which requires either medical attention or repair, the turnout must leave the arena as soon as possible.

2. If asked to leave the ring by the judge and/or ringmaster, the turnout must do so as soon as possible.

### **CP120 Groom/Passenger.**

1. Minor adjustments to harness may be made upon permission from the judge. A groom/passenger riding on the vehicle may be put down to assist with the adjustment without penalty, except in dressage and obstacle classes.
2. After judging begins, no attendant may enter the arena without the permission of the judge (except in the case of accident, or to prevent an accident).
3. Leading a turnout into the ring or obstacle course start is considered outside assistance and not permitted.
4. Grooms may not stand behind the driver. If the vehicle does not permit the groom to sit behind the driver, permission must be obtained to allow the groom to sit beside the driver in obstacle classes.
  - a. In pleasure driving ring classes (turnout, working and reinsmanship) a groom / passenger may sit beside the driver.
5. When a groom or passenger is put down to head the horse or horses during a line-up, he or she must remount when the driver moves off. This includes individual tests. Exception: For receiving awards. Failure to comply should be penalized.

## **SUBCHAPTER CP-8 CLARIFICATION OF GAITS**

### **CP121 Description of Gaits.**

The following descriptions constitute the approved standard for performance of each of the required gaits in a pleasure driving competition.

1. **WALK:** A free, regular and unconstrained walk of moderate extension is required. The horses should walk energetically, but calmly, with even and determined pace. A walk is a four beat gait.
2. **SLOW TROT:** The horse should maintain forward impulsion while showing submission to the bit. The trot is slower and more collected, but not to the degree required in the dressage collected trot. However, the horse should indicate willingness to be driven on the bit while maintaining a steady cadence.
3. **WORKING TROT:** This is a pace between the strong and the slow trot and more round than the strong trot. The horses go forward freely and straight; engaging the hind legs with good hock action; on a taut, but light, rein; the position being balanced and unconstrained. The steps should be as even as possible. The hind feet touch the ground in the foot prints of the forefeet. The degree of energy and impulsion displayed at the working trot denotes clearly the degree of suppleness and balance of the horses.
4. **STRONG TROT:** This is a clear, but not excessive, increase in pace and lengthening of stride while remaining well balanced and showing appropriate lateral flexion on turns. Light contact to be maintained. Excessive speed will be penalized.
5. **HALT:** Horses and vehicle should be brought to a complete square stop without abruptness or veering. At the halt, horses should stand attentive, motionless and straight with the weight evenly distributed over all four legs and be ready to move off at the slightest indication from the driver.
6. **REIN BACK:** Rein back is defined as a backward movement in which the legs are raised and set down simultaneously in diagonal pairs with the hind legs remaining well in line. To be performed in two parts: a) The horse must move backward at least four steps in an unhurried manner with head flexed and straight, pushing the carriage back evenly in a straight line. The driver should use quiet aids and light contact. b) Move forward willingly to former position using the same quiet aids. Road coaches and park drags should not be asked to back.
7. **CANTER:** A controlled three-beat gait consisting of three evenly spaced footfalls followed by a "suspension" phase when all four legs are off the ground. The three beats and suspension are considered one stride.
8. **GALLOP:** A four-beat gait, faster than a canter.
9. **STRIDE:** A stride is defined as the cycle of movement that is completed when the horse's legs regain their initial position. Length of Stride refers to the amount of ground covered by an entire sequence.

10. INTERMEDIATE GAIT: Breed-specific gaits will be used in Divisions for non-trotting breeds.

11. In Carriage Pleasure Driving classes for mules and donkeys, the gaits are walk, slow trot and working trot.

## **SUBCHAPTER CP-9 DIVISIONS.**

Pleasure driving classes may be offered in various divisions at the discretion of Management. The following descriptions constitute definitions for some suggested divisions of classes.

### **CP122 Divisions Based on the Horse.**

1. Configuration of turnout being shown (i.e. Single, Pair, Tandem, Unicorn, and Four-in-Hand). If entries warrant, singles may be split into two and four wheel sections.
2. Size of animal (i.e., Horse, Pony).
3. The pony divisions may be combined. Combinations of divisions must be clearly explained in the prize list. Suggested pony divisions, not combined, are as follows:
  - a. Very small equines: open to any horse measuring no more than 39" (99cm)
  - b. Small pony: ponies measuring over 39" (99cm) but not exceeding 12.2 hands (50"/127cm)
  - c. Medium pony: ponies measuring over 12.2 hands (50"/127cm) but not exceeding 13.2 hands (54"/137.2cm)
  - d. Large pony: ponies measuring over 13.2 hands (54"/137.2cm) but not exceeding 14.2 hands (58"/147.32cm)
4. The minimum age for a horse to compete is three (3) years of age (CP108.1). In multiple turnouts, the restrictions are to be applied considering the age of the youngest horse. It is encouraged that three (3) year old horses be restricted to maiden, novice or limit classes and not be allowed to cross enter into the other divisions. See GR102.

### **CP123 Divisions Based on the Driver.**

1. Gender (i.e. Junior, Adult).
2. Sex (i.e. Lady Driver, Gentleman Driver) may be restricted to a specific age or open to all.

### **CP124 Divisions Based on Experience.**

1. Stallions are prohibited in all maiden, novice and limit driver classes.
2. Maiden – not having won a first place ribbon in an approved ADS and/ or USEF driving competition. Maiden horse and Maiden Driver classes may be offered.
3. Novice – not having won three first place ribbons in an approved ADS and/or USEF driving competition.
4. Limit- not having won six first place ribbons in any approved ADS and/or USEF driving competitions. Limit horse and Limit Driver classes may be offered.
5. Open- open to all drivers as defined in CP102 and to all horses as defined in CP108.
6. Ribbons won in ADS or USEF Carriage Pleasure classes of less than 3 entries are not to effect driver or horse status.

### **CP125 Special Divisions.**

1. Commercial for light or heavy horses to an appropriate commercial vehicle.
2. Breed - some competitions may wish to encourage participation by offering a division for a particular breed or type of horse. In the case of breeds which do not naturally trot, the term "trot" may be replaced in the class description as "intermediate" gait.
  - a. Park – A pleasure driving class in which entries are judged primarily on gaits. This class is limited to park type horses and ponies. To be shown in an appropriate vehicle. This class (division) can be offered for Park Vehicles or as a Park Horse Working Horse class. To be shown both ways of the arena at a park walk, park trot and show your horse (a smart trot without excessive speed). Clean rhythmic and fluid action desired which is straight and true. To be judged on quality, performance, presence, manners, and suitability as a stylish harness horse. **TO BE PENALIZED:** Laboring action, mixed gaits, unbalanced action, pulling, tossing the head, fighting the bit, carrying the head to one side, leaving the hocks behind strung out, breaking of gait, loss of form due to excessive speed, bad manners. Entries should stand quietly in the line up.  
To be judged:  
70% on performance, quality of horse and manners

30% on suitability of vehicle

Gaits: Defining the Gaits:

- (1) Park Walk: a highly collected gait with good action and animation. It should have snap and easy control. It can be either a 2- 4 beat gait. It is performed with great style, elegance and airiness of motion. It should display the horse's good manners.
  - (2) Park Trot: Performed in a highly collected manner, speed to be penalized. The horse's energy should be directed toward animation rather than speed. 2 beat diagonal gait.
  - (3) Show Your Horse: At this command, the driver has the privilege of showing the Park Harness Driving Horse(s) to its (their) best advantage at the trot, but speed will be penalized.
3. Local: for drivers living or horses stabled in a specified local area.
  4. Open: open to all drivers and horses.
  5. Divisions:
    - a. Configuration of Turnout: Single, Pair Tandem, Unicorn, and Four-in-Hand. If entries warrant, single vehicles may be split into two and four-wheeled sections.
    - b. Vehicle type: Antique 2 wheel, 4 wheel, specific vehicle type, etc.
    - c. Local- for drivers residing within or horses stabled within a specified local area.
    - d. Breed- by breed or type of horse.
  6. In all levels of all Federation licensed Carriage Pleasure Driving Competitions and in the case of any other Federation rule as it relates to the Pleasure Driving discipline as the context permits it, the term "horse" shall also include mules, donkeys, asses, burros, miniature horses and draft breeds. As a courtesy to competition management, these entries should contact the competition secretary prior to the competition.
    - a. Where entries warrant, management is encouraged to offer special classes or divisions for those animals mentioned above and for gaited horses.
    - b. If classes are offered for donkeys and/or draft breeds, the gaits required are the walk, slow trot and working trot.
    - c. If classes are offered for donkeys they may be divided into miniature, small, standard, large standard and mammoth.

### CP126 Championships.

1. When a championship for a division and/or a show is awarded on points, all competitors in the division and/or show must be given equal opportunity to accumulate points. All sections/divisions included in the championship must have an equal number of classes.
2. Competition management is strongly encouraged to post a scoreboard in a prominent place. The scoreboard should be updated throughout the competition and at least 30 minutes prior to making the championship awards.
3. A tie in championship points may be broken at the judge's discretion by best placing in the reinsmanship class, or working class if reinsmanship is not offered, or by a work-off.
4. A tie for reserve may be decided by a coin flip if all parties agree; if not, a work off will be conducted.
5. Points for all classes are awarded as follows:

### NUMBER OF EXHIBITORS

Placings	3-8	9-15	16-25	26+
1	15	20	25	30
2	10	15	20	25
3	5	10	15	20
4	4	5	10	15
5	3	4	5	10
6	2	3	4	5

- a. All placings are final one hour after the conclusion of the show. It is recommended that championship results are posted as soon as possible after conclusion of classes.

**SUBCHAPTER CP-10 CLASS SPECIFICATIONS****CP127 Pleasure Driving Turnout.**

1. A pleasure driving class in which entries are judged primarily on the performance and quality of each turnout. To be shown both ways of the arena at a walk, slow trot, working trot, and strong trot. To stand quietly and to rein back.
2. To be judged: 70% on the condition, fit and appropriateness of harness and vehicle, neatness and appropriateness of attire and overall impression; 30% on performance, manners and way of going.

**CP128 Pleasure Driving - Working.**

A pleasure driving class in which entries are judged primarily on the suitability of the horse to provide a pleasant drive. To be shown both ways of the arena at a walk, slow trot, working trot and strong trot. To stand quietly, both on the rail and while lined up, and to rein back. All entries chosen for a workout may be worked both ways of the arena at any gait requested by the judge and/or may be asked to execute a figure of eight. To be judged: 70% on performance, manners and way of going of the horse(s); 20% on the condition and fit of harness and vehicle; 10% on neatness of attire.

**CP129 Reinsmanship.**

1. Pleasure Driving – Reinmanship.
  - a. A pleasure driving class in which entries are judged primarily on the ability and skill of the driver. To be shown at a walk, slow trot, working trot and strong trot. Drivers shall be required to rein back. All drivers chosen for a workout may be worked at any gait requested by the judge and may be asked to execute a figure of eight and/or perform other appropriate tests. The driver should be seated comfortably on the box so as to be relaxed and effective. Either the one or two-handed method of driving is acceptable. Common to both methods, the elbows and arms should be close to the body with an allowing but steady hand enabling a consistent “feel” with the horse’s mouth. Drivers should not be penalized or rewarded for using one general style over another. In order to evaluate a driver’s versatility, the judge may request a test involving driving with one hand.
  - b. To be judged: 75% on handling of reins and whip, control, posture, and overall appearance of driver; 25% on the condition of harness and vehicle and neatness of attire.
2. Freestyle – Reinmanship
  - a. *A Pleasure Driving class in which entries are judged individually on the skill of the driver’s execution of a self-designed driving test.*
  - b. *The following required elements must be demonstrated, using any driving style and in any order, within a two minute period. The two minutes commences when the nose of the horse passes through the start markers and ends when the signal is given, although the driver may finish sooner, indicated by a halt and salute.*
  - c. *At management’s discretion, music may be allowed.*
  - d. *Entries must submit a clearly composed, legible description and diagram of their test to the Organizer 1 hour prior to the start of the class.*
  - e. *Required elements:*  
*Walk Slow Trot*  
*Working Trot Strong Trot*  
*Halt (stand quietly) Reinback*  
*Salute*
  - f. *To be judged on the driver’s skill, use of aids, quality of transitions, performance. The elements will be evaluated 10 points each by the judge, with an additional 10 points for overall impression. Degree of difficulty will decide ties. BOD 1/18/09 Effective 4/1/09*

**SUBCHAPTER CP-11 CLASS SPECIFICATIONS - COMBINATION****SECTION 1. Introduction and General Rules.****CP130 Introduction.**

In combination classes the driver is asked to drive for a portion of the class and then to ride for the remainder of the class.

**CP131 General Rules.**

1. The entry must be shown by the same person in all sections or by one in the drive section and another in the ride section(s) at management's discretion. The conditions must be clearly explained in the prize list.
2. Up to 2 grooms or attendants may assist with unharnessing and saddling.
3. A bridle with a rein attached and passed through the saddle terrets must be in place whenever a horse is put to a vehicle. Failure to comply will incur elimination.
4. The judge may not request that entries be reharnessed after performing under saddle.
5. The judge may allow vehicles to remain in the arena or request that they be removed. If vehicles are removed, additional attendants may enter the arena to assist. If allowed to remain in the arena, a groom is permitted to attend the vehicle and wheel horse in a sporting tandem class.
6. Protective headgear must be worn by riders in all classes requiring horses to jump. This headgear must replace driving hats immediately prior to the jumping performance.
7. In combination hunter and sporting tandem classes, jumps must be adjusted for horses and ponies, regardless of whether they are competing separately or one against the other. Ponies jump 2'- 2'6" and horses a 2'6"- 3' (See CP109).
8. Riders must be provided a practice jump prior to any class in which jumping is required. A diagram of the course must be posted at least one hour before class time.
9. In sporting tandem classes, the leader and wheel horse need not be matched as to color, size, way of going, or breed.

**SECTION 2 - Class Conditions.****CP132 Drive and Ride.**

1. Single horse to be shown in two concurrent sections:
  - a. In Harness: To be shown to a suitable pleasure driving vehicle, both ways of the arena at a walk, slow trot, working trot, and strong trot. To stand quietly and to rein back.
  - b. Under Saddle: To be shown both ways of the arena at a walk, trot, and canter. To stand quietly and to rein back.
  - c. To be judged: 50% on performance, manners, way of going and suitability in harness; 50% on performance, manners, and way of going under saddle.

**CP133 Combination Hunter Single Horse.**

1. To be shown in two or three concurrent sections.
  - a. In Harness: To be shown to a suitable pleasure driving vehicle, both ways of the arena at a walk, slow trot, working trot, and strong trot. To stand quietly and to rein back.
  - b. Under Saddle: To be shown under saddle both ways of the arena at a walk, trot, canter, and hand gallop. To stand quietly and to rein back. Additional tests may include mounting and dismounting, opening a gate, etc.
  - c. Over Fences: To be shown over a course of no more than four fences (combinations are not permitted). Protective headgear must be worn.
  - d. To be judged: 40% on performance, manners, way of going and suitability in harness; 30% on performance, manners and way of going under saddle; 30% on hunting performance over fences.
2. Competition organizers may omit the Under Saddle section, in which case the following percentages shall apply: 50% on performance, manners, way of going and suitability in harness; 50% on hunting performance over fences.

**CP134 Sporting Tandem.**

1. To be shown in two sections.
  - a. In Harness: To be shown to a suitable tandem vehicle with leader wearing a hunting saddle, hunting bridle and breast collar. To be shown both ways of the arena at a walk, slow trot, working trot and strong trot. When the wheel horse is performing the required trot gaits, the leader may be allowed to canter. To stand quietly, and to rein back. Entries may be asked individually to execute a figure of eight.

- b. Under Saddle: The leader to be shown under saddle both ways of the arena at a walk, trot, canter, and hand gallop. To stand quietly and to rein back. Entries may be asked individually to jump two fences. Protective headgear must be worn. GR801
- c. To be judged: 60% on performance, manners and way of going in harness; 40% on performance, manners and way of going under saddle.

## Subchapter CP-12 CLASS SPECIFICATIONS - CONCOURS D'ELEGANCE

### SECTION 1 - Introduction and General Rules.

#### CP135 General Rules.

1. The class may be judged:
  - a. as a separate class
  - b. in conjunction with the marathon
  - c. by overall impression throughout the competition
  - d. Whichever method is to be used must be clearly explained in the prize list.
2. The entry fee for the class remains the option of the management, however, if the class is judged in conjunction with a marathon or on an overall impression throughout the competition, it is recommended that no entry fee be charged and all participants be eligible.
3. Management may invite a local dignitary or celebrity to act as an honorary judge; an ADS or USEF recognized judge must also be in the ring.

### SECTION 2 - Class Conditions.

#### CP136 Class Conditions.

The essence of the competition is the word "Elegance". The winner will be the turnout which, in the opinion of the judge, presents the most elegant effect. This will include vehicle, harness, appointments, horses, driver, passengers, grooms, etc., but above all, general impression is most important. Vehicle and harness may be inspected to insure thoughtful restoration and careful maintenance. Attention will be paid to the personal appearance of the driver, grooms, and passengers as it contributes to the overall picture. Period costumes are definitely prohibited, unless otherwise stated in the prize list. Performance will not be judged unless it detracts from the elegance of the turnout.

#### CP137 Carriage Dog Class.

1. Judged primarily on suitability of the dog to serve as a companion (maximum one [1] dog per carriage). To be judged both ways of the arena at a walk, slow trot, and working trot. The dog may stand or be seated in the carriage. The dog may run behind, beside or at the axle of the carriage, but the dog must be under control at all times. The dog may not be restrained in any way by being tied to the carriage or driver. The driver may not hold the dog, and the dog may not interfere with the driver in any way.
2. The dog may be of any breed.
3. To be judged:
  - a. 60% on the dog
  - b. 30% on the performance, manners and way of going of the horse(s)
  - c. 10% on overall impression of the turnout, including the dog
4. As a variation, the spectators, in the form of applause, may judge this class. The judge may stand behind each entry and raise a hand, asking the spectators to respond. If this method of judging is to be used, it must be so stated in the prize list.

## SUBCHAPTER CP-13 CLASS SPECIFICATIONS - OBSTACLE DRIVING

### SECTION 1 - Introduction and General Rules

#### CP138 *Attire. BOD 1/18/09 Effective 4/1/09*

Drivers should dress appropriately when competing in any pleasure driving class, including obstacles. This should be show attire unless otherwise specified in the prize list.

#### CP139 Participation.

1. A driver may not compete more than once in the same obstacle class or in classes which use the same course.

2. A horse may not be entered more than once in the same obstacle class or in classes which use the same course.
3. A person who rides as a groom/passenger with one entry may not compete as a driver in the same class, or in any class using the same course.
4. Grooms may not stand behind the driver. If the vehicle does not permit the groom to sit behind the driver, permission must be obtained to allow the groom to sit beside the driver.

#### **CP140 Course Walk.**

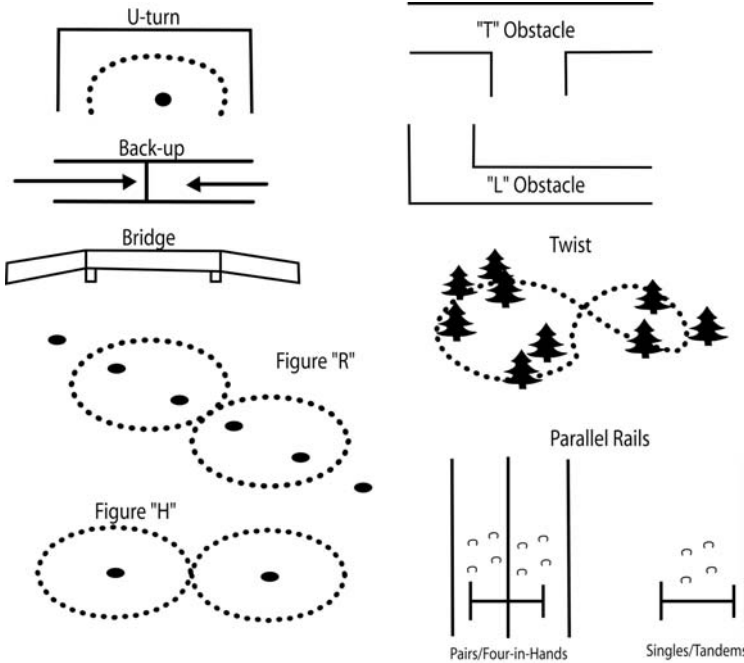
1. Drivers must be allowed time to walk the course prior to the start of a class and to inspect each obstacle.
2. While walking the course, drivers shall not alter, adjust or in any way move an obstacle, or any part thereof. Should a competitor have any question regarding a specific obstacle or obstacle, he should call it to the attention of the technical delegate for clarification and/or adjustment.

#### **CP141 Schooling.**

1. A practice obstacle must be provided for use in a specified area. Times for the use of the area may be controlled by management.
2. Drivers are prohibited from driving, leading, or riding horses or from allowing the horses to be driven, lead, or ridden on any course at any time prior to the competition. Failure to comply incurs elimination.

#### **CP142 The Course.**

1. The course may consist of individual (paired cones) or other type markers (rails, fence panels, barrels, etc.).
2. Each obstacle on a prescribed course must be numbered consecutively and marked red on the right, white on the left (Exceptions: Scurry, Pick Your Route and Gambler's Choice classes). Any obstacle that cannot be clearly marked, for example, a figure of eight or an obstacle that requires a back-up, must have a clearly drawn pattern explaining the correct entrance, exit and required path on the course diagram. Within courses that consist of numbered obstacles, if possible it is suggested the number of an obstacle should be visible from the obstacle before it; i.e. #3 from #2. Only in Gamblers Choice classes are point values displayed. *In Reverse Psychology and Double Jeopardy classes, a different colored set of numbers may be placed to indicate the required "reverse" course.*
3. Obstacles requiring a halt or a back-up are not permitted except in Gambler's Choice class.
4. If any part of an obstacle is at any time disturbed or dislodged out of its sequence or *if any obstacle, start, or finish line is driven backward or driven twice, it will be considered to have been driven incorrectly and will be scored under the rules for each specific class. See exceptions regarding the correct driving of the start and finish lines for Scurry, Pick Your Route, Gambler's Choice and Double Jeopardy classes. BOD 1/18/09 Effective 4/1/09*
5. The entire turnout (all horses and vehicle) must pass through the markers. If the vehicle straddles a marker, score for a disobedience will incur regardless of an actual disturbance. If the entire turnout passes outside of the markers, the competitor will be judged off course. All wheels must pass through the start and finish markers to be considered driven correctly.
6. When a disturbance or dislodgement occurs at a complicated obstacle (figure of eight, U-turn, L-turn, etc.) the intended pattern must be completed as closely as the disturbance or dislodgement will allow or the obstacle will be considered driven incorrectly and scored under the rules for each specific class.
7. An obstacle course will be considered "different" only if its pattern is reversed or its obstacle sequence is altered (minimum 30% or of the obstacles have their sequence changed or reversed). Removing or adding obstacles at the beginning or end of a diagrammed pattern does not constitute a course change.
8. While many devices prove useful as obstacle markers, the traffic cone (see illustration) is the most easily obtained and quickly set. Cones used should be standard height with hollow tops to accommodate a ball, orange or similar round object.
9. A course diagram and applicable time allowed must be posted at least two hours before the start of the class.



**CP143 Width of Obstacles.**

1. *The track width is measured at ground level on the widest track width of the vehicle. An allowance may be added for multiple horses that are wider than the wheel width of the vehicle.*

- a. Classes emphasizing
  - (1) *Precision* (Fault classes) 8-10" 20-25 cm
  - (2) Speed (*Speed* Classes) 12-16" 30-40 cm
  - (3) Four-in-hand Classes 16-20" 40-50 cm
- b. Following are settings for multiple obstacles:
  - (1) L Shaped Obstacle 12 ft. (3.6 m)
  - (2) U Shaped Obstacle 12 ft. (3.6 m), in; 15 ft. (4.5 m), out

3. Maiden classes will benefit from wider adjustments.

4. Metric and U.S. Customary measurements are given to assist the management and a metric conversion chart is shown below. In this way, either style of measuring can be used depending on the equipment available.

**METRIC CONVERSION CHART**

WHEN YOU KNOW	MULTIPLY BY	TO FIND
Inches	2.54	centimeters
Centimeters	<i>0.3937</i>	inches
Yards	.9	meters
Meters	<i>3.281</i>	feet
<i>Feet</i>	<i>0.3048</i>	<i>meters</i>
Miles	<i>1.609</i>	kilometers
Kilometers	<i>0.6214</i>	miles

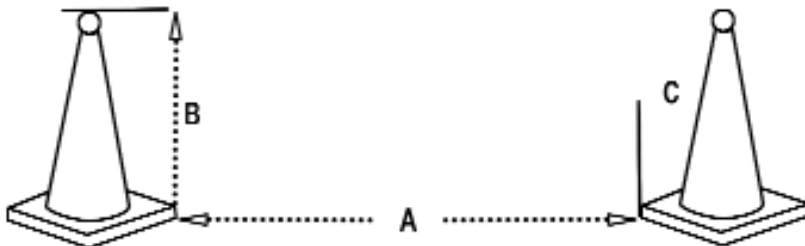
*BOD 1/18/09 Effective 4/1/09*

**CP144 Measurement of Obstacles.**

- 1. Markers are set in pairs, the specified distance wider than the track width.
- 2. For traffic cones adjustment is made as follows:
  - a. The track width of each vehicle should be taken at the ground on the widest pair of wheels. The allowance is added and the cones aligned and adjusted from corner to corner. This allows the greatest distance between the corner of the base and the upright

portion of the cone. The taper of the cone provides clearance for normal hubs or whiffletrees or splinter bars.

b. If a whiffletree or splinterbar proves to be too wide for this arrangement, the cones may be adjusted using the whiffletree measurement plus the appropriate allowance, measured at the height on the cone that is the same height as the whiffletree is above the ground. (See illustration below)



3. On markers with perpendicular sides, adjustment for the widest part of the vehicle at the highest part of the marker may be made.

4. Care should be taken when numbers are placed on markers to ensure that the numbers do not protrude inside the markers where they might be hit without hitting the obstacle itself.

5. It is the responsibility of the technical delegate to insure that each set of markers be properly adjusted.

6. The Technical Delegate should inspect any marathon, cross-country course or obstacle course at a time early enough to allow any changes or alterations to conform to the rules and directives for safety and drivability. The Technical Delegate must bear in mind that alterations to any course are only in order if the plan violates a specific rule or is clearly undrivable or unsafe.

#### CP145 Time Allowed.

1. Obstacle courses should be accurately measured with a measuring wheel, if possible, or tapeline.

2. The Time Allowed is calculated by dividing the course measurement by the set speed for each class. *A driveable line from obstacle to obstacle should be followed when determining the course length.*

3. Suggested speeds:

- |  |                            |
|--|----------------------------|
| a. Singles                               | 725 ft. (220 m) per minute |
| b. Pairs                                 | 725 ft. (220 m) per minute |
| c. Tandem and Four-in-hand <i>Horses</i> | 650 ft. (200 m) per minute |
| d. <i>Tandem and Four-in-Hand Ponies</i> | 620 ft. (190 m) per minute |
- BOD 1/18/09 Effective 4/1/09*

4. Time Limits are twice the Time Allowed.

5. Any obstacle class in which placings are decided using a total time, does not require calculating a "time allowed". A time limit may be set, at management's discretion, allowing a reasonably easy speed required to complete the course, keeping in mind the tightness of turns and limitations of the arena.

#### CP146 Timing.

1. Timing with Stopwatches. Time is taken from the moment the first horse's nose crosses the starting line until the first horse's nose crosses the finish line, except where specifically noted in class specifications i.e., fault and out, progressive, etc...

2. Timing with Electronic Timers. Time is taken from the moment the photocell beam is broken (by the first part of the turnout to reach the starting line) until the beam is broken at the finish.

3. Timing a Stop. If it becomes necessary to stop a competitor for any reason (marker blown over, unauthorized animal or person on course, etc.) a signal will be given and time stopped. The driver will be allowed to go back far enough to regain momentum and wait. A signal is given when the driver must resume the course. The timing watch will be restarted when the competitor reaches the point at which time was stopped.

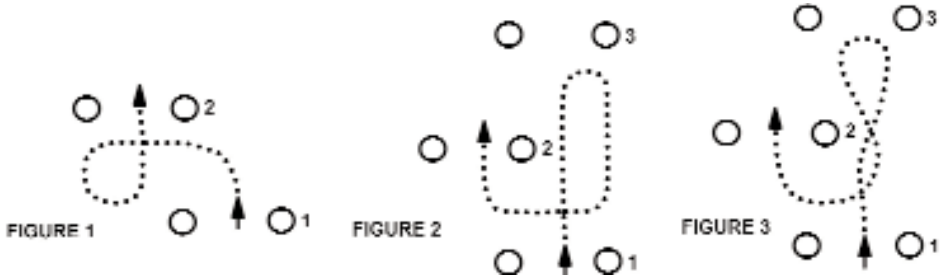
**CP147 Scribe.**

It is recommended that Management provide a scribe for the judge in all obstacle classes.

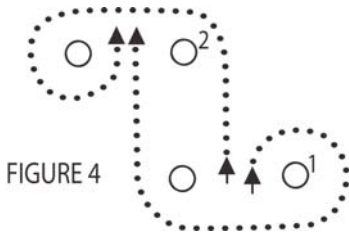
**CP148 Disobedience.**

Disobediences are penalized as stated in the individual class specifications. They are defined as follows:

1. A run-out comprises evading or passing an obstacle to be driven or the start/finish line.
2. A refusal is defined as stopping and stepping back or sideways before an obstacle.
  - a. Stopping in front of an obstacle without dislodging it and without backing up followed immediately by driving cleanly through is NOT PENALIZED.
  - b. If the halt is prolonged or if the horse backs even a single step voluntarily or not, a refusal is incurred.
  - c. If in the commission of the refusal any part of an obstacle is disturbed and class specifications require repair or resetting, the procedure outlined in CP146.3 will apply.
3. A circle is any form of a circle which causes the driver to cross the original track between two consecutive obstacles except to retake an obstacle after a refusal or run-out.



The figures shown above are circles and are penalized.



This figure is not a circle and is not penalized.

**CP149 Other Penalties.**

1. *Unless otherwise specified these penalties will apply to all Obstacle classes.*
2. Off course: A driver is off course when he deviates from the designated pattern shown on the diagram by consecutive number and drives an obstacle out of order before correcting the deviation. Any disobedience committed while correcting the deviation must be scored. Failure to follow a continuous line in a course diagram will not be considered off course unless an obstacle is taken out of order.
3. Outside Assistance. A driver shall be eliminated if a groom or passenger touches the reins, whip or brake or if he receives assistance from any source.
4. Starting Signal. Failure to cross starting line within one minute of the signal to proceed or starting before the signal shall incur elimination.
5. Equipment Failure. Breakage of either harness or vehicle which necessitates a halt for repair shall incur elimination. Management or a technical delegate may insist on a safety inspection of the vehicle before allowing it to be used in future classes. An overturned vehicle incurs elimination.
6. Groom (s) Dismounting. If it becomes necessary for groom (s) or passenger (s) to assist the driver, penalties will be assessed, as indicated in the class conditions, for each incident. If two grooms dismount it is considered to be two incidents. A third incident will incur elimination. *BOD 1/18/09 Effective 4/1/09*
7. Failure of the entire turnout (all horses and vehicle) to pass through the markers or dislodging a starting line marker incurs elimination.

8. Failure to carry a whip in hand incurs elimination.
9. Elimination: Entries eliminated during a class are not eligible for placing in that class, but may compete in other classes at that competition.

#### CP150 Break In Gait.

1. In pleasure driving competitions, cantering is not allowed unless it is clearly stated in the prize list/ Omnibus.
2. Management is strongly encouraged not to allow cantering in any class unless it is held in a securely enclosed arena. If the cantering is not allowed, a break to a canter or gallop is defined as three full strides if an advantage has been gained, or six short strides (i.e. hopping around a cone) if no advantage is gained. A prolonged canter or gallop is defined as more than 6 full strides.
3. A break to canter or the walk will be penalized by the judge if, in the opinion of the judge, the entry is gaining an advantage. Prolonged cantering will be penalized unless required in the class specifications. A break to a walk is defined as two full strides.
4. In a multiple turnout all horses must break for a penalty to be assessed.
5. Stopping: See CP148.

#### CP151 Ties in Placing.

1. Ties for first place must be broken by a drive-off. Ties for lower placings may be broken by coin flip upon agreement of the tied parties.
2. If two entries under the same ownership are tied, the owner may designate the order of finish.
3. Any competitor who advises the judge that he will not participate in a drive-off shall be placed last of the competitors in that drive-off. Should more than one of the tied competitors elect not to participate, all those not participating shall remain tied among themselves. Should there be only one remaining competitor, he is required to attempt at least the first obstacle to earn first placement in the drive-off.
4. Except in the Fault and Out class, when two or more competitors incur elimination during a drive-off, they remain tied regardless of the cause of elimination or point at which it occurred. A competitor who voluntarily withdraws must always be placed after a competitor who has been eliminated in the same drive-off.

### SECTION 2 - Obstacle Driving Class Conditions.

#### CP152 Obstacle Driving - Time Competition.

1. To be driven over a prescribed course of obstacles. The number of obstacles to be proportionate to the dimensions of the driving area. Not to exceed 20 obstacles.
2. After passing the starting line, the driver shall proceed through each obstacle in order to the designated finish line.
3. Course faults are scored as penalty seconds and are added to the driver's elapsed time. Placings are determined on a low total time basis. Ties for first will be decided by a drive-off (unless otherwise stated in the prize list).
4. Penalties:

a. Knocking over start or finish marker	5 seconds
b. Knocking down or dislodging obstacle	5 seconds
c. Break in gait, if not allowed (CP150)	
(1) 1st break <i>to canter</i>	5 seconds
(2) 2nd break <i>to canter</i>	5 seconds
(3) 3rd break <i>to canter</i>	5 seconds
(4) 4th break <i>to canter</i>	Elimination
<i>BOD 1/18/09 Effective 4/1/09</i>	
(5) Prolonged canter or walk	Elimination
d. Disobedience and/or groom dismounting (cumulative over course)	
(1) 1st incident	5 seconds
(2) 2nd incident	10 seconds
(3) 3rd incident	Elimination
e. Starting before signal	Elimination
f. Failure to cross starting line within one minute of signal	Elimination
g. Off course	Elimination
h. Outside assistance	Elimination

i. Failure to carry whip (CP103.2)	Elimination
j. Use of a tie-down or overcheck	Elimination
k. Breakage of harness or vehicle	Elimination
l. Overturned vehicle	Elimination
<i>m. Exceeding Time Limit (2x time allowed)</i>	<i>Elimination</i>
<i>BOD 1/18/09 Effective 4/1/09</i>	

### CP153 Specialty Time Competitions.

#### 1. Scurry Obstacle

- |   |             |
|---|-------------|
| a. To be driven over a course of unnumbered obstacles consisting of cones and balls, or the equivalent, not to exceed 10 obstacles.   |             |
| b. After passing the start from any direction, the driver shall proceed at the trot through each obstacle from any direction, in any order. Each obstacle must be driven once. Upon completion of course, the driver must pass through the finish from any direction, where time will be taken. |             |
| c. Refusals, run-outs and circling will not be penalized.   |             |
| d. Course faults will be scored as penalty seconds and added to the driver's elapsed time. Placings will be determined on a low total time basis. Ties for first place will be broken by a drive-off, unless otherwise stated in the prize list.  |             |
| e. Penalties  |             |
| (1) Knocking over start or finish marker  | 5 seconds   |
| (2) Knocking down or dislodging a ball or any part of any obstacle any time while on course   | 5 seconds   |
| (3) Break to canter   |             |
| (a) 1st break to canter   | 5 seconds   |
| (b) 2nd break to canter   | 5 seconds   |
| (c) 3rd break to canter   | 5 seconds   |
| (d) 4th break to canter   | Elimination |
| (e) Prolonged canter  | Elimination |
| f. Groom (s) dismounting (cumulative over course)   |             |
| (1) 1st incident  | 5 seconds   |
| (2) 2nd incident  | 10 seconds  |
| (3) 3rd incident  | Elimination |
| g. Starting before signal   | Elimination |
| h. Failure to cross starting line within one minute of signal   | Elimination |
| i. Missing an obstacle  | Elimination |
| j. Exceeding time limit (if applicable)   | Elimination |
| k. Failure to carry whip (CP103.2)  | Elimination |
| l. Use of a tie-down or overcheck   | Elimination |
| m. Breakage of harness or vehicle   | Elimination |
| n. Overturned vehicle   | Elimination |

#### 2. Obstacle Driving - Pick Your Route

- |  |                      |
|--|----------------------|
| a. To be driven over a course of obstacles (paired markers) with no set route. The number of obstacles to be proportionate to the dimensions of the driving area. Not to exceed 20 obstacles.  |                      |
| b. Typically obstacles in this type of class are not measured for each entry, but are set at 2.5 meters or 8'3" at the start of the competition, and only reset in the event of a knockdown.   |                      |
| c. After passing the starting line, the driver shall proceed through each obstacle to the designated finish line, choosing his own route. Each obstacle is to be negotiated once and only once, but may be approached from either direction. |                      |
| d. Course faults are scored as penalty seconds and are added to the driver's elapsed time. Placings are determined on a low total time basis. Ties for first will be decided by a drive-off (unless otherwise stated in the prize list).     |                      |
| e. Penalties (as they differ from those in CP153):   |                      |
| (1) Knocking down or dislodging obstacle   | 5 seconds            |
| (2) Driving through an obstacle again  | 10 seconds each time |
| (3) Missing an obstacle  | Elimination          |
| (4) Failure to carry a whip (CP103.2)  | Elimination          |

- |   |                    |
|---|--------------------|
| (5) Use of a tie down or overcheck                        | Elimination        |
| (6) Breakage of harness or vehicle                        | Elimination        |
| (7) Outside assistance                                    | Elimination        |
| (8) Overturned vehicle                                    | Elimination        |
| (9) <i>Groom (s) dismounting (cumulative over course)</i> |                    |
| (a) <i>1st incident</i>                                   | <i>5 seconds</i>   |
| (b) <i>2nd incident</i>                                   | <i>10 seconds</i>  |
| (c) <i>3rd incident</i>                                   | <i>Elimination</i> |
| <i>BOD 1/18/09 Effective 4/1/09</i>                       |                    |
3. Obstacle Driving - Double Jeopardy
    - a. To be driven over a prescribed course of obstacles (paired markers) by an entry *with two drivers*. 8-10 obstacles are recommended as a course length, but the number can be adjusted to be proportionate to the dimensions of the driving area. Failure to come to a complete halt to exchange reins will incur elimination.
    - b. After passing the starting line, the first driver shall proceed through each obstacle to the designated finish line. At this point, the entire turnout must halt before reins are passed to the second driver who must drive the course in reverse order.
    - c. Course faults are as listed in CP 152. Course faults are scored as penalty seconds and are added to the driver's elapsed time. Placings are determined on a low total time basis. Ties for first will be decided by a drive-off (unless otherwise stated in the prize list).
  4. Obstacle Driving- Town and Country
    - a. Same rules as Timed Obstacles CP152 with the following exceptions:
      - (1) Obstacles set at 80 inches (2.0 m) for all competitors.
      - (2) At least 70% of the obstacles must be obstacles that would be encountered while out driving through town or country; i.e. mailbox and cones, trash barrel and cone, flagpole and a cone, fence section and cone, bridge, poles set like guardrails, woodpiles, artificial animals (these should be set at a distance from a pair of cones to avoid frightening horses.)
  5. Obstacle Driving - Reverse Psychology
    - a. Same rules as Double Jeopardy CP 153 with the following exceptions:
      - (1) One driver drives the course in both directions.
      - (2) There is no "halt" after driving the course in one direction and before driving the course in reverse.
      - (3) There must be a "designated finish line" for the driver to pass through before starting to drive the course in reverse.
  6. Obstacle Driving - Your Route/ My Route
    - a. To be driven over a course of 10 numbered obstacles (paired markers) consisting of cones and balls.
    - b. For all competitors, recommended obstacle width setting is 80 inches (2.0 m) for paired markers and a minimum of 12 feet (3.6 m) for multiple obstacles such as "L" and "U" shapes. BOD 1/18/09 Effective 4/1/09*
    - c. The competitor drives through the start gates where timing starts and then proceeds to drive through all 10 obstacles in order.
    - d. Once the driver has driven completely through the tenth obstacle, he must then drive all of the obstacles again, in any order and in either direction choosing his own route, to the finish gate, which may also be driven in either direction, where timing will stop. (In classes of this type, often competitors will merely drive the same course over again following the numbers.)
    - e. The Course Designer needs to be reminded to design a course that contains shorter, faster routes if the obstacles are driven out of order.
    - f. Course faults are assessed as penalty seconds and are added to the driver's elapsed time.
    - g. Placing is determined on a low total time basis.
    - h. Ties for first may be decided by a drive-off (unless otherwise stated in the prize list).
    - i. Penalties
 

(1) Knocking down a start or finish marker	5 seconds
(2) Knocking down an obstacle	5 seconds
(3) Break to canter:	

(a) 1st break to canter	5 seconds
(b) 2nd break to canter	5 seconds
(c) 3rd break to canter	5 seconds
(d) 4th break to canter	Elimination
(4) Disobedience:	
(a) 1st disobedience	5 seconds
(b) 2nd disobedience	10 seconds
(c) 3rd disobedience	Elimination
(5) Starting before the signal	Elimination
(6) Failure to cross the starting line within one minute of signal	Elimination
(7) Failure to drive obstacles 1-10 in order	Elimination
(8) Omitting an obstacle or driving an obstacle twice in the second half of the round.	Elimination
(9) Exceeding time limit, if applicable <i>BOD 1/18/09 Effective 4/1/09</i>	Elimination
(10) Outside assistance	Elimination
(11) Failure to carry a whip	Elimination
(12) Use of a tie-down or overcheck	Elimination
(13) Breakage of harness or vehicle	Elimination

**CP154 High Point Competitions.**

1. Obstacle Driving - Fault and Out

- a. To be driven with a set time over a course of numbered obstacles, the number of obstacles to be proportionate to the dimensions of the driving area, not to exceed 10 obstacles.
- b. After passing the starting line, the driver shall proceed through each obstacle, in order, until the allowed time expires or an obstacle is dislodged or disobedience occurs.
- c. If an obstacle is dislodged or time expires, a signal will be given. The competitor will drive through the next consecutive obstacle. Time will be taken as the rear axle clears the obstacle. Failure to drive the next consecutive obstacle after the signal will result in no time being awarded but points will count up to that obstacle.
- d. No score is given for the obstacle driven after the signal. If the obstacle driven after the signal is dislodged, no time will be taken.
- e. If all the obstacles are completed cleanly before the allotted time expires, the driver will begin the course again, without passing through the starting markers.
- f. A disobedience (refusal, run-out, circle) will be scored as a dislodgment of the obstacle at which the disobedience occurs.
- g. Placings will be determined by the greatest number of points. Time will decide ties. If a tie remains with equal points and time, the winner will be decided by a drive-off.
- h. The score of a driver who failed to drive the next obstacle shall count up to the point where the signal is given, but the competitor must be placed after those with an equal score and time. The score of a driver up to the point where the Disobedience, Break in Gait, Off Course or Groom(s) Dismounting occurs shall count up to the point where the signal is given with no time, but the competitor must be placed after those with an equal score with time.

i. Points and Penalties:

(1) Obstacle cleared	2 points
(2) Obstacle dislodged	1 point
(3) Failure to drive obstacle after signal	No Time (not eliminated)
(4) Disobedience, Break in Gait	No Time (Refer to CP 148, CP 150)
(5) Off Course, Groom Dismounting	No Time (Refer to CP 149)
(6) Outside Assistance	Elimination
(7) <i>Breakage of Harness or Vehicle</i>	Elimination
(8) Failure to carry a whip in hand	Elimination
(9) Use of a tie-down or overcheck	Elimination
(10) <i>Overturned Vehicle</i>	<i>Elimination</i>
<i>BOD 1/18/09 Effective 4/1/09</i>	

## 2. Obstacle Driving - Progressive

- a. To be driven at the trot over a course of six numbered obstacle which will be adjusted to the following clearances: #1 - 20", #2 - 16", #3 - 12", #4 - 8", #5 - 4", #6 - 2" or **#1 - 51cm, #2 - 41cm, #3 - 30cm, #4 - 20cm, #5 - 10cm, #6 - 5cm.** *BOD 1/18/09 Effective 4/1/09*
- b. After passing through the starting line, the entry will proceed through each obstacle, in order, until finishing the course or dislodging an obstacle.
- c. Scoring
  - (1) Time to be recorded when the rear axle clears the last obstacle. Points accumulated up to that point count.
  - (2) Time to be recorded when an obstacle is dislodged, points accumulated up to that point count Exception: Dislodging a start marker incurs elimination.
  - (3) For a disobedience or for going off course, points accumulated up to that point count; however, no time will be recorded.
  - (4) Two points given for each set of cones cleared. No points given for dislodged obstacle.
  - (5) Placings determined on the high point basis.
  - (6) Time will decide ties. Refer to CP **151**.
  - (7) Entries with accumulated points and no recorded time are placed after those with equal points and recorded times.
- d. Penalties
 

(1) Dislodging an obstacle	Accumulated points and time recorded to that point
(2) Break in gait <i>to canter or walk</i>	Accumulated points and time recorded to that point
(3) Disobedience	Accumulated points count; no time recorded
(4) Off course	Accumulated points count; no time recorded
(5) Groom(s) dismounting	Accumulated points count; no time recorded

*BOD 1/18/09 Effective 4/1/09*

## 3. Obstacle Driving - Gambler's Choice

- a. To be driven over a course of unnumbered obstacles each carrying a specific point value.
- b. Each driver has the same amount of time to negotiate as many obstacles as possible. Each obstacle is assigned a point value according to its degree of difficulty and each driver tries to amass as high a score as possible within the time allowed.
- c. After passing through the starting line, the driver may drive through the obstacles, in any order, from any direction. Each obstacle may be driven twice, but not in succession. If driven a third time, no points will be awarded.
- d. No obstacle may be redriven once it has been disturbed. (Exception: obstacles which are designed to be knocked down).
- e. No points will be awarded for an incorrectly completed obstacle. If the obstacle is incorrectly driven, but not disturbed, it may be attempted again.
- f. In this class the circling rule does not apply. If a horse should refuse or run out at an obstacle without disturbing it, the driver may elect not to attempt it and may drive to another obstacle without penalty. The obstacle may be attempted later, and if correctly driven, the appropriate points will be recorded.
- g. A signal will sound at the end of the allowed time and the driver must then exit through the finish markers when the total time on the course will be recorded.
- h. If the signal sounds when the competitor is committed to an obstacle, the competitor may complete the obstacle and receive the appropriate points, then proceed through the finish markers for total time to be recorded. Whether or not the competitor was committed to the last obstacle at the signal will be left to the discretion of the judge.
- i. Placings are determined on a high score basis. Time will decide ties. If a tie occurs in both points and time, the winner will be decided by a drive-off.

### CP155 Fault Competitions.

#### 1. Obstacle Driving - Cross-Country

- a. To be driven over a prescribed course of natural and artificial obstacles designed to simulate those that might be encountered on a country drive (i.e. bridges, water, log pile, farm animal pens, etc.) Obstacles should be designed to be easily driven and are not to simulate Combined Driving Obstacles. Obstacles must be clearly numbered.

b. The suggested length of course is approximately 1 kilometer or .6 miles. The suggested time allowed should be calculated based on a speed of 11-14 kph (7.2-8.4 mph) *(6.8 - 8.7 mph) Suggested speed for VSEs is 9 kph (5.6 mph). See CP109.5 and CP109.6. BOD 1/18/09 Effective 4/1/09*

c. After passing through the starting line, the driver shall proceed through each obstacle, in order, keeping within the limits of the designated course markers and passing through the designated finish markers.

d. Placings will be determined on a low fault basis. Time faults and course faults are added together for a total score. Time will decide ties. If a tie occurs in both faults and time for first place, the winner will be decided by a drive-off.

e. Penalties:

- |  |             |
|--|-------------|
| (1) Exceeding time allowed (every commenced second)                | 1 fault     |
| (2) Knocking down or dislodging obstacle or course marker          | 4 faults    |
| (3) Break in gait, if not allowed (CP150.3)                        |             |
| (a) 1st <i>break to canter</i>                                     | 5 faults    |
| (b) 2nd <i>break to canter</i>                                     | 5 faults    |
| (c) 3rd <i>break to canter</i>                                     | 5 faults    |
| (d) 4th <i>break to canter</i>                                     | Elimination |
| (e) Prolonged canter   | Elimination |
| <i>BOD 1/18/09 Effective 4/1/09</i>                                |             |
| (4) Disobedience and/or groom dismounting (cumulative over course) |             |
| (a) 1st incident   | 3 faults    |
| (b) 2nd incident   | 6 faults    |
| (c) 3rd incident   | Elimination |
| (5) Starting before signal   | Elimination |
| (6) Failure to cross start or finish line                          | Elimination |
| (7) Off course   | Elimination |
| (8) Exceeding time limit (2X time allowed)                         | Elimination |
| (9) Outside assistance   | Elimination |
| (10) Failure to carry whip   | Elimination |
| (11) Use of a tie-down or overcheck                                | Elimination |
| (12) Breakage of harness or vehicle                                | Elimination |
| (13) Overturned vehicle  | Elimination |

2. Obstacle Driving - *Fault Obstacle.*

a. To be driven over a prescribed course of numbered obstacles. The number of obstacles to be proportionate to the dimensions of the driving area, not to exceed 20 obstacles.

b. As this class should be considered a test of precision driving, it is suggested that the obstacles be set at minimum allowances if the level of competition warrants.

c. After passing through the start line, the driver should proceed through each obstacle in order and through the finish line.

d. Placings will be determined on a low fault basis. Time faults and course faults will be added together for a total score. Time will decide ties. If a tie for first place occurs in both faults and time, the winner will be decided by a drive-off.

e. Penalties are described in *CP155.1e. BOD 1/18/09 Effective 4/1/09*

**SUBCHAPTER CP-14 PLEASURE DRIVING MARATHONS**

**SECTION 1 - General Rules.**

**CP156 General.**

1. In any marathon, all horse classes should start first followed by all pony classes.
2. On the course, repairs to the vehicle or harness may be made only by personnel actually riding on the vehicle. Outside assistance will incur elimination.
3. It is recommended that competitors be excused after completing the marathon course and that awards be presented later in the competition.
4. Dress should conform to CP105 and CP107 unless otherwise specified in the prize list.
5. All rules of the road should be observed unless designated officials direct otherwise.
6. A driver must have a whip in hand at all times when driving.

**CP157 Course.**

1. Marathon courses must be carefully measured and the times accurately calculated.
2. All start and finish lines on the course must be clearly marked.
3. An accurate map indicating all pertinent course markings and directional changes and a listing of times allowed for each section must be made available to drivers prior to the opening of the course for inspection. A map and order of starting should be posted at least two hours before the start of the class.
4. Management has the choice of opening the course inspection or running the marathon "blind" (without course inspections). The option chosen must be clearly stated in the prize list/Omnibus. If inspections are to be allowed, the times when the course will be open for inspection must be stated in the prize list/Omnibus. No change in any part of a marathon (course or time allowed) may be made after the posted inspection time without the notification of every competitor.
5. It is recommended that Pleasure driving marathons over 6 miles or 10 kilometers include a 5 to 10 minute rest stop.
6. A briefing meeting prior to the start is helpful to clarify any local conditions that might affect the competitor's performance.

**CP158 Timing.**

1. The timing method must be clearly explained in the prize list.
2. The course designer should take into consideration the terrain and road and path surfaces when calculating times allowed. It is the responsibility of the technical delegate to make adjustments when weather conditions dictate.
3. Competitors may not circle or make other repetitive patterns to achieve the correct time, on penalty of elimination.

**CP159 Observers on Course.**

1. The judge may, at his discretion, appoint assistants to be placed at strategic spots on the marathon to officially observe and mark traffic or other course violations. Each observer's marked card must be submitted to the judge for final scoring.
2. In a walk section official observers should be placed where the entire section may be easily seen in order to score breaks. It is recommended that there be a minimum of one observer for each 100 yard increment. Each observer must submit a marked card for his assigned area indicating a score for each competitor "0" for no breaks, or the number of seconds for any break.

**CP160 Spares and Appointments.**

1. Spares and appointments must be carried on each vehicle during a marathon. They are as follows:
 

a. Wheel wrench to fit axle nuts	h. Knife
b. Length of rawhide, string or wire	i. Screwdriver
c. Rein splice or spare rein	j. Pliers
d. Trace splice or spare trace	k. Small hammer
e. Hame strap (if appropriate)	l. Hoofpick
f. Halter and lead shank <i>per horse</i>	m. Leather punch
g. Cooler or Quartersheet for each horse <i>BOD 1/18/09 Effective 4/1/09</i>	
2. One penalty point will be assessed for each item omitted. Complete omission will receive 20 penalty points. Spares must be checked prior to the start of the marathon. To insure that each vehicle actually carries the required spares, provision for random recheck at either the rest stop or immediately following the drive may be made (if explained in the prize list/Omnibus).

**SECTION 2 - Class Conditions****CP161 Pleasure Marathon - Turnout.**

Purpose: To give drivers the opportunity to turn out in their finest while competing in a pleasure marathon.

1. Preliminary Judging: At the beginning of the class, drivers will be observed by the judge in a ring at a walk, slow trot, working trot and strong trot. Horses will be asked to halt and rein back. At the judge's discretion, entries need only work one direction of the ring.

2. **Marathon Course:** At the conclusion of the preliminary judging, each class will be sent out on course (order of go and timing to be at management's discretion). Drivers are encouraged to carry a groom/navigator who may assist in pointing out the route, but may not handle the reins, whip, or brake. The designated course may be of any length with no time limit. Care should be taken in designing the course to consider the antique vehicle and smooth tracks should be utilized when possible. The recommended gait is a trot, but the competitor may walk at his pleasure. Cantering is not permitted. Rules of the road must be obeyed, unless a uniformed police officer directs otherwise. Fitness may be checked at the conclusion of the drive by a vet or, in his absence, by the judge and may be considered accordingly.
3. **Final Observation:** At the conclusion of the marathon drive, entries may again be observed by the judge in a ring. The judge may, at his discretion, only ask entries to work one direction of the ring. If the judge decides to work horses in one direction only in the Preliminary or Final phases of the class, it is recommended that they work one direction at the beginning of the class and the other direction at the end.
4. **Reasons for Elimination:**
  - a. Racing or otherwise endangering another vehicle or spectator
  - b. Failure to drive the prescribed course
  - c. Failure to complete the course
  - d. Outside assistance (other than a navigator/groom pointing out the route)
5. **To be judged:** 50% on overall impression and 50% on way of going. Suitability of each entry as a pleasure to drive will be considered in the overall impression.
6. **The following aspects will be considered toward the overall impression:**
  - a. HORSE - manners, way of going, condition, appropriateness, and grooming.
  - b. HARNESS - condition, appropriateness, and cleanliness.
  - c. VEHICLE - condition, appropriateness, and cleanliness.
  - d. DRIVER - driving skills, posture, neatness and appropriateness of attire.

#### **CP162 Pleasure Marathon - Timed.**

**PURPOSE:** To allow the driver to compete against ideal time at both the walk and the trot in a setting similar to that of a combined driving marathon. Simulated obstacles, not timed, may be added.

1. To be driven over a prescribed, measured course of any length (suggested length 3-6 miles or 5-10 km), comprised of two sections, a trot section, followed by a walk section. Each section will be scored independently on a penalty point basis.
2. Time Allowed in the trot section shall be calculated from the distance and required speed. Suggested speeds are 14 kph for horses, 12 kph for large ponies, and 11 kph for small/medium ponies. Minimum Time will be 2 minutes less than the time allowed.
3. A Buffer Zone must be placed between the finish of the trot section and the start of the walk section to allow for the change in gait. The recommended distance is 50 yards (45 m).
4. The walk section of the timed marathon should be 200 – 500 yards in length (180 – 450 m). The recommended length is 400 yards (360 m). Time Allowed in the walk section shall be calculated from the distance and required speed. Suggested speeds are 6 kph for horses (3.7 mph), 5 kph (3.1 mph) for ponies. There is no Minimum Time in the walk section. *BOD 1/18/09 Effective 4/1/09*
5. Obstacles may be added by management, however, it is encouraged that such obstacles be designed as to encourage safe driving while adding to the challenge of the event. As a general rule of thumb, no driveable opening in the obstacle may be less than 2.5 m (8 ft. 3 in.) wide and escape routes are encouraged. A maximum of 4 obstacles is allowed.
6. Obstacles are considered part of the course and are not timed, but must be driven correctly or the driver will be eliminated. Up to 4 lettered gates (pair of red and white markers) should be placed in the obstacle to lead the driver through. Gates must be driven in consecutive order. Once driven a gate is considered "dead" and may be driven in any manner to get to the next gate.
7. **Scoring:**
  - a. No penalty for arriving at the finish between the minimum time and time allowed.
  - b. One penalty per second under the minimum time.
  - c. Two penalties per second over the time allowed.
8. **Vet Check.** If a vet is available for the cross-country, he must be at the finish. All horses should be observed by him as they pass over the finish line. Whether or not a physical

check is made is left up to the vet and management, but if one is planned, all horses must be checked at the same time interval (i.e., 10 minutes after finishing). Competitors should be encouraged to cool their horses during this time. Management should provide water for drinking and washing down. Any horse that does not complete the course in good form, in the opinion of the vet, will be penalized 10 points and so advised. In the absence of the vet, the judge may assess the vet penalties for any horses in obvious distress.

9. In the event of a tie, the judge shall determine the winner by selecting the horse most suitable to provide a pleasant drive. No entry which has received vet penalties may be placed over entries with no penalties.

10. Reasons for Elimination:

- a. Racing or otherwise endangering another vehicle or spectator
- b. Failure to drive the prescribed course
- c. Failure to correctly drive the obstacles on course
- d. Failure to complete the course
- e. Outside assistance (other than a navigator/groom pointing out the route)

*BOD 1/18/09 Effective 4/1/09*

### **CP163 Pleasure Marathon - Pace.**

**PURPOSE:** To test the driver on his skill in negotiating a cross-country marathon at a described pace. (similar to a hunter pace).

1. To be driven over a marked course of any length (suggested length 3-6 miles or 5-10 km). The midpoint of the course is marked with a HALF WAY marker.

2. Drivers are given the distance of the course and the speed they are to drive (suggested: 14 kph horses, 12 kph large ponies, 11 kph small/medium ponies) and they must try to come to the finish line exactly on time.

3. Walk Section. Management has the option of adding a walk section near the midpoint, not to exceed 1 km. To be clearly marked with WALK and RESUME TROT. Breaks of pace in the walk, by any horse in the turnout, will be penalized by 10 penalties per 5 paces.

4. Mandatory Trot. The last kilometer (.6 mile) must be driven at the trot. Circling, driving serpentines, and walking or stopping are not permitted under penalty of elimination. The start of the trot shall be marked MANDATORY TROT. Breaks of pace shall be penalized by 10 penalties per 5 paces.

5. One penalty is assessed for each second too early or too late.

6. Vet Check. If a vet is available for the cross-country, he must be at the finish. All horses should be observed by him as they pass over the finish line. Whether or not a physical check is made is left up to the vet and management, but if one is planned, all horses must be checked at the same time interval (i.e. 10 minutes after finishing). Competitors should be encouraged to cool their horses during this time. Management should provide water for drinking and washing down. Any horse that does not complete the course in good form, in the opinion of the vet, will be penalized 10 points and so advised. In the absence of the vet, the judge may assess the vet penalties for any horses in obvious distress.

7. In the event of a tie, the judge shall determine the winner by selecting the horse most suitable to provide a pleasant drive.

8. To be judged on: How close the driver's time comes to the ideal time, with penalties for breaks of pace.

9. Reasons for Elimination:

- a. Racing or otherwise endangering another vehicle or spectator
- b. Failure to drive the prescribed course
- c. Failure to correctly drive the obstacles on course
- d. Failure to complete the course
- e. Outside assistance (other than a groom/passenger indicating the route)

## **SUBCHAPTER CP-15 RULES FOR DRAFT BREEDS**

### **SECTION 1 - General Rules**

#### **CP164 General Rules.**

1. All General Rules and Rules for Pleasure Driving apply except as specified below.

2. Draft horses may enter other Divisions following the Rules specific to those divisions without the exceptions specified below.

3. Gaits required are the walk, slow trot, and working trot.
4. Single and hitch classes shall be shown both ways of the ring at all required gaits as directed by the judge. In case of a work off, the judge is not required to request all gaits, but entries in the work off must be worked both ways of the ring at each gait requested.
5. All defined courses must be posted by management at least 1 hour in advance of the class.
6. Driving classes may be offered in the following divisions:
  - a. Lady to Drive
  - b. Gentleman to Drive
  - c. Junior to Drive (may not drive stallions)
  - d. Stallion/Gelding
  - e. Mare

#### **CP165 The Horse.**

1. Open to any horse weighing 1500 lbs. or over.
2. Horse to be rugged, compact and stylish, stand squarely on its legs and be well muscled.
3. The action should be prompt, springy and snappy with no visible sign of unsoundness. All horses showing evidence of lameness must be excused.
4. Rolled manes and knotted tails are optional.

#### **CP166 The Harness.**

1. Show harness required in all classes but Farm Team. Scotch top collars preferred, but not required, in all hitch classes.
2. In Single Horse classes, the horses may be shown with either breeching or cart harness with crupper.

#### **CP167 Dress.**

1. Men shall be attired in jacket and slacks, or suits. Whips, hats, ties, gloves, and aprons are optional.
2. Ladies shall be attired in an appropriate long dress, slack suit, dress suit, dress, or skirt and blouse. Bare shoulders are not appropriate. Whips, hats, gloves and aprons are optional.
3. Protective headgear may be worn without penalty. (See GR801)

#### **CP168 Groom/Attendant.**

1. At least 1 person must be in/on the vehicle/wagon with the driver of a pair, tandem, unicorn, or team of 4 or 6 in any class. A groom/attendant is optional for single drivers.
2. At least 1 person may stand or head any single or hitch.
3. Attendant may stand the entry on its feet but thereafter must remain at least 2 paces distant from the horse's head(s).
4. Attendants or grooms, while in the competition ring, shall be appropriately attired in jacket and slacks, suit, or suitable stable coat.

#### **CP169 Vehicle.**

All wagons in the 4 and 6 horse hitch classes must be 5th wheel design.

### **SECTION 2 - Class Conditions**

#### **CP170 Draft Horse Singles.**

To show all around action at the walk, slow trot and working trot. Must show a smooth responsiveness and alertness. Must stand quietly and back readily. To be judged on manners, performance, presence, and quality. In Ladies to Drive and Junior to Drive, emphasis is on manners and the horse's suitability to and for being driven by a lady or junior. Working trot is optional for these classes. In Stallion/Gelding or Mare classes, conformation will also be considered.

#### **CP171 Draft Horse Pairs.**

To be shown at a walk, slow trot and working trot. To stand quietly and back readily. At all times to show an ability to work as a unit with evenness of tugs. Teams shall not be asked to fan except at the judge's discretion in case of a work off. To be judged on performance, presence, quality, manners, and matching. In Ladies to Drive and Junior to Drive classes,

emphasis is on manners and the horse's suitability to and for being driven by a lady or junior. Working trot is optional for these classes.

#### **CP172 Class Conditions - Draft Horse Tandems.**

To be shown at the walk, slow trot and working trot. Horses should at all times convey an image of alertness and style. Lead horse should keep the tugs from sagging, but they should not be so tight as to pull the greater weight of the vehicle. Tandems shall not be asked to back, except at the judge's discretion in case of a work off. Tandems shall not be asked to fan. Lead horse tugs must be attached to the wheel horse's tugs behind the belly band. At no time shall lead tugs be attached to the hames of the wheel horse. To be judged on performance, presence, quality, manners, and matching.

#### **CP173 Class Conditions - Draft Horse Unicorns.**

To be shown at a walk, slow trot, and working trot. To stand quietly and back readily. At all times to show an ability to work as a unit with all three horses showing an evenness of tugs. Lead horse should show an alert and animated way of going and convey an image of style. Unicorn should not be asked to fan except at the judge's discretion in case of a work off. To be judged on performance, presence, quality, manners and matching.

#### **CP174 Draft Horse Teams of Four or Six.**

To be shown at a walk, slow trot, and working trot. To stand quietly and back readily. At all times to show an ability to work as a unit with evenness of tugs. Hitches shall not be asked to fan except at the judge's discretion in case of a work off. To be judged on performance, presence, quality, manners and matching.

#### **CP175 Draft Horse Driving Competition.**

1. Driving Competitions are open to teams of 4 or 6 horses only.
2. Each entry shall drive a specified course, the order of go being determined by draw.
3. The course to be followed is at the discretion of the judge, however, at least 2 changes of direction and 2 different gaits shall be required. All hitches shall be required to fan in both directions and to back.
4. Any exhibitor unable to complete the course shall be eliminated.
5. All driving competition courses must be posted by competition management at least 1 hour before the class.
6. To be judged on responsiveness and smoothness of the hitches in completing the course. Matching should not be taken into account.

### **SUBCHAPTER CP-16 PUTTING-TO CLASSES**

#### **SECTION 1 - General Rules**

##### **CP176 Introduction.**

This class is designed to test the skills and efficiency of the coaching team (driver, groom(s) and hostler). The conditions of the class simulate the custom of changing horses in a "yard", but use only one horse/team of horses.

##### **CP177 Course.**

1. The class should be conducted in an enclosed area. There will be a start and finish line, an unhitching/hitching box, and a marker set some distance from the unhitching/hitching box.
2. The unhitching/hitching box is marked off with lime, chalk, sawdust or other appropriate material. The box must be large enough so that each type of entry competing in the class may stop the entire turnout within the enclosure.

##### **CP178 The Turnout.**

Each entry must comply to the turnout for their entry type as specified below:

1. Four-in-Hand/Unicorn - A driver, two grooms, a minimum of two passengers, one hostler\* to assist in the arena, four horses, and appropriate carriage/harness.
2. Pair - A driver, one groom, a minimum of one passenger, one hostler to assist in the arena, the pair of horses and appropriate carriage/harness.
3. Single/Tandem - A driver, one groom, one hostler to assist in the arena, the horse(s) and appropriate carriage/harness.

\* The Hostler may not enter the arena until the coach is completely within the unhitching area.

## SECTION 2 - Class Conditions

### CP179 Basic Format of Class.

1. Upon entering the arena, the driver will drive through a set of starting markers, where timing will begin, and proceed to the unhitching area.
2. The entire turnout must be within the unhitching area, stopped, with grooms and passengers down before unhitching may begin. Passengers must dismount before the driver may leave the vehicle. The driver will dismount and remount from the off side.
3. The horses are unhitched by the driver, groom(s) and hostler.
4. After the horses are unhitched, the horse(s) must be led around the designated marker, brought back to the vehicle and rehitched properly to simulate changing teams.
5. When the horses are rehitched and the driver in place, the passengers and grooms remount and the turnout is driven across the finish line where time will be taken. Grooms may remount the coach as it moves off, but they must be seated as the coach crosses the finish line.
6. The driver is in place only after reassuming his/her place on the box, properly attired, with lines and whip completely in hand.
7. Passengers may not assist in any way. They must dismount before any unhitching may begin and must remount only after the driver is in place.
8. Grooms must remain in complete livery when unhitching/rehitching.
9. The judge may inspect the turnout to be sure the horses have been rehitched properly.
10. The score is time elapsed plus penalties. The lowest score determines the placings.

### CP180 Sequence to Unhitch/Hitch - Four-In-Hand/Unicorn.

1. To Unhitch:
  - a. Leaders - inside traces, outside traces, then reins.
  - b. Wheelers - loosen pole chains/straps, disconnect inside trace, outside trace, pole chains/straps and then coupling reins.
2. To Hitch:
  - a. Wheelers – the coupling reins, pole chains /straps, loosely, outside traces, inside traces, then tighten pole chains/straps.
  - b. Leaders - coupling reins, take reins back through terret on wheelers, then do outside traces and inside traces.

### CP181 Sequence to Unhitch/Hitch - Pair.

1. To Unhitch: Loosen pole chains/straps, disconnect inside trace, outside trace, pole chains/straps and then *coupling* reins. *BOD 1/18/09 Effective 4/1/09*
2. To Hitch: Coupling reins, pole chains/straps, loosely, outside traces, inside traces, then tighten pole chains/straps.

### CP182 Sequence to Unhitch/Hitch - Tandem.

1. To Unhitch:
  - a. Leader - Near trace, far trace, reins.
  - b. Wheeler - Detach breeching, near trace, off trace, remove the horse from between the shafts, and then the reins.
2. To Hitch:
  - a. Wheeler - Reins, *then place the horse between the shafts, attach the* near trace, then off trace, *and then breeching*. *BOD 1/18/09 Effective 4/1/09*
  - b. Leader - Reins, near trace and then off trace.

### CP183 Sequence to Unhitch/Hitch - Single.

1. To Unhitch: Detach breeching, disconnect off-trace, near trace and then reins through terrets.
2. To Hitch: Run reins through terrets, near trace, off trace, and then breeching.

### CP184 Penalties.

1. Driver fails to remain seated with reins in hand until passengers have dismounted/remounted  
20 penalties

- |   |              |
|---|--------------|
| 2. Outside assistance (other than the team of driver, 2 grooms, and hostler)        | 20 penalties |
| 3. Improper hitching  | 20 penalties |
| 4. Unfastening any part of harness before vehicle is stopped and passengers are off | 10 penalties |
| 5. Driver fails to carry a whip when vehicle moving                                 | 10 penalties |
| 6. Failure to pick up dragging trace/rein when leading horses                       | 10 penalties |
| 7. Failure of grooms to be seated when crossing the finish line                     | 10 penalties |
| 8. Failure to pass through start/finish or to go around designated cone             | Elimination  |

**[CP184-CP300 ARE INTENTIONALLY LEFT BLANK FOR FUTURE USE]**

**SUBCHAPTER CP-17 COACHING**

**CP301 General.**

1. This division is limited to horse or pony four-in-hand teams put to a Road Coach, Private Coach or Park Drag.
2. The rules for competition are based on the old coaching traditions. More information on these turnouts is available in the following books: On the Box Seat by Tom Ryder; Manual of Coaching by Fairman Rogers; Carriage Turnout and Appointments by the Carriage Association of America and in Carriage Pleasure Driving Appendix A following Section 3.

**CP302 Judges.**

1. The judges for Coaching classes/competitions must be chosen from:
  - a. The list of American Driving Society (ADS) Coaching judges  
(1) Must have a Federation Guest judge's card.
  - b. Foreign National Federation coaching judges  
(1) Must have a Federation Guest judge's card.
  - c. Foreign dignitaries approved by their national driving society.  
(1) Must have a Federation Guest judge's card.
2. The following may not serve as judges:
  - a. The Technical Delegate or Course Designer of the same event.
  - b. The manager of the competition, or a member of the manager's family.
  - c. For additional restrictions, refer to GR1304.

**CP303 Dress for Attendants and Passengers.**

1. Livery: A close fitting body coat with buttons of yellow or white metal to match the furnishings of the harness used (if possible), white breeches, black boots with tan tops, white stock, black top hat and brown leather gloves. The color of the coat remains the owner's preference, but the preferred colors are conservative in nature and, where possible, complementary to the color of the vehicle. There are five buttons down the front of the coat and three pairs of buttons spaced from the waist to the bottom of the coat in the back. The groom's body coat has no pockets.
  - a. Senior groom's livery: The senior groom or coachman's livery is the same as listed above except that the body coat should be slightly longer than the other groom's body coats, reaching a point just above the knee cap. There are six buttons down the front of the coat and four buttons on the back (two at the waist and two at the bottom of the coat.) There are pockets at the waist of the coat to carry the coach key.
2. Guard's uniform: The guard is usually dressed in a frock coat of appropriate color, usually with strappings across the front and on the pocket flaps, breeches (which may be white or of spongebag check), leather or canvas leggings, brown boots and a beaver hat. He carries the way-bill pouch slung over the shoulder with a pocket for watch and a loop for the hind boot key. The metal buttons on the coat should match the metal furnishings of the harness and the door handles and beading of the coach.
3. Stable livery:
  - a. Conservative suit, white shirt, dark tie, derby, dark shoes and leather gloves.
  - b. Conservative jacket, jodphurs or drill trousers, jodphur boots or paddock boots, white shirt, stock or four-in-hand tie, derby or conservative cap and leather gloves.
  - c. Hunting attire with a hunting derby or bowler.

4. Dress for passengers: Dress for passengers is dictated entirely by taste. Period costumes are not to be used and conservative dress, appropriate to the style of the carriage, is encouraged.

**CP304 Classes.**

Classes may be offered in the following divisions: Open, Amateur, Working, Reinsmanship.

**CP305 Pleasure.**

Entries will be judged both ways of the ring at an even trot, and may be asked to walk when reversing across the diagonal and when lining up. Entries should stand quietly in the line-up. Judged on performance, quality, manners of the horses and correct appointments. (See Carriage Pleasure Driving Appendix A)

**CP306 Best Team.**

Entries to drive at a smart trot, both ways of the ring. May be asked to walk when reversing across the diagonal and when lining up. Emphasis on overall impression, quality of the team and its performance.

**CP307 Turn-Out.**

Entries to be shown at an even trot, both ways of the ring. May be asked to walk when reversing across the diagonal and when lining up. Horses must stand quietly in the line-up. Judged on performance, quality, manners of the horses, and correct appointments. (See Carriage Pleasure Driving Appendix A)

**CP308 Obstacles.**

This is not a timed obstacle course. Drivers negotiate a course of paired markers (set 20 inches wider than the wheel track of the widest wheel). The course must be posted in advance and is driven from memory. At the end of the course, the driver halts the team with his front hub in line with the designated marker. To ensure accuracy of the halt, a measurement is taken of the distance off the line and 5 faults are assessed for each foot or part thereof the vehicle is off the line. Accuracy of turns and evenness of pace to count. If two or more horses gallop at the same time, they must be brought back to a trot within 5 seconds. If the gallop continues for a longer period, a 10 second penalty will be added for each commenced period of 5 seconds. Faults are assessed as follows:

Distance from halt marker	5 faults/foot or part of foot
Break in pace to gallop exceeding 5 seconds	5 faults/each commenced 5 seconds
Displaced marker	10 faults
Groom down (first 2 times)	20 faults/occurrence
Groom down (3rd time)	Elimination
Off-course	Elimination

**CP309 Timed Obstacles.**

To be judged over a course in the ring consisting of paired markers set 20 inches wider than the widest wheel track of each vehicle. The course is to be posted in advance and must be driven from memory, at a trot. Breaks of pace will be penalized as will displaced markers. Breaks of gait consist of the entire team walking or cantering for longer than 5 seconds. Faults are assessed as follows:

Displaced marker	10 seconds
Break of gait	10 seconds each commenced 5 seconds

**[CP310 -CP400 ARE INTENTIONALLY LEFT BLANK FOR FUTURE USE.]**

**CP401 Governing Regulations.**

The articles in this section apply to *Driven* Dressage at USEF competitions.  
*BOD 1/18/09 Effective 4/1/09*

**CP402 General.**

1. The object of Dressage is the harmonious development of the physique and ability of the horse. Through progressive training the horse becomes calm, supple, and flexible as well as confident, attentive and keen in his work.
2. These qualities are revealed by:
  - a. The freedom and regularity of the paces;
  - b. The harmony, lightness and ease of movement;
  - c. The lightness of the forehand and the engagement of the hindquarters, originating in a lively impulsion;
  - d. The acceptance of the bridle, without any tenseness or resistance.
3. The horse, confident and attentive, submits generously to the driver, remaining straight in any movement on a straight line and bending accordingly when moving on curved lines.
4. His walk is regular, free and unconstrained. His trot is free, supple, regular, sustained and active.
5. Because the horse has impulsion and is free from resistance he will obey without hesitation and respond to the various aids calmly and with precision, displaying a natural and harmonious balance both physically and mentally.
6. In all his work, even at the halt, the horse should be 'on the bit'. A horse is said to be 'on the bit' when the hocks are correctly placed, the neck is more or less raised and arched according to the stage of training and the extension or collection of the pace, and he accepts the bridle with a light and soft contact and submissiveness throughout. The head should remain in a steady position, as a rule slightly in front of the vertical, with a supple poll as the highest point of the neck, and no resistance should be offered to the driver.
7. The object 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. Competitors will also be judged on style, accuracy and general control of their horses, and also on their dress, condition of their harness and vehicle and the presentation of their whole turnout. Presentation for Training and Preliminary division entries may be judged at the halt, in a separate area, prior to the Driven Dressage Test.

**CP403 The Halt.**

At the halt, the horse should stand attentive, motionless and straight, with the weight evenly distributed over all four legs, if a multiple, all must be square and aligned with one another. The horse may quietly champ the bit, while maintaining a light contact with the driver's hand, and should be ready to move off at the slightest indication. The halt is obtained by the displacement of the horse's weight on the quarters by properly used aids, driving the horse forward towards a restraining but allowing hand, causing an almost instantaneous, but not abrupt halt at the previously fixed pace.

**CP404 Walk.**

1. The walk is a marching pace in which the footfalls of the horse's feet follow one another in four-time well marked and maintained in all work at the walk. When the four beats cease to be distinctly marked, even and regular, the walk is disunited or broken. It is at the pace of the walk that imperfections in progressive training are most evident.
2. The following walks are recognized: Free walk on a long rein, working walk, lengthened walk.
  - a. **FREE WALK:** The free walk is a pace of relaxation in which the horse is allowed the freedom to lower and stretch out his head and neck to the utmost. The reins must be long enough to allow for this stretch, however, they should not be loose enough to loop. It is desirable that the hind feet touch the ground clearly in front of the foot prints of the fore feet (overtracking).
  - b. **WORKING WALK:** A regular and unconstrained walk. The horse should walk energetically but calmly with even and determined steps with distinct, marked four equally spaced beats. The driver should maintain a light and steady contact with the horse's

mouth ("on the bit"). The horse's hind feet should touch the ground in front of the prints of the fore feet.

c. **LENGTHENED WALK:** This a more determined and ground covering walk than the working walk. The main difference between the free walk and the lengthened walk is that the driver now actively asks the horse to produce more push from behind and thus lengthen his stride. The horse must flex his poll somewhat and is expected to work into the bit on a soft contact. The horse should not stretch as long and as low as in the free walk, but has to show a definite lengthening and lowering of the frame compared to the working walk. Some overtrack is expected.

#### **CP405 Trot.**

1. The trot is a pace of two time on alternate diagonal legs (near fore and off hind leg and vice versa) separated by a moment of suspension. The trot, always with free active and regular steps, should be moved into without hesitation. The quality of the trot is judged by the general impression, the regularity and elasticity of the steps originated from a supple back and well engaged hindquarters - and by the ability to maintain the same rhythm and natural balance. The following trots are recognized: Collected trot, Working trot, Lengthen stride in the trot, and Extended Trot.

a. **COLLECTED TROT:** In the collected trot the horse is expected to move with more impulsion and engagement than in the working trot. Therefore his haunches must be more compressed, his loins more strongly coiled and his croup lowered. As a result the horse's neck and head will be raised higher and his center of balance will be shifted permanently more towards the rear, thus enabling the shoulders to move with greater ease and freedom with the poll the highest point, the nose should not be overbent or the neck restricted. As the horse's frame is shorter than in other trots, his steps will also be shorter but must be more elevated, and he appears lighter and more mobile throughout. Hollowing and/or stiffening the back are severe faults. Only a moderate degree of collection should be expected from a driving horse.

b. **WORKING TROT:** A regular and unconstrained trot, in which a horse, even if not yet trained and ready for collected movements, shows himself properly balanced and remaining on the bit, goes forward with even elastic steps and good hock action. The expression "good hock action" means here a free and energetic forward swing of the hind legs with hocks brought well forward underneath the horse's body, aiding in his free forward movement. The steps of the hind feet must at least be touching the ground in the footprints of the fore feet.

c. **LENGTHEN STRIDE IN THE TROT:** This trot is used as a preparation for the extended trot. While maintaining the same rhythm, the horse covers more ground than in the working trot. He must lengthen and lower the frame and stride while remaining on contact.

d. **EXTENDED TROT:** The horse lengthens his stride to cover as much ground as possible as a result of greater impulsion from the hindquarters. The driver allows the horse, remaining "on the bit" without leaning on it, to lengthen its frame to gain ground, with the nose slightly in front of the vertical. The hind feet must clearly overtrack the prints made by the fore feet. The horse must remain in balance while maintaining the same tempo with steps of equal size. Going faster is not asked for, and is a severe fault.

#### **CP406 Working canter.**

A forward, active pace with regular steps of three time pace, the horse showing good balance, remaining on the bit without leaning on the hand and going forward with light cadenced steps and good hock action. A canter to the right, for instance, will have the footfalls follow one another in the following sequence: left hind, left diagonal (simultaneously left fore and right hind), right fore, followed by a moment of suspension with all four feet off the ground before the next stride begins. The quality of the canter is judged by the general impression, the regularity and lightness of the three time pace. The horse must be on the bit and well engaged in the hindquarters with good hock action, and must have the ability to maintain his rhythm and natural balance throughout the movement and the transitions. The horse must remain straight on the straight lines.

**CP407 Rein back.**

The rein back is a backward movement in which the feet are raised and set down simultaneously by diagonal pairs. The feet should be well raised and the hind feet remain well in line. At the preceding halt as well as during the rein back, the horse, although standing motionless and moving back respectively, should remain on the bit, maintaining his desire to move forward. Anticipation or precipitation of the movement, resistance to or evasion of the hand, deviation of the quarters from the straight line, spreading or inactive hind legs and dragging fore feet are serious faults. If, in a dressage test, a trot is required after a rein back, the horse should move off immediately into his pace, without a halt or intermediate step.

**CP408 Shoulder in.**

The shoulder in movement requires leader horse(s) inside foreleg to pass in front of the outside leg. The horse(s) inside hind leg is passed in front of the outside leg, and in the track of the outside foreleg. The horse(s) look away from the direction in which it is moving.

**CP409 Stretching the frame.**

The horse gradually takes the reins, stretching forward and downward with light contact, while maintaining balance, rhythm and tempo and quality of the gait.

**CP410 Transitions.**

The changes of pace should be clearly shown when the horse's nose arrives at the prescribed marker; they should be quickly made, yet must be smooth and not abrupt. The rhythm of a pace should be maintained up to the moment the pace is changed or the horse halts. The horse should remain light in hand, calm and maintain a correct position in balance and on the bit. In the lower levels, transitions from trot to halt and from halt to trot may be executed progressively through the walk by making two or three well defined walk steps.

**CP411 Half-halt.**

The half-halt is a hardly visible, almost simultaneous, coordinated action of the aids, (voice, whip, and hands of the driver), with the object of increasing the attention and balance of the horse before the execution of several movements or transitions to lesser and higher paces. In shifting slightly more weight onto the horse's quarters the engagement of the hind legs and the balance on the haunches are facilitated for the benefit of the lightness of the forehand and the horse's balance as a whole.

**CP412 Changes of Direction.**

At the changes of direction, the horse should adjust the bend of his body to the curvature of the line he follows, remaining supple and following the indications of the driver without resistance or change of pace, rhythm or speed.

**CP413 Figures.**

1. SERPENTINE: These are a series of half circles from one side of the arena to the other, connected by straight lines. Starting and finishing by driving into the corners is incorrect. The number of loops are prescribed in the tests.
2. FIGURE OF EIGHT: This figure consists of two exact circles of equal size as prescribed in the test, joined at the center of the eight. The horse should straighten for several strides before changing direction at the center of the figure.
3. HALF-CIRCLE: This movement consists of a half-circle of stated diameter followed by a return to the original track on a straight line. In a pair or four-in-hand, the pole should touch the centerline briefly at the end of the half circle before returning to the track on a straight line.
4. THE DEVIATION: A gradual movement away from the long side of the arena to reach a maximum value prescribed with a gradual movement back to the track.

**CP414 Collection.**

1. The aim of the collection of the horse is:
  - a. To further develop and improve the balance and equilibrium of the horse, which has more or less been displaced by the additional weight of the carriage.
  - b. To develop and increase the horse's ability to lower and engage his quarters for the benefit of the lightness and mobility of his forehand.

c. To add to the 'ease and carriage' of the horse.

2. Collection is, in other words, improved and effected by engaging the hind legs, with the joints bent and supple, forward under the horse's body.

3. The position of the head and neck of a horse at the collected pace is naturally dependent on the stage of training and in some degree, on its conformation. It should, however, be distinguished by the neck being raised and unrestrained, forming a harmonious curve from the withers to the poll the poll being the highest point, with the head slightly in front of the vertical.

#### **CP415 Submission.**

Submission does not mean a truckling subservience, but an obedience revealing its presence by a constant attention, willingness and confidence in the whole behavior of the horse, as well as by the harmony, lightness and ease he is displaying in the execution of the different movements. The degree of submission is also manifested by the way the horse accepts the bridle with a light contact and a supple poll or with resistance to or evasion of the driver's hand, being either 'above the bit' or 'behind the bit' respectively.

Putting out the tongue, keeping it above the bit or drawing it up altogether, as well as grinding the teeth and swishing the tail, are mostly signs of nervousness, tenseness or resistance on the part of the horse and must be taken into account by the judges in their marks for the movement concerned as well as in the collective mark for "submission."

#### **CP416 Position and Aids of the Driver.**

1. The driver should be seated comfortably on the box so as to be relaxed and effective. Either the one or two handed method of driving is acceptable. Common to both methods, the elbows and arms should be close to the body with an allowing, but steady hand enabling a consistent "feel" with the horse's mouth. Drivers should not be penalized or rewarded for using one style over another.

2. The use of the whip and the voice are important aids in driving. They should be used as effectively and unobtrusively as is reasonably possible.

#### **CP417 Dress.**

Competitors are reminded that neatness should be the first requisite. The dress of the competitor and grooms must conform to the style of carriage and harness used. Period costumes, however, are not desirable. Driving aprons, hats, gloves and whip in hand are obligatory for competitors. The whip must be of suitable style and adequate length.

#### **CP418 Arena and exercise areas.**

1. The arena should be on as level ground as possible. The large arena is 100 meters long and 40 meters wide. The small arena is 80 meters long and 40 meters wide. The size of the arena to be used is determined by the test and the turnout. The correct arena size is printed on the test. Arena measurements are for the interior of the arena enclosure. Arenas should be separated from the public by a distance of at least 5 meters, 10 if possible. The enclosure itself should consist of a low fence (boards, breakable chain, etc.) Letter A should be easy to remove, to let competitors in and out of the arena in a suitable way, or must be placed at least 5 meters away from the arena.

2. The letters outside the enclosure should be placed about 0.5 meters from the fence and clearly marked. It is permissible to decorate the letters with flowers or greenery to enhance the appearance of the arena.

3. The marking of the center line, throughout its length, and the three points D, X, and G are obligatory and must be as clearly marked as possible without being of a nature to frighten the horses. On that account is recommendable: on a grass arena, to mow the grass on the center line shorter than the other parts of the arena and on a sand arena to roll or rake the center line in a suitable way. In such cases the three points D, X, and G should suitably be mowed, raked or rolled, about two meters straight across the center line.

4. In the case of inclement weather or during winter, the use of an indoor arena may be desirable with the necessary modifications to meet local conditions. The requirements for the outdoor arena, however, apply as far as is possible.

5. An exercise area must be provided far enough away from the arena so as not to disturb the competitors during their tests. It should be of sufficient size for several competitors to prepare their horses at the same time. If possible a practice arena with perimeters and letters should be provided.

**CP419 Tests.**

The American Driving Society approves and issues dressage tests for use at USEF licensed Carriage Pleasure Driving competitions.

1. For use at USEF national competitions:
  - a. ADS Training Level Tests: The purpose of these tests is to establish that the correct foundation is being laid for the training of the driving horse requiring the green horse to move freely forward in a free walk on long rein and the working trot, in rhythm while accepting the bit with relaxation, through transitions and 40 m. circles. This level is also intended to encourage the inexperienced driver.
  - b. ADS Preliminary Level Tests: The purpose of these tests is to establish that the horse has acquired a degree of balance and suppleness in addition to the rhythmical, free forward motion expected at the Training Level. While consistently accepting the bit the horse exhibits more activity of the haunches in the working trot and lengthened walk. To be demonstrated in: 30 m. circles, 20 m. half circles, serpentines, lengthened trot and stretching the frame.
  - c. ADS Intermediate Level Tests: The purpose of these tests is to establish that the horse has become more freely forward with greater use of the haunches than at the Preliminary level, while remaining light in hand without resistance. To be demonstrated in the working walk and trot, the lengthened trot, collected trot, the 5 second halt, the rein back, and the serpentine.
  - d. ADS Advanced Level Tests: The purpose of these tests is to establish that the horse has acquired a greater degree of suppleness, balance and lightness in hand than at the Intermediate level while remaining reliably on the bit, producing more impulsion through further strength in the haunches and relaxation of the back and poll enabling the driver to collect and extend the trot. To be demonstrated in the collected and extended trot, the rein back, and the 10 second halt.

**CP420 Execution of the tests.**

1. The dressage test must be driven from memory.
2. No passengers are permitted and grooms must sit in their correct places. One groom is optional for singles; one groom is mandatory for pairs and tandems and two grooms are mandatory for unicorns and four-in-hands. A knowledgeable adult horseman must accompany a Junior under 14 years of age in the carriage. No additional grooms or passengers are permitted. Failure to comply incurs elimination.
3. At the salute, drivers should take the reins in one hand. A lady shall raise the whip vertically or horizontally in front of her face; a gentleman shall remove his hat and let his arm drop loosely along his body or may render the salute as does the lady. The whip salute is used to acknowledge the judge at the start and finish of an individual test, or at the beginning and end of a dressage test. The whip salute is also performed in the following ways.
  - a. By moving the whip, held in the right hand, to a vertical position, the butt end even with the face.
  - b. By moving the whip, held in the right hand, to a position parallel with the ground, the handle before the face.
  - c. A gentleman may place the whip in his left hand and remove his hat.
4. Error of Test: If a competitor 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 judge may either treat it as an "Error of Course" (see 5 below), or he may decide to give the movement an appropriate mark.
5. Error of Course:
  - a. It is an "Error of Course" when a competitor deviates from the required track or when a movement is performed at the wrong pace or omitted altogether.
  - b. In the event of a competitor making an Error of Course, the judge will ring the bell and stop the competitor. The competitor must then resume the test from the beginning of the movement where the error was made. If the competitor is in any doubt, he may approach the judge for instructions.
6. For 'an error of course' or if a groom dismounts, penalty marks will be awarded as follows:

First incident	5 penalty marks
Second incident	10 penalty marks
Third incident	Elimination

7. If the judge at C has not noted an error, the competitor has the benefit of the doubt.
8. Penalty points are noted only on the judge's sheet.
9. Disconnected or Broken Harness: Should the rein, pole strap, chains or trace become disconnected or broken, or should the horse get a leg over the pole, trace or shaft, the judge will ring the bell and a groom must dismount and reconnect or repair the broken part. The competitor will be penalized for a groom(s) dismounting.
10. In a case of marked lameness, the judge informs the competitor that he is eliminated. There is no appeal against this decision.
11. A competitor who does not enter the arena within 90 seconds after the entry bell is rung for his test shall be eliminated at the discretion of the judge. No competitor can be required to drive prior to his scheduled time.
12. If, during the test, the entire turnout leaves the arena, the competitor is eliminated. If part of a turnout leaves the arena, it shall be scored as a poor movement and appropriate marks awarded.
13. A competitor leaving the arena at the end of a test in any way other than prescribed in the test will be penalized by an error. A competitor leaving the arena at the end of his test at any point other than 'A' will be penalized for an error.
14. Competitors shall be allowed to drive the outer perimeter of the arena before entering if possible.
15. Competitors will not be allowed to school in or around the arena while a class is in progress.
16. The judge may allow a competitor to restart a test if, in his discretion, some unusual circumstance has occurred to interrupt a test.

#### CP421 Time.

The execution of the tests is not timed. The times shown on the test sheets are for scheduling information only.

#### CP422 Marking.

1. All movement and certain transitions from one to another, which have to be marked by the judge(s) are numbered on the judge's sheets.
2. They are marked from 0-10, with 0 being the lowest mark and 10 the highest mark.
3. The scale of marks is as follows:

10	Excellent	4	Insufficient
9	Very Good	3	Fairly Bad
8	Good	2	Bad
7	Fairly Good	1	Very Bad
6	Satisfactory	0	Not Executed
5	<i>Marginal</i>		

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"Not executed" means that practically nothing of the required movement has been performed.

4. Collective marks.
  - a. Collective marks are marked after the competitor has finished his performance for:
    - (1) Gaits
    - (2) Impulsion
    - (3) Submission
    - (4) The driver's handling of the reins and whip; correctness and effect of the aids.
  - b. Each collective mark is awarded from 0 to 10.

5. The collective marks, as well as certain difficult and/or infrequently repeated movements, can be given a co-efficient of more than 1, which is fixed by the Dressage Committee of the ADS and appears on the test.

6. The mark for each movement should first establish the fact of whether the movement is performed insufficiently (4 or below) or sufficiently (5 or above). The judge should state the reason for each mark, as far as possible, but particularly for marks 5 downwards.
7. A movement which must be carried out at a certain point of the arena, should be done at the moment when the horse's nose is above this point.
8. If a problem appears once, it may be treated lightly by the judge. If it appears successively, he will score it more harshly each time, i.e. nodding, stumbling, shying, etc.
9. Signs of tenseness or resistance on the part of the horse should be considered in the marks for each movement where they appear, as well as in the collective marks. Horses which get their tongues over the bit or perform with an open mouth shall be marked down.
10. The levels of dressage are offered as a means of evaluating a horse that is changing. The purpose of each test is printed on the cover and the horse shall be considered in the light of the degree of training it should have achieved to be shown at that level.
11. Allocation of Marks: The judge will allocate their marks individually, and there will be no consultation among judges once the competitor has commenced the test.
12. Multiple Turnouts: Pairs, Tandems, and Four-in-Hands will be judged as a whole and not as individual horses.
13. Pace: The definition of paces - movements will apply to all types and breeds of horses.
14. Terminology: The following must be considered when judging Driven Dressage movements:
  - a. Obedience and Lightness - willing response to aids without resistance and correctness of bend.
  - b. Regularity - the regularity, evenness and rhythm with which the horse puts his feet to the ground.
  - c. Contact - the tension in the reins between the driver's hands and the horse. It should be light and flexible and maintained at all times.
  - d. Impulsion - the willingness of the horse to go forward energetically at all times and to respond quickly and evenly to changes of pace. The horse must remain in balance while maintaining the same tempo with steps of equal size.
  - e. Straightness - carrying the head, neck and body in a straight line with the weight evenly divided among the legs.
  - f. Collection - roundness and engagement with good hock action, elevated poll allowing the shoulders to move with ease. The horse's energy is contained in a more deliberate pace than in the Working Trot. The haunches are more compressed, the croup is lowered, and the forehead is elevated to the same degree. The stride is shorter but more powerful than the working trot and the front legs will move from the shoulder with greater agility resulting in lightness and greater mobility throughout. The neck should be more arched. The shortening of the frame is not and never should be a result of pulling back but rather of asking and allowing the horse to move forward into the driver's hand.
  - g. Accuracy - Accuracy of turns, circles, serpentines, along side rails, deviations.

### **CP423 General Impression.**

1. Principle: There are five boxes at the end of the Judges' Score Sheets for marks on General Impression.
2. Paces/Gaits: Regularity and freedom (if Four-in-Hand, Pair or Tandem, maintenance of pace/gait by all horses). The quality of paces/gaits in each movement is marked under the appropriate movement. The mark for the general impression must reflect paces/gaits and transitions during the whole test.
3. Impulsion: Moving forward, engagement of the hind quarters (if Four-in-Hand, Pair, or Tandem, all horses working). The level of impulsion may vary between movements and pace, but the mark for impulsion must reflect the performance of the horses through the test.
4. Obedience and Lightness/Submission: Response to aids, willing and without resistance. Correctness of bend. Suppleness.
5. Competitor: Use of aids, handling of reins and whip, position on the box, accuracy of the figures.  
The mark must reflect the consistent level of accuracy and quality of transitions.
6. Presentation:
  - a. Appearance of competitor and grooms, cleanliness, fitness, matching and condition of horses, vehicle and harness.

b. Bandages and brushing boots are not permitted under any circumstances. Failure to comply entails 10 penalty points.

#### **CP424 Classification and scoring.**

1. After each performance and after each Judge has given his collective marks, which must be done with due consideration, the judge's sheets pass into the hands of the scorers.
2. In regular dressage competition (pleasure shows, etc.) the total number of points awarded by each judge will be added together and divided by the number of judges to obtain the average. Any penalties under DC136.5 awarded by the judge at C will be deducted from the average to obtain the total. The competitor with the highest number of points will be placed first. The winner is the competitor having the highest total points, the second, the one with the next highest total points and so on. In the case of equality of points, the competitor with the highest marks received under General Impressions shall be declared the winner. When the scores for General Impressions tie, the judge may be required to decide on a winner after review of both score sheets or the horses may remain tied.
3. At *driven* dressage *only* competitions, scores may be shown as the average score minus the penalty points *and/or at the discretion of the organizers, may be scored as in combined driving (refer to DC145) or shown in percentages as in ridden dressage competitions.*  
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4. The correct factor is printed on each test.

#### **CP425 Ground jury**

1. The invited judges must be selected from:
  - a. the list of Federation licensed Combined Driving judges
  - b. the list of Federation licensed Dressage judges
  - c. the current roster of ADS Dressage or Combined Driving Judges
    - (1) must have a Federation Guest Judge's card
  - d. a foreign judge approved by his National Federation in Combined Driving or Dressage
    - (1) must have a Federation Guest Judge's card
  - e. a FEI judge licensed in Combine Driving or Dressage
2. The judge is placed five meters from the end of the arena opposite the letter C.
3. A separate enclosure (tent, trailer etc.) should be provided for each judge. It should be raised at least 0.5 meters (20 inches) above the ground to give the judge a good view of the arena.

#### **CP426 Technical Delegate.**

1. There must be a Technical Delegate for Federation licensed open Carriage Pleasure Driving Competitions and for Federation Regular Member competitions that have more than 15 Carriage Division classes. Technical Delegates must be selected from:
  - a. the list of Federation licensed Combined Driving Technical Delegates
  - b. the list of ADS Combined Driving Technical Delegates
    - (1) must have a Federation Guest Technical Delegate's card
  - c. the list of Federation Combined Category or C2 stewards at breed restricted competitions with 15 or less Carriage division classes.

#### **CP427 Responsibilities of management.**

1. Classes should be divided by similar turnouts (singles, pairs, fours, etc.). Horses may not be entered more than once in any dressage class. At Carriage Pleasure Driving Competitions or Driven Dressage Competitions, competitors may enter two consecutive levels with the same horse and driver combination, e.g. Training and Preliminary or Preliminary and Intermediate.
2. No judge shall be required to officiate longer than eight hours in one day. A scheduled 10 minute break must be provided for every two hours of judging.
3. A tentative class schedule must be included in the prize list. If the day of competition is changed forcing a competitor to withdraw, his entry fees must be refunded.
4. Organizers should prepare a time schedule including all driving times. If possible, competitors should be notified of their driving time in advance. In preparing the schedule consideration should be given to drivers entered in more than one class.

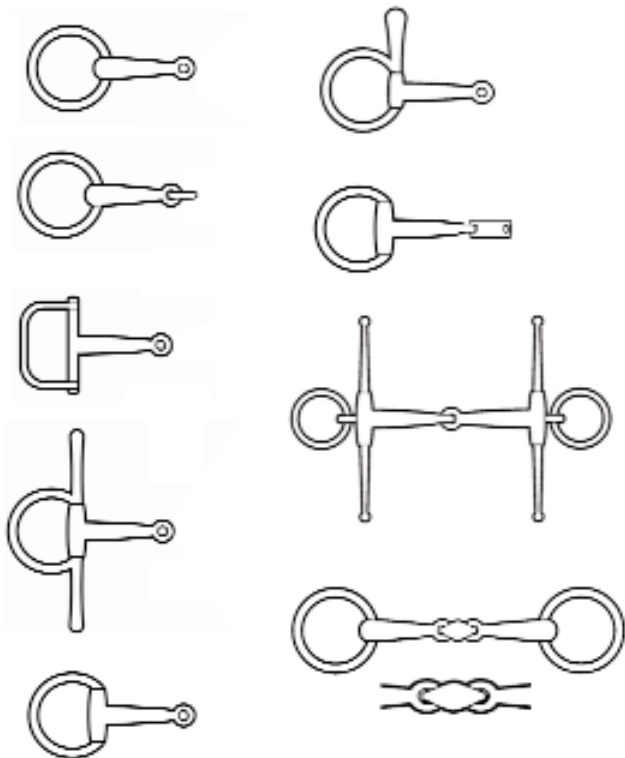
5. Time intervals should be scheduled between classes to allow for judge's breaks and award presentations. The time schedule should be posted in a conspicuous place by noon the day before the competition.

6. Following the presentation of awards for each class, the judge's score sheet should be given to the competitor.

**CP428 Cruelty.**

1. The General Regulations refer to cruelty. See GR839.

**CP429 Bits**



Snaffle bits and other types of traditional driving bits are allowed. Bits may be covered with rubber or leather. Burr, gag and twisted wire bits of any type are not permitted in USEF driving competitions. Style of harness or carriage should not influence the type of bit being used.

**Appendix A.**

**ATTIRE:**

**FORMAL OR PARK-**(Park Drag, Road Coach, Breaks, Mail Stanhope, Demi-Mail, Spider-Phaeton, Stanhope or Park Gate Gig, George IV, Basket Phaeton, etc.)

- Gentlemen to wear a top hat or bowler, suit jacket and tie. If the class is in the evening, gentlemen may choose to wear white or black tie.
- Ladies to wear a stylish hat that may have a veil, long sleeved dress or blouse suitable for a formal affair. If the class is in the evening, ladies may opt not to wear a hat and may wear a formal gown. Shawls are optional.
- Apron or lap robe should be of a solid color material and harmonize with the upholstery (in warmer weather tattersal or checked aprons are appropriate for day classes).

**INFORMAL OR COUNTRY/SPORTING:** (Village Cart, Two-Wheeled Dog Cart, Road or Jogging Cart, Four-Wheeled Buggy, Runabout, American Stanhope, Breaks, Bronson

wagon, Surrey, Four-Wheeled Dog Carts, Traps, Cabriolet, Rockaway, Tandem Gig, Sailor wagon, etc.)

- Gentlemen to wear a bowler, boater, fedora, straw hat or cap, a suit or sport jacket and tie. Ladies to wear a felt or straw hat (in village carts, road or jog carts, four wheeled buggies, runabouts, and meadowbrooks; no veils on hats), long sleeved dress or blouse suitable for a country outing such as a picnic.
- Aprons may be of solid, checked or plaid material.

## PARK DRAG OR PRIVATE COACH

**DEFINITION:** A Park drag should be of less heavy build than a Road Coach. The axles may be Mail or Collinges. The hind seat should be mounted on curved iron braces and be of the proper width for two grooms. The lazy-backs on the roof seats should be hinged and turned down when not in use. The door of the hind boot is often hinged at the bottom so that it may be used as a serving table when open. There should be no luggage rails or straps between the seats.

The driver may choose to have passengers on the drag or coach during coaching classes.

**PAINT AND BODYWORK:** The paintwork should be well finished in traditional style. The sides of the front and rear boots, the upper quarters of the body, the steps and seat rails should be painted black. The under-carriage, the pole, the bars, the underside of the footboard and the seat-risers or cheeks should be painted the same color; the lower panels of the body and the door of the rear boot may be painted the same or a different color. An heraldic badge or monogram may be neatly painted on the crest panel of the door; on the rear boot door or on the underside of the footboard. The outside seats may be trimmed in pigskin or wool broadcloth of a suitable color with the underside of the cushions covered in waterproof material. The inside of the coach may be trimmed in Morocco leather or cloth or a combination of these materials. The inside floor may be covered with a Wilton carpet of solid color. It is not usual to have seat-falls to the outside seats, but they may be fitted inside. The seat valances or boarders of the outside seats may be made of patent leather fastened with a horizontal strip of bright metal beading of the same metal as the door handles and lock covers. The metal edging of the doors and hind boot should not be polished, but there should be bright metal on the seat-edge beading, door handles, and outer face of the hub caps. The glasses of the door windows should be plain and not quartered.

**APPOINTMENTS:** There may be wine coolers and a glass case carried in the rear boot. A lunch chest or imperial may be carried on the roof but only when it is to be used as at a race meeting or similar occasion. Two spare lead bars, one side and one main, should be carried fastened to the back of the hind seat, with the main bar above. A folding iron ladder should be carried on brackets beneath the hind seat. The stick and umbrella basket is hung on the near side, at the corner of the rear roof-seat, the drag shoe and the safety hook should be hung under the coach on the off-side except in countries where they drive on the left of the road, in which case the drag is hung on the near side. A spare jointed whip mounted on a board may be hung under the box-seat or inside the coach. *The lamps should not be in their brackets in daylight hours, but carried in special fittings inside the coach.* The windows or stable shutters should be down and the windows in place when the owner or his representative is driving. The coachman's apron when not in use should be folded outside out and laid on the driving cushion. Passengers' knee rugs or lap-ropes should be folded and laid on the front inside seat when not in use. *BOD 1/18/09 Effective 4/1/09*

**SPARES:** Spares may be carried in the rear boot of inside the coach. The usual: a small case of tools comprising wrench, hammer, leather punch screw driver, hoof pick spare shoe and nails, or "Easy boot", together; with spare lead and wheel trace; spare lead and wheel rein or rein splicer; spare hame strap; length of strong cord or wire. Loin or quarter rugs for the horses and halters should be carried in an convenient place.

**HARNESS:** The harness should be of black leather with patent leather where appropriate. The harness should have solid draft eyes and kidney links with kidney link rings on the wheelers only. Bearing reins are permitted but should be on all horses or none. A neat monogram or badge is permitted on the winkers, drops, pads, breast-plate drops, and rosettes. The breast-plates should be fastened round the collar as well as the kidney links for preference. Collars are not to be tied together. It is suggested that the reins should be held in one hand, the other hand being able to assist as required.

The wheel traces should have metal loop ends or quick release. The lead traces should be put on with screwheads of the cock-eyes uppermost, as also should be the lead-bar screws. Buxton bits are preferred and if bearing reins are used they should be on all horses and be attached to separate bearing rein bits not to the driving bit. Cruppers may be sewn or buckled on. The reins should be made of single brown leather. Appropriate straps should be lined and stitched. The bridles may have metal browbands or fronts or they may be of other material to match the color of the coach. Hame straps should be put on with the points inside. The metal furniture of the harness should be of the same material as the buttons of the grooms' coats and the door handles and beading of the coach. West End buckles are preferred.

The pole chains, the pole-head and the lead-bar hooks and mountings should be made of bright steel color. The pole chains may have spring hooks at each end or may have open hooks with rubber securing rings at one end. Preferably the chains should be of a length that admits of snapping both hooks into the pole-head ring. If too short, one end should be hooked into the pole-head ring and the other into the link with the snap down. If too long, one end should be snapped in the pole-head ring, snap down, and the other brought through the ring and snapped into a link at appropriate length.

**ATTENDANTS:** Two grooms in Livery should sit on the rear seat when the coach is moving, the senior groom on the right. When the coach is stopped, the senior groom stands by the right wheeler, able to take instructions from the driver, while the other groom stands at the leaders heads.

**HORSES:** Park Drag horses should be perfectly matched as to color, size, style, action and temperament. They should be horses of quality but of sufficient substance to handle a loaded coach. Flashy coloring is not appropriate. They should have good manners, and should be capable of moving at a stylish trot with action but not excessively fast. They should stand quietly and move off together at the walk when asked to do so. Although all coach horses should be trained to rein back, they should not be asked to do so in the show ring.

## ROAD COACH

**DEFINITION:** A Road Coach is of stronger build than a Park Drag. The Coach may be finished as a Public or Private Road Coach, the latter carries no place names. The axles may be Mail or Collinges. The hind seat holds three persons besides the guard whose seat is on the near-side with an extra cushion. The lazy backs of the seats are usually not hinged. He should have a hand strap to take hold of when standing to sound the horn. There is a rail and luggage straps between the seats. The door of the rear boot is usually hinged on the off-side.

**PAINT AND BODYWORK:** The distribution of black and color in the paintwork follows the same pattern as a Park Drag, but the colors may be brighter. A Road Coach may have an appropriate name painted on the panel below the hind seat; a figure or some device associated with the coach name may be painted on the side and hind boot door panels. The names of places on the coach's route may be painted on the sides. If the wheels and other parts *of* the undercarriage are striped, it should be with a single broad stripe. The windows are usually quartered and the coach is driven with the stable shutters down. The outside seats may be trimmed in strong material such as coach carpet or Bedford cord, not leather. The inside of the coach is usually paneled in hardwood with seat cushions in drab cloth. The

seat valances may be similar to the Park Drag or may be made of wood. The metal trim is similar to the Park drag, except that the pole-head, lead bar hooks and pole-chains may be painted black and not of bright steel. *BOD 1/18/09 Effective 4/1/09*

**APPOINTMENTS:** Two spare lead -bars, one side, and one main, should be carried, fastened to the back of the hind seat with the main bar above. The folding ladder which may be made of wood is hung on brackets below the rear boot. The side lamps should be in their brackets, ready for use, and a red rear light may be placed on a bracket below the rear seat on the near-side. It is usual for this lamp to have a clear lens on the right side so that it can illuminate inside the boot when the door is open. The stick and umbrella basket is hung on the near-side at the corner of the rear roof-seat. The drag-shoe and safety hook should be hung under the coach on the off-side. A spare jointed whip mounted on a board may be hung under the box seat of inside the coach. The coachman's driving apron and the passengers' rugs are carried also. Inside the coach, there are leather pockets on the doors and leather hat straps on the roof.

**SPARES:** These are the same as for the Park Drag and Private Coach, but for the Road Coach may also carry a canvas bucket. Loin or quarter rugs for the horses and halters should be carried in a convenient place.

**HARNESS:** The hardware of the harness should be of the same metal as the fittings of the coach. The harness is of black leather with most straps of single (unlined) leather. Collars may be of plain black or brown leather. Collars are not to be tied together. It is suggested that reins should be held in one hand, the other hand being able to assist as required. The hames should be of ring-draft type with short kidney links, chain and hook. Bearing reins are not usual but may be used on one or more horses if really necessary. The harness may be embellished with some symbolic device of the initial of the coach's name on the winkers, rosettes and pads. The wheel traces may have quick -release or French loop ends, and more rarely chain trace ends are used.

**ATTENDANTS:** A Road Coach carries a guard who is usually dressed in a frock coat of appropriate color, usually with strappings across the front and on the pocket flaps, breeches which may be white or of sponge-bag check, leather or canvas leggings, brown boots and a beaver hat. He carries a way-bill pouch slung over the shoulder with a pocket for a watch and a loop for the hind-boot key. He sits on the rear side of the hind seat and his seat carries an extra cushion. He should have a hand strap to take hold of when standing to sound the horn. A groom in stable livery must also be carried.

**HORSES:** Road Coach horses should be matched for size, weight, action, temperament, and way of going. They need not be matched perfectly for color and flashy markings are not objectionable. They should be of sufficient weight to be able to pull the coach without appearing to labor at all. Although the wheelers may be the stronger horses, all horses should be capable of working the wheel. The horses should work evenly together all the time and be capable of moving at a good pace. They should stand quietly and move off together at a walk. They should be able to back the Coach, but should not be asked to do so in the show ring. It is acceptable for a Road Coach team to have a grey near leader. Tradition holds that the color would be more easily seen by oncoming traffic in the dark.

#### **FOUR-IN-HAND BREAKS**

**DEFINITION:** The Body or Wagonette Break, the Roof-Seat Break and an Omnibus with a roof-seat are carriages in this category. All are classed as sporting vehicles.

**PAINT AND BODYWORK:** The underside of the footboard, the rear boot door and the front seat risers may be painted in the same color. The remainder of the body is usually painted black, but the undercarriage may be painted in some bright color. The seat cushions can be trimmed in Bedford cord, corduroy, leather or broadcloth. Seat falls are not usual. A stick basket, ladder if needed, spare bars and a spare jointed whip are carried. The side lamps are usually left in place ready to use.

**SPARES:** Spares and other equipment are carried as for a coach and these are usually stowed in the rear boot.

**HARNESS:** The harness is of a fairly simple kind without unnecessary embellishments. Breechings may be used on the wheelers if they are likely to be required. The wheel traces may have metal loops, French loops, or quick-release ends. The hames may be solid draft with kidney links or ring-draft with short kidney links, chains and hooks. Liverpool or elbow bits are appropriate, except in formal occasions, with grooms in livery, when buxton bits could be used.

**APPOINTMENTS:** Sporting breaks are usually turned out informally with a driver wearing country clothes and a bowler hat, the grooms in stable livery of trousers, jacket, shirt and tie with a bowler hat. However, there are occasions when it may be appropriate for the driver to turn out more formally with a top hat and driving coat. The grooms could then wear livery. In such case, Buxton bits could be used.

**HORSES:** The horses for a sporting break *should* be matched as to type and action. If they are matched as to color, or “cross-matched”, that is diagonally matched as to color, so much the better. They should move well together, be capable of sustained active walk and a smart trot. They can be expected to rein back readily and to stand quietly. They should move off quietly and together, starting at a walk until asked to trot. *BOD 1/18/09 Effective 4/1/09*

### **MAIL, STANHOPE, DEMI-MAIL, SPIDER PHAETONS**

**DEFINITION:** These carriages are intended to be driven by the owner or a friend and are usually turned out in the more formal “park” style rather than country style.

**PAINT AND BODYWORK:** In all cases the body is usually painted black, except for the seat panel which may be finished in imitation cane or in a color to match or blend with the color of the undercarriage. The undercarriage may be painted in an appropriate bright color and striped. The cushions may be covered in dark colored broadcloth with the seat back upholstered in black leather or, in the case of a Spider Phaeton without a top, in black patent leather. There may be a loose floor mat of heavy punched rubber over a floor covered with linoleum, or ribbed rubber may be laid on the floor boards. If there is a folding top, the valance may be of patent leather in place with polished metal beading. The dash may have a folded waterproof apron attached or have leather loops for securing such an apron. A whip socket is usual. Lamps are of round dial pattern in most cases but show Spider Phaetons usually have square pattern lamps.

**SPARES:** A small kit of tools, a wheel wrench and spare harness parts should be carried.

**APPOINTMENTS:** a dashboard clock, and waterproof coats are necessary.

**HARNESS:** When it is possible to use a single horse with phaetons of this class, the harness has a bridle of square or D-shaped winkers; browband and rosettes of metal; Buxton bit; side-check bearing rein, if any; Kay collar and hames with chain and ring coupling at the bottom; back-strap lined and stitched with crupper stitched on; breastplate; saddle of English pattern, 4 or 4 1/2 inches wide with French or Tilbury tugs, reins of brown leather. Pair harness is similar in character with solid-draft hames with kidney links, short hame-tugs, straight panel pads, breastplates, trace bearers or loin straps optional, brown reins, bright steel pole chains. The hardware of the harness should be of the same metal as the polished metal parts of the carriage.

**ATTIRE:** The driver usually wears a top hat, grey in summer, black in winter and in the evening indoors. A groom in livery occupies the rumble seat, but two grooms are considered proper with a Mail Phaeton.

A Mail Phaeton may be turned out in country style with the wheel harness of a Road Coach and grooms in stable livery with Derby hats. The driver would then wear clothes of country style.

**HORSES:** The horses used with these phaetons are upstanding horses of appropriate size for the carriage, with high, stylish action, yet showing a good length of stride. They should be horses of quality with adequate substance. It is not usual to have the manes braided.

#### **FOUR-WHEELED DOG CART, TRAP, OUTING WAGON**

**DEFINITION:** These are informal carriages of general utility. As such they may be painted to suit individual taste within the bounds of tradition and general practicality.

**HARNESS:** The harness may have a bridle with D-shaped winkers, with or without side-check bearing rein; Liverpool or elbow bit; Kay or rim collar and hames; hames may have connecting chain at bottom of hame straps both top and bottom, saddle of English pattern with French or Tilbury tugs for four-spring carriages, or as a saddle similar to Surrey harness for three- or end-spring carriages; breeching.

Pair harness is similar, used with either trace bearers or breechings. Leather pole-straps are usual.

**ATTIRE:** The driver wears country style clothes with a Derby, felt or straw hat according to season or weather. The groom wears stable livery with a Derby hat.

**HORSES:** The horse, or horses, usually stand 15.2 to 15.3 hands, has good all-round straight action, good head carriage and possesses adequate substance for the weight of the carriage. Good manners are important and the horse should be capable of trotting at a smart pace.

#### **STANHOPE OR PARK GATE GIG**

**DEFINITION:** In North America these gigs were mostly used for show or park driving and were usually turned out in formal style.

**PAINT AND BODYWORK:** They are painted to a high finish with black body, patent leather dash and fenders, with the dummy louvers on the Park Gate type of the seat back painted in color. The undercarriage is painted in some quiet color, tastefully striped. These gigs are never finished in natural wood.

**HARNESS:** The harness has a bridle with square winkers, a gig or Buxton bit, sidecheck bearing rein, bridle fronts and rosettes of metal, Kay collar and well-fitted hames connected at the bottom with a chain and a ring. A breastplate or standing martingale is usual; the backstrap lined and stitched with the crupper sewn on; the saddle of English pattern with French or Tilbury tugs; a kicking strap is usually worn; brown driving reins. If a gig has a whiffletree, a breast collar of adequate size may be used.

**SPARES AND APPOINTMENTS:** Small lamps of square pattern are usual and a small kit of tools and a wheel wrench should be carried. A dashboard clock and a whip socket are desirable.

**HORSES:** A gig horse should be an attractive horse standing 15.1 to 15.2 hands, of good conformation and bold head carriage. He should be sharp moving with stylish action with a good length of stride that allows him to cover the ground at a good pace.

**ATTIRE:** The driver wears a grey top hat in summer during daylight and a black top hat at other times. He wears an apron or knee rug. The groom wears dress livery.

#### **VILLAGE CART, TWO-WHEELED DOG CART**

**DEFINITION:** These carts are usually made to seat four people, back to back. There is an adjustable seat to achieve the proper balance and the driver should have an adjustable foot-rest. The balance should be adjusted to bring a small amount of weight on the horse's back when the cart is loaded but not moving. The balance should NEVER be to the rear so that only the belly band prevents the cart from tipping up.

**PAINT AND BODYWORK:** The body is usually painted black and the shafts, springs and wheels in color and neatly striped

**HARNESS:** The harness has a bridle with D-shaped winkers, a noseband and a Liverpool or similar bit. A four-ringed or Wilson snaffle may also be used, but the Buxton bit is too dressy for such carts. The collar may be of Kay or rim design with hames connected at the bottom by a chain for preference. A false martingale or breastplate is usual. The saddle should be made on a tree with an inside channel through which the backband can slide freely. Open tugs are usual. The saddle should be well padded and 4 1/2 or 5 inches wide. The backstrap may have the crupper buckled or sewn on. A breeching or kicking strap is usual.

**HORSES:** The horse should be well muscled, have good clean bone and be of the right size for the cart. He should have good manners with free striding, straight action.

**ATTIRE:** The driver and passengers may dress informally and the groom, if one is carried, wearing stable livery.

### **ROAD OR JOGGING CART**

**DEFINITION:** Light road carts are used for exercise and formerly they were sometimes used as personal conveyances like plain buggies. They may be painted to suit the individual's taste

**HARNESS:** The harness is similar to buggy harness and usually has a bridle with an overdraw check and a snaffle bit. A bridle with normal noseband and a double-ring or Wilson snaffle or a Liverpool bit is acceptable and may be preferred by some judges. Although the saddle has little weight to carry, it should be well enough stuffed so that no weight bears directly on the horse's spine.

**HORSES:** The usual road cart horse is of a fast trotting type.

### **FOUR-WHEELED BUGGY**

**DEFINITION:** This is a vehicle of general utility.

**PAINT AND BODYWORK:** The general style of painting was the body black and the running gear in some dark color with or without striping.

**HARNESS:** The harness should be of a simple kind with a bridle with square winkers, snaffle bit and overdraw check. A bridle with a noseband and a Wilson snaffle or a Liverpool bit is also quite appropriate. A breeching may or may not be used. Except for the heavier Goddard buggy, breast collars are usual.

**HORSES:** The horse may be of trotting type, capable of moving at a good working trot. A pair may be driven to a buggy.

### **RUNABOUT, AMERICAN STANHOPE**

**DEFINITION:** These small carriages were popular at the turn of the century and may be considered as light phaetons.

**PAINT AND BODYWORK:** Some were finished in natural wood, others were painted with a black body and undercarriage in sporting colors.

**HARNESS:** The harness has a bridle with D-shaped winkers, noseband and a Liverpool or elbow bit, preferably no bearing rein. A breast collar is usual and a breastplate is optional. A breeching is also optional. The harness should be of good quality with most straps lined and stitched. Brown reins.

***HORSES:** The horse should be a stylish moving horse of great quality, able to trot at a smart pace. High action is not essential. BOD 1/18/09 Effective 4/1/09*

### **ROCKAWAY, CARRYALL, DEPOT WAGON, SURREY, CABRIOLET**

**DEFINITION:** These are some of the types of family carriages that were very popular throughout North America.

**PAINT AND BODYWORK:** They were usually painted in sober style with the body black, the undercarriage in some fairly dark color, tastefully striped. The cushions are usually covered in broad cloth of a color matching the undercarriage, or in black leather. The dash and fenders, if any, are usually covered with patent leather. A Surrey may have a standing top with a fringe. Most are fitted with shafts or a drop pole that attaches to couplings on the front axle.

**HARNESS:** The harness has a bridle with D-shaped winkers, bridle front of metal; side-check bearing rein or none at all; Liverpool or similar bit; collar of rim pattern with hames with chain connection at the bottom or with hamestraps at top and bottom; anchor or finger drafts/ traces with slotted ends connected directly to the hames or to short hame tugs; saddle with straight or swell panels about 4 or 4 1/4 inches wide. Open or Tilbury tugs may be used and a breeching is normal. The harness straps may be lined and stitched or of single leather, the former preferred. A false martingale or breastplate is not essential.

*BOD 1/18/09 Effective 4/1/09*

Pair harness is similar in style with short hame tugs and trace loops on the pads. Trace bearers are usual.

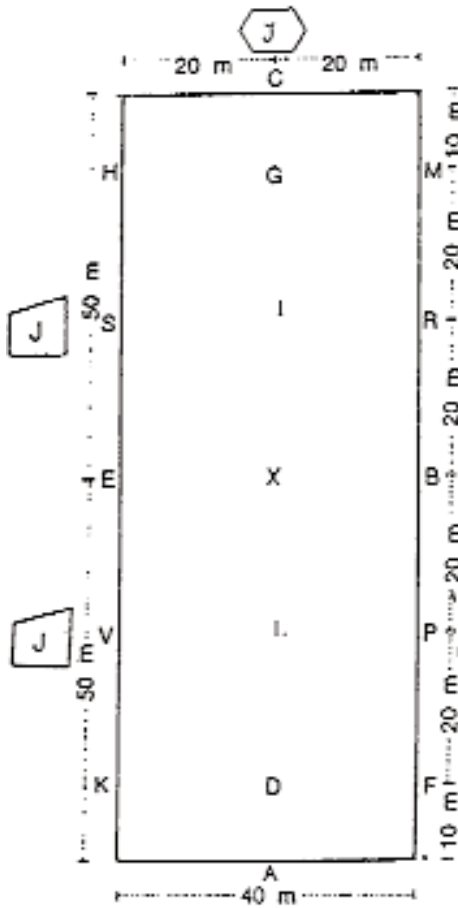
A neck-yoke is used with a drop-pole, but if the pole is supported by a chain or strong spring, a crab polehead and leather pole pieces may be used.

**HORSES:** The horse, or horses, for a family carriage should be 15.2 to 16 hands, with ample bone and weight for the work. High action is not wanted but a straight moving trot with good length of stride and a regular active walk are what is needed. Good manners are essential.

APPENDIX B

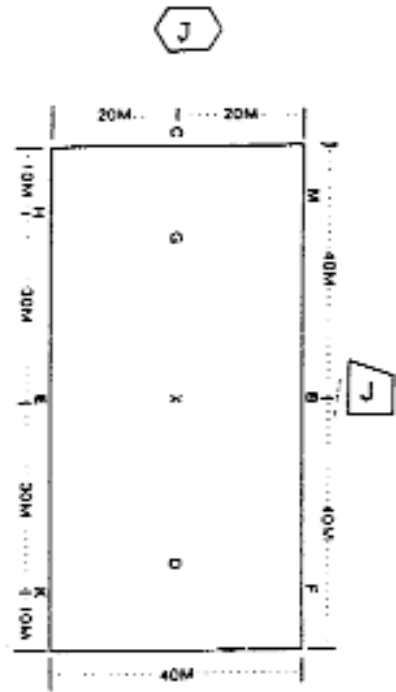
SMALL AND LARGE DRESSAGE RING

Diagram of Large Arena



100 x 40 Meter Arena Suitable for Intermediate and Advanced Level Tests

Diagram of Small Arena



40 x 80 Meter Arena Suitable for Training and Preliminary Level Tests

## APPENDIX C

## LIST OF DRESSAGE TESTS

Dressage Tests are available upon request, or can be downloaded from the ADS Website: [www.americandrivingsociety.org/forms/ADS\\_Form.htm](http://www.americandrivingsociety.org/forms/ADS_Form.htm)

Tests driven by tandems and four-in-hands should be driven in a 40 x 100 meter arena.

Test	Average Driving Time	Arena Size (in meters)	<i>Minimum time between tests</i>	# of Movements (plus collectives)
TRAINING LEVEL (Print tests on white paper)				
Test 1 (Short Test)	5 min	40 x 80	<i>7 min</i>	10
Test 2	5 min	40 x 80	<i>7 min</i>	10
Test 3	7 1/2 min	40 x 80	<i>9 min</i>	12
Test 4	7 min	40 x 80	<i>9 min</i>	11
Test 1 - Presentation on the move	5 min	40 x 80	<i>7 min</i>	10
Test 2 - Presentation on the move	5 min	40 x 80	<i>7 min</i>	10
Test 3 - Presentation on the move	7 1/2 min	40 x 80	<i>9 min</i>	12
Test 4 - Presentation on the move	7 min	40 x 80	<i>7 min</i>	11
PRELIMINARY LEVEL (Print tests on green paper)				
Test 1	6 min	40 x 80	<i>8 min</i>	12
Test 2	6 1/2 min	40 x 80	<i>8 min</i>	14
Test 3	4 1/2 min	40 x 80	<i>6 min</i>	12
Test 4	6 min	40 x 80	<i>8 min</i>	11
Test 5 (for Tandems and Four-In-Hands)	6 1/2 min	40 x 100	<i>8 min</i>	12
Test 6	6 min	40 x 80	<i>8 min</i>	13
Test 1 - Presentation on the move	6 min	40 x 80	<i>8 min</i>	12
Test 2 - Presentation on the move	6 1/2 min	40 x 80	<i>8 min</i>	14
Test 3 - Presentation on the move	4 1/2 min	40 x 80	<i>6 min</i>	12
Test 4 - Presentation on the move	6 min	40 x 80	<i>8 min</i>	11
Test 5 - Presentation on the move	6 1/2 min	40 x 100	<i>8 min</i>	12
Test 6 - Presentation on the move	6 min	40 x 80	<i>8 min</i>	13

*BOD 1/18/09 Effective 4/1/09*

**Driven Dressage Competitions only**

1. Points awarded by all Judges are averaged (Average Total Points)
2. Average Total Points - additional penalties = Total score
3. Total Score ÷ Total Points x 100 = Test %

<b>Test</b>	<b>Presentation on Move</b>		<b>Presentation at Halt</b>	
	<b>Total Points</b>	<b>Factor (max. 160)</b>	<b>Total Points</b>	<b>Factor (max. 150)</b>
<b>TRAINING LEVEL</b>				
<b>Test 1 (short test)</b>	<b>200</b>	<b>.80</b>	<b>190</b>	<b>.789</b>
<b>Test 2</b>	<b>210</b>	<b>.762</b>	<b>200</b>	<b>.75</b>
<b>Test 3</b>	<b>230</b>	<b>.696</b>	<b>220</b>	<b>.682</b>
<b>Test 4</b>	<b>220</b>	<b>.727</b>	<b>210</b>	<b>.714</b>
<b>PRELIMINARY LEVEL</b>				
<b>Test 1</b>	<b>220</b>	<b>.727</b>	<b>210</b>	<b>.714</b>
<b>Test 2</b>	<b>240</b>	<b>.667</b>	<b>230</b>	<b>.652</b>
<b>Test 3</b>	<b>220</b>	<b>.727</b>	<b>210</b>	<b>.714</b>
<b>Test 4</b>	<b>220</b>	<b>.727</b>	<b>210</b>	<b>.714</b>
<b>Test 5 ( Tandem &amp; Four-in-Hand)</b>	<b>230</b>	<b>.696</b>	<b>220</b>	<b>.682</b>
<b>Test 6 (Single &amp; Pair only)</b>	<b>240</b>	<b>.667</b>	<b>230</b>	<b>.652</b>

