

USEF CARRIAGE PLEASURE DRIVING

LICENSED OFFICIALS BOOKLET



INDEX

Responsibilities of the USEF Licensed Carriage Judge	2
USEF Licensed Officials Renewal Form Statement.	2
Carriage Pleasure Driving Judge’s Licensing Requirements	2-3
How to get invited for judging assignments.	3
Judging responsibilities (once you are invited to judge a competition)	3-4
On the day of the competition	4
After the competition	4
Summary when judging	4-5
Avoiding pitfalls in judging	5-6
Judge and Scribe Team	6
Regulations for Licensed Officials for Open competition	6
Regulations for Licensed Officials for Breed competition	7
Reference information for Licensed Officials	7
Class Specifications	14-19
Driven Dressage	20-24
Suggested Reading for those interested in Carriage Pleasure Driving	24
Acknowledgements	24

RESPONSIBILITIES OF THE USEF LICENSED CARRIAGE JUDGE

Good judging depends upon a correct observance of the fine points and the selection of the best horses for the purpose described by the conditions of the class. A judge serves three interests:

1. His own conscience (The Rules, Integrity, Knowledge, Professional Demeanor, Non-Bias, Character)
2. The Exhibitors
3. The Spectators

The Judge should make it clear that the best horses win.

USEF LICENSED OFFICIALS' RENEWAL FORM STATEMENT

As a licensed official of the United States Equestrian Federation, I will conduct my duties with the highest level of integrity. My primary concern is the welfare of the horse while giving full attention to exhibitors and respect to my colleagues.

- I will endeavor to have complete and accurate knowledge of all rules governing the competition.
- I will exercise my responsibilities in a positive and professional manner, refraining from conducting business and socializing with exhibitors during the event.
- I will officiate from a positive perspective in word and deed and complete my duties with consistency and without bias.
- My personal behavior will reflect my integrity, character and respect for the sport and the United States Equestrian Federation.
- I will exude a professional, respectful attitude, and behavior always toward USEF Staff, other licensed officials, and competition staff.
- I will abide by the US Equestrian Social Media Policy for Licensed Officials.

CARRIAGE PLEASURE DRIVING JUDGE'S LICENSING REQUIREMENTS

Please refer to the Licensed Officials Policies and Procedures on the USEF website at www.usef.org or at the link below. This information can be found on the Licensed Officials webpage. You can find this page by following these steps:

- Go to usef.org
- Hover over "Compete"
- Click on "Licensed Officials: under the Resource and Forms section of the drop down
- Additional helpful information on this page includes:
 - Licensed Officials Social Media Policy
 - Conflict of Interest Rule Guidelines
 - Evidence Gathering Guidelines
 - Extension/Reinstatement Request form
 - Licensing of Officials: Background, Process and Resources
 - Requirements to Maintain Licenses & Certifications

LO Policies and Procedures: <https://www.usef.org/forms-pubs/OYhdrGgwIEM/2/licensed-officials-policies-and>

To find a current list of Carriage Pleasure Driving officials, please use the search tool at the link below or by clicking on the magnifying glass icon on the USEF website. <https://www.usef.org/search/officials>

HOW TO GET INVITED FOR JUDGING ASSIGNMENTS

1. Let the competition managers know about you.
2. Tell managers and other officials that you have your license.

3. If you live near a competition grounds, and have the time, volunteer to judge some classes with another judge or by yourself (once you are licensed).
4. Be available as much as you can when you are starting out in your judging career.
5. The process of networking should be done not only by management but also other officials.

JUDGING RESPONSIBILITIES (ONCE YOU ARE INVITED TO JUDGE A SHOW)

1. Put the date on the calendar, include the location, manager's name, and phone numbers.
2. Discuss fee and per diem.
3. Find out if you are judging independently or on a panel and be prepared to handle the responsibilities either way. Link to Chapter 10 Licensed Officials Rules: <https://www.usef.org/forms-pubs/q6-zadLCzl4/gr10-licensed-officials>
4. Ask if the competition is being held indoors or outdoors.
5. Make sure that you understand thoroughly all travel arrangements:
 - The airline ticket: who is making the reservations; who is responsible for the luggage fees; airport parking; what airport will you be flying into; and ground transportation to and from the airport; and ground transportation to and from the hotel and the show).
 - If driving, discuss the fee per mile.
 - Ask about departure time regarding the last day of the show. (NEVER, never make the last day departure time before 6 pm unless told otherwise).
6. Request a written contract ASAP. Contracts should include:
 - Competition name and date
 - Location
 - Fee and Per Diem
 - Mileage or airfare (and other fees such as luggage, parking, and ground transportation, such as rental cars, shuttles, taxis, etc., that you negotiate).
 - Hotel name, phone number, confirmation number and location.
 - Show manager's name, telephone number, email, and horse show office number.
 - Division or classes you are being hired to adjudicate.
 - Do NOT book competitions too close together with regards to mileage or calendar date.
7. If you have not received a prize list within a few weeks of the competition, ask for a copy or check online.
8. Ask if you have an Apprentice judge. Apprentices must receive approval from the manager and official prior to apprenticing according to GR1006.
9. Prepare Reinsmanship patterns to be used at the competition. Have several patterns to choose from based on the class talent and ring orientation. Have at least 3 copies: one to post, one for the announcer and one for you.

ON THE DAY OF THE SHOW

1. Ask management when you should arrive or arrive at least ½ hour before the competition begins.
2. Check in with the manager, secretary, TD/Steward(s). If you have a scribe and timers try to meet ahead of time with them as well.
3. Let the competition management know of any special needs that you may have regarding food, beverages, etc.
4. Pick up Judges' cards, radios, etc. Make sure you bring with you the following:
 - Clear Clipboard and small folding clip board
 - Notepad(s)

- Stopwatch and Whistle
 - Pens
 - Pencils
 - Rule Book, iPad with the rules on it, or your cell phone with the rules on it
 - Weather attire (Rain Gear, etc.)
 - Plastic cover or waterproof clipboard to protect your judge's cards.
5. Go to the ring; make sure that everything is suitable and safe for showing; make a decision about your judging location (this will depend on whether the show is indoors or outdoors).
 6. Meet with your ringmaster and announcer and learn their names. Find out who your (in and out) gate people are and that they understand the timing of opening and closing gates.
 7. If an apprentice judge is with you, spend time evaluating their reasons for placing the horses/turnouts.
 - Impress confidentiality upon the apprentice judge. What is discussed in center ring, stays in center ring!

AFTER THE SHOW

1. Check with the competition management prior to leaving the competition grounds to verify that all the cards have been submitted and signed.
 - Also, verbally thank them for having you at their show.
 - Sending a short thank you note following the show to the competition management always leaves a good impression.

SUMMARY WHEN JUDGING

1. It takes time and practice to become comfortable and confident with your judging.
 - It is important for you to establish a style of judging that is consistent and easy for you.
2. Always show respect and interest to the exhibitor in the ring.
3. Be courteous, responsible, attentive, and treat everyone equally and as you would like to be treated.
4. As a judge, you are the one in control of the class.
5. Do not let your support staff interfere with the outcome of your class.
6. If you experience difficulty with the exhibitors and /or management when officiating, please address these issues in writing with the USEF Licensed Officials Committee.

AVOIDING PITFALLS IN JUDGING

How can you avoid pitfalls in judging competitions? The following are some general guidelines for you to consider:

- a. Only accept judging jobs for which you have the knowledge and ability to adjudicate the classes properly. Do not accept a judging assignment for which you are not qualified.
- b. Avoid overloading yourself by accepting too many competitions at one time or in the same area. Remember, there are USEF competition rules regarding distance and time requirements for judging. Link to the Chapter 10 Licensed Officials Rules: <https://www.usef.org/forms-pubs/q6-zadLCz14/gr10-licensed-officials>
- c. Abide by the USEF conflict of interest rules; if in doubt contact the USEF Licensed Officials Department.
- d. Judge horses/turnouts and not people.
- e. Remember, it is acceptable to tell an exhibitor you do not remember him or his horse.
- f. Do not become bogged down in too many details. You are judging a horse show, not running a clinic. You cannot do both at the same time.
- g. Avoid becoming embroiled in matters that are not the exclusive jurisdiction of the judge.

- h. Consult and use your USEF Licensed Stewards/Technical Delegates.
 - i. Use the official veterinarian when needed.
 - j. Avoid the gossipy individual. Do not make statements that can be fodder for a rumor mill.
 - k. Ignore the applause.
 - l. Save tours of the barn area for other competitions where you are not judging.
 - m. Avoid prolonged discussions with friends at a horse show if they are exhibiting.
 - n. Graciously decline invitations to exhibitor parties or functions.
 - o. Do not acknowledge friends in the grandstands, as they may own the horse you just pinned first in the class.
 - p. Show respect toward all exhibitors, even when they exhibit a lack of knowledge or respect for you. Remember, you are a professional. If an exhibitor's behavior is so rude as to be unsportsmanlike, do not lower yourself to them. Be professional and file a Disciplinary Action Complaint, if appropriate.
 - q. Do not expect the same horse to win all the classes.
 - r. Ignore protests unless they are officially made.
 - s. Do not fall for the sudden "new friend." Avoid situations where an individual may be attempting to unduly influence you. If you have never golfed, shopped, socialized, visited a particular farm or training facility, and after being asked to judge a major show, you are suddenly asked to golf, shop, socialize or visit a particular farm or training facility, ascertain the motivation behind such an invitation. Do not allow yourself to be dazzled by sudden popularity.
7. Avoid consuming alcoholic beverages in public and preferably not at all during a competition. Your appearance and behavior always reflect your level of professionalism.
 8. Avoid the mental hazards of unwittingly favoring or penalizing popular horses, local horses, or horses known to you, winners of other classes or shows, or horses you have previously judged.

JUDGE AND SCRIBE TEAM

What makes a Judge and Scribe an "A Team"?

- Arrive at least 15 minutes early.
- Judge depends upon the scribe to quickly, accurately, legibly, and quietly record the score and comments made about each drive.
- Judges are grateful for the volunteer help and are usually willing to answer questions about scribing.
- Confirm the judge's style, comments than a score or vice versa.
- You are the judge's recorder; it takes concentration to accurately write comments and record scores.
- You will not be able to watch the tests.
- If you lose your place or get behind, tell the judge.
- If you need a score, just ask (score, or score for # 5)
- Wait for the judge to set the tone as to whether conversation between test or breaks is acceptable.
- Scribes Responsibilities:
- Double check that there are enough correct tests for each competitor and that they match the schedule for the day.
- Keep organized and keep the test to match the schedule.
- Always use Pen (errors marked with red pen or red dot)
- Confirm the test.
- Write (or sticker) competitor's number and brief description (yellow jacket/bay horse) at the top of sheet.
- Write down EXACTLY what the judge says, Scribes may not paraphrase. Ask the judge if it's ok to abbreviate.

- Score needs to be written with .0 or .5 (e.g.: 6.5, 7.0)
- Collective marks at the end of the test may be dictated to the scribe or written by the judge.
- Double check to see if all scores are marked and the test is signed by the judge with the position marked.
- Put finished test somewhere the score Runner can pick them up easily without disruption.

REGULATIONS FOR LICENSED OFFICIALS FOR OPEN COMPETITION

An Open Carriage Pleasure Driving competition is open to all breeds of horses and ponies. Classes may be offered in divisions based on the configuration of the turnout (i.e., single, pair, tandem, unicorn, and four-in-hand), the size of the animal (horse or pony), age or gender of the driver or number of ribbons won by a horse (CP213) or driving.

Chapter 10 (licensed Officials) for officiating regulations and eligibility: <https://www.usef.org/forms-pubs/q6-zadLCz14/gr10-licensed-officials>

REGULATIONS FOR LICENSED OFFICIALS FOR BREED COMPETITIONS

Breed-restricted Carriage Pleasure Driving Classes may also be offered at breed or multi-breed competitions. These carriage pleasure driving classes are restricted to one specific breed of horse (i.e., Arabian, Morgan). Because they are restricted and no longer open to any breed, the classes now fall under the Breed License for the competition.

Chapter 10 (licensed Officials) for officiating regulations and eligibility: <https://www.usef.org/forms-pubs/q6-zadLCz14/gr10-licensed-officials>

REFERENCE INFORMATION FOR LICENSED OFFICIALS:

DESCRIPTION OF GAITS

1. WALK: A free, regular, and unconstrained walk of moderate extension is required. The horses should walk energetically, but calmly, with an 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. A trot is a two-beat gait.
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 footprints of the forefeet. The degree of energy and impulsion displayed at the working trot clearly denotes the degree of suppleness and balance of the horse. A trot is a two-beat gait.
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. A trot is a two-beat gait.
5. 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.
6. GALLOP: A four-beat gait, faster than a canter.
7. 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.
8. INTERMEDIATE GAIT: Breed specific gaits will be used in Divisions for the non-trotting breeds.
9. 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.
10. 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.
 - c. Road coaches and park drags are not to be asked to back.
11. In Carriage Pleasure Driving classes restricted to mules and donkeys, the gaits are walk, slow trot and working trot.

CLASS SPECIFICATIONS

CLASS TITLE	JUDGED ON	SHOWN	TO BE SCORED	RULE REFERENCE
TURNOUT	Primarily on the quality and suitability of turnout; performance.	Both ways of the ring at walk, slow trot, working trot and strong trot. Stand quietly and rein back.	Judged: 70% on condition, fit and appropriateness of harness and vehicle, spares and appointments, neatness and appropriate attire and overall impression; 30% on performance, manners, and way of going.	See CP216 for additional information.
WORKING	Primarily on the suitability of horse to provide a pleasant drive.	Both ways of the ring at walk, slow trot, working trot, and strong trot. Stand quietly both on the rail and line up; and rein back in the line up.	Judged: 70% performance, manners, and way of going; 20% on condition and fit of harness and vehicle; 10% on neatness of attire.	See CP217 for additional information.
LADIES DRIVING	Primarily on the suitability of turnout for a lady with emphasis on manners.	Both ways of the ring at walk, slow trot, working trot, and strong trot. Must rein back. Must stand quietly at any location in the arena.	Judged: 50% manners, performance, elegance, and suitability of turnout for lady; 25% skill of driver; 25% overall impression.	See CP218 for additional information.
GENTLEMEN'S DRIVING	Primarily on the suitability of the turnout for a gentleman with emphasis on manners.	Both ways of the ring at walk, slow trot, working trot and strong trot. May show boldness but not excessive speed. Must rein back. Must stand quietly at any location in the arena	Judged: 50% manners, performance, elegance, and suitability of turnout for gentleman; 25% skill of driver; 25% overall impression.	See CP219 for additional information.
PARK (Shown to appropriate antique or antique type vehicle)	Primarily on gaits.	Both ways of the ring at Park walk, Park Trot, and Show Your horse/pony.	Judged: 70% performance, quality of horse and manners; 30% on overall impression.	See CP220 for additional information.
REINSMANSHIP (One- or Two-handed method of driving is acceptable)	Primarily on the ability and skill of the driver.	Both ways of the ring at walk, slow trot, working trot, and strong trot. Required to rein back	Judged: 75% handling of reins and whip, control, posture, and overall impression of driver; 25% condition of harness, vehicle, and neatness of attire.	See CP221 for additional information.

CLASS SPECIFICATIONS

CLASS TITLE	JUDGED ON	SHOWN	TO BE SCORED	RULE REFERENCE
FREESTYLE REINSMANSHIP	The skill of the driver's execution of a two-minute, self- designed driving test.	Enter/halt/salute, to be followed by 3 elements in any order: walk, slow trot, working trot, strong trot, halt (stand quietly) rein back. Halt/salute/leave test area at working trot.	Must complete the test within the time limit. For scoring information please refer to CP223.	See CP222 for additional information.
DRIVE AND RIDE	Performance, manners, way of going, and suitability in harness; Performance, manners, and way of going under saddle	In harness: walk, slow trot, working trot and strong trot. Required to stand quietly and rein back; Under Saddle: walk, trot (jog), and canter (lope). Required to stand quietly and rein back	Judged: 50% on performance, manners, and way of going and suitability in harness; 50% on performance, manners and way of going under saddle.	See CP225 for additional information.
COMBINATION HUNTER	Performance, manners, way of going, and suitability in harness; Performance, manners, and way of going under saddle; Hunting performance over fences	In harness: walk, slow trot, working trot and strong trot. Stand quietly and rein back; Under Saddle: walk, trot, canter and hand gallop. Stand quietly and rein back. Over fences: course no more than four fences (combinations not permitted). Protective headgear must be worn.	Judged: 40% on performance, manners, way of going and suitability in harness; 30% on performance, manners, and way of going under saddle; 30% on hunter performance over fences.	See CP226 for additional information.
SPORTING TANDEM	Performance, manners, and way of going in harness; Performance, manners, and way of going under saddle.	In harness: walk, slow trot, working trot and strong trot. When wheel horse is performing required trot gaits, leader may be allowed to canter. Stand quietly and rein back; Under Saddle: Leader shown at walk, trot, canter and hand gallop. Stand quietly and rein back. Entries may be asked to jump two fences. Protective headgear required.	Judged: 60% on performance, manners, and way of going in harness; 40% on performance, manners and way of going under saddle.	See CP227 for additional information.

CLASS SPECIFICATIONS

CLASS TITLE	JUDGED ON	SHOWN	TO BE SCORED	RULE REFERENCE
CONCOURS D'ELEGANCE	As a separate class, in conjunction with a specific class(es) or pleasure drives as designated by the organizer, or on overall impression throughout the class.	Pleasure drives as designated by the organizer.	Turnout which presents to most elegant effect. This will include vehicle, harness, appointments, horse(s), driver, passengers, grooms, etc., but above all, general impression is most important.	See CP 228 for additional information.
CARRIAGE DOG CLASS	Suitability of the dog to serve as a companion, performance, manners, way of going of the horse(s), and overall impression of the turnout, including the dog	Both ways of the arena at walk, slow trot and working trot; dog may be of any breed.	Judged: 60% on suitability of dog to serve as companion; 30% on performance, manners, and way of going of the horse; 10% on overall impression of turnout including dog. Entries with a dog clearly not under control may be eliminated.	See CP229 for additional information.
PICNIC CLASS	Performance, manners, and overall impression for Performance section; Quality of picnic presentation for Staging section	Performance: both ways of ring at walk, slow trot and working trot. Not to be asked for strong trot. Stand quietly in lineup. May be asked to rein back. Staging: unhitch and set up picnic. Horses taken to stable. Picnic judged as part of the class.	Performance section – 25% on performance, manners, overall impression. Staging section – 75% on quality of picnic presentation	See CP230 for additional information.

OBSTACLE DRIVING CLASSES

ENTRIES:

1. A driver may not compete more than once in the same obstacle class or in classes which use the same course, except as a pair or multiple.
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 compete as a driver on the same course.

EQUIPMENT AND PERSONNEL NEEDED

1. Cones, Numbers, Balls, Red and White Markers. Note: tennis balls, red marker for the right cone and white marker for the left cone which serve as directional markers.
2. Measuring Stick for cone setters
3. Stopwatches (3) and/or Electronic Timers
4. Whistle or Bell
5. Start and Finish Signs
6. Cone setters to reset obstacles between competitors
7. Scribe to assist the judge
8. Timers to monitor each competitor's time take to complete the course

SCHOOLING

1. A practice obstacle must be provided for use in a specified area. Times for the use of the schooling area may be controlled by the Organizer.
2. Unless expressly permitted by the Organizer, driving, leading, or riding horses on any course used for competition at any time prior to or after the competition is prohibited. Failure to comply incurs elimination.
3. Within any division, schooling entries may be allowed at the discretion of the Organizer as published in the prize list. These entries are not eligible for competition and will receive no score or placing in any class. At the discretion of the organizer, a horse and/or driver may drive as a Schooling Entry on the same courses used in competition after they have completed those courses.

THE COURSE

1. The course may consist of individual (paired cones) or other types of markers (rails, fence panels, barrels, etc.).
2. Cones used as obstacles should be standard height (18" for traffic cones and 20" for FEI cones) with hollow tops to accommodate a ball, an orange or a similar round object.
3. FEI driving cones are permitted.
4. All balls used, regardless of material, should be equal size and weight.
5. Each obstacle on a prescribed course must be numbered consecutively and marked with red on the right, white on the left (Exceptions: Scurry, Pick Your Route and Gambler's Choice classes).
6. Any obstacle that cannot be clearly marked, must have a clearly drawn pattern explaining the correct entrance, exit and required path on the course diagram.
7. The number of an obstacle should be visible from the previous obstacle (i.e. #3 from #2).
8. Only in Gambler's Choice classes are point values displayed.
9. Obstacles requiring a halt, or a rein back are only permitted in Gambler's Choice classes.
10. If any part of an obstacle or start or finish marker is, at any time, disturbed or dislodged out of its sequence, driven backwards, or driven twice, it will be considered driven incorrectly (exceptions: Scurry, Pick Your Route, Gambler's Choice and Double Jeopardy classes) and be scored under the rules for each specific class.
11. The entire turnout (all horses and vehicle) must pass through the markers. If the vehicle straddles a marker, a score for disobedience will be incurred regardless of an actual disturbance.

12. If the entire turnout passes outside of the markers, the competitor will be judged off- course, unless they correct their error prior to completing the next obstacle. They may be scored with a disobedience.
13. All wheels must pass through the start and finish markers to be considered driven correctly.
14. 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.
15. Factors to consider when designing obstacle class courses include:
16. The dimensions and configuration of the arena or available space
17. The type of obstacle class offered
18. The degree of difficulty
19. The number of staff or volunteers needed for an efficient, smoothly run class
20. A course will be considered “different” if its pattern is reversed or its obstacle sequence is altered. A minimum 30% 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.
21. A course diagram and applicable course distance, speed, and time allowed must be posted at least two hours before the start of the class.
22. Drivers must be allowed time to walk the course prior to the start of the class and to inspect each obstacle.

WHEEL MEASUREMENT AND OBSTACLE WIDTH SETTINGS

1. Classes emphasizing precision 8”-10” / 20-25 cm clearance
2. Classes emphasizing speed 12”-16” / 30-40 cm clearance
3. Four In Hand Classes 16”-24” / 40-50 cm clearance
4. Advanced Classes 12” / 30 cm clearance
5. Management must provide time, place, and personnel to measure the wheel width of the rear axle of each vehicle to be used in the obstacle competition. This can be done at an announced time and location or by having an official go to each competitor’s stabling location.
6. Wheel measurements are done by placing a cone touching the outside of each rear wheel, then moving the vehicle forward and measuring the distance between the cones at the inside of the base.
7. In scheduling a class’s ‘order of go’, it is advantageous to group vehicles with the same wheel width measurements together.

PENALTIES

DISOBEDIENCE:

1. A run-out is defined as evading 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. Stopping in front of an obstacle without dislodging it and without backing up, followed immediately by driving cleanly through is NOT PENALIZED.
3. If the halt is prolonged or if the horse backs a single step voluntarily or not, a refusal is incurred.
4. If, in the commission of the refusal, any part of an obstacle is disturbed and class specifications require repair or resetting, the procedure outlines in CP235.4 will apply.

OTHER PENALTIES:

1. Off Course: A driver is off course when they deviate from the designed pattern shown on the diagram 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.
2. Outside Assistance: A driver shall be eliminated if a groom or passenger touches the reins, whip, or brake or

if the driver receives assistance from any source.

3. Starting Signal: Failure to cross the starting line within one minute of the signal to proceed or starting before the signal shall incur elimination.
4. Equipment Failure: Breakage of either harness or vehicle which necessitates a halt for repair shall incur elimination. Management or Technical Delegate may insist on a safety inspection of the vehicle before allowing it to be used in future classes.
5. An overturned vehicle incurs elimination.
6. Groom(s) Dismounting: If it becomes necessary for groom(s) or passenger(s) to dismount 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.

BREAK IN GAIT:

1. In pleasure driving competitions, cantering is not allowed, unless it is clearly stated in the prize list.
2. Management is strongly encouraged not to allow canter in any class unless it is held in a securely enclosed arena. If cantering is not allowed see chart below for guidelines.
3. In a multiple turnout, all horses must break gait for penalties to be assessed.

BREAK IN GAIT	GUIDELINES
BREAK TO CANTER OR GALLOP	Four or more full strides, advantage gained. Six or fewer short strides, no advantage gained.
PROLONGED CANTER OR GALLOP	More than six full strides
BREAK TO WALK	Two full strides at the walk
BREAK FROM WALK	Three full strides of any other gait or stopping
STOPPING – REFER TO OBSTACLE CLASSES	Obstacle classes - refer to Obstacles CP240 Refer to class rules for Pleasure Drives CP257

PLEASURE DRIVE CLASSES

Pleasure Drive Classes take place over a course set up across the countryside and can be of any length, though they are generally held at distances from one to six miles. Courses over six miles should include a 5-10 minute rest stop.

1. Course or Obstacle Observers: The judge of a Pleasure Drive may appoint assistants to be placed at strategic spots on the cross-country course to officially observe and mark course violations. In a “walk” section, official observers should be placed where the entire section may be easily seen to score breaks in gait. It is recommended that there be a minimum of one observer for each 100-yard increment or the walk section.
2. Timers: Pleasure Drives will require personnel to act as official timers. Electrical timers may be used (always with backup stopwatches) or manual timing with stopwatches may be done. If manual timing, it is recommended that three (3) stopwatches be used (includes backup stopwatch).
3. Timed or Pace Pleasure Drives: If a Vet Check is required during a cross country event, it must be done directly after the finish line. Management must provide an area large enough to accommodate multiple turnouts at the vet check area. Water should be provided for drinking and washing down the horses.
4. Pleasure Drive cross-country courses must be carefully measured, and the times accurately calculated. The start and finish lines must be clearly marked. 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. Management has the choice of opening the course for inspection or running the course “blind” (without course inspections). The option chosen must be clearly stated in the prize list. If inspections are to be allowed, the times when the course will be open for inspection must be stated in the prize list. No change in any part of the class (course or time allowed) may be made after the posted inspection time without the notification of every competitor. It is recommended that Pleasure Drive courses over 6 miles or 10 kilometers include a 5-to-10- minute rest stop.
5. A briefing meeting prior to the start is helpful to clarify any local conditions that might affect the competitors’ performance and to give important reminders to competitors. The time and place of the briefing, if one is to be held, should be posted along with the map and order of start.
6. It is recommended that competitors be allowed to leave the course following their individual drive, with ribbons being presented later at a designated time and place.

PLEASURE DRIVE 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. The driver shall not alter, adjust, or in any way move an obstacle or any part thereof.
3. Should a competitor have any questions regarding a specific obstacle, they should call it to the attention of the TD for clarification and/or adjustment.

DRIVEN DRESSAGE

See below for Licensed Officials information. Please see the Driven Dressage booklet for additional information.

Object and General Principles

1. The object of dressage is the development of the horse into a happy athlete, maximizing its natural talent through harmonious education. Correct dressage training will make a horse calm, willing, supple, forward, and balanced, while also confident, attentive, and keen, thus achieving perfect understanding with the driver.
2. These qualities are demonstrated by:
 - The freedom and regularity of the gaits
 - A desire to go forward with energy, while maintaining longitudinal and lateral balance
 - The harmony, lightness, and ease of the movements
 - The acceptance of the aids without resistance or tension

3. The walk is regular, free, and unconstrained. The trot is free, supple, regular, and active. The hindquarters are never inactive or sluggish.
4. Cadence, shown in the trot, is the result of the horse moving with well-marked regularity, impulsion, and balance. Cadence should be maintained in all the different trot exercises and variations.
5. Impulsion is the transmission of an eager, yet controlled, propulsive energy generated from the hindquarters through the horse's soft, swinging back into an elastic contact with the driver's hands. Impulsion is a precondition for collection.
6. With a lively impulsion and suppleness of the joints, free from the paralyzing effects of resistance, the horse obeys willingly and without hesitation. It responds to the various aids calmly and with precision, while remaining confident and balanced.
7. In all work, including the halt, the horse must remain on the aids, accepting the bit with light, consistent, submissive contact. The head should remain in a steady position, as a rule with the nose slightly in front of the vertical. A supple poll should, at most times, be the highest point of the neck.
8. Submission/willing cooperation does not imply subservience, but rather obedience through the attention, willingness, and confidence of the horse. The horse is a willing partner displaying harmony, lightness, and ease in the execution of the different movements.
9. A lack of submission/willing cooperation may be manifest by resistance to, or evasion of, the contact; being either 'above the bit' or 'behind the bit'. It may also take the form of nervousness or tension or stiffness in the horse's back and joints. Submission/willing cooperation demonstrates the horse's understanding of what is being asked and its confidence to react to the aids without fear or tension.

Judging a Test

1. Our job as a judge is to be consistently honest, clear, and fair in our evaluations, while also maintaining a positive and encouraging attitude.
2. While upholding the principles of correct horsemanship, we strive to be patient with ineptness.
3. We must judge against the standard of excellence and judge what we see on the day. What we perceive as the horse's potential or the driver's reputation must not affect how we score.
4. We must resist the temptation to give 'lessons' or make predictions of future performance, endeavoring only to mark the performance as given.
5. All movements of the test are numbered on the judge's sheets. Each is marked from 0 to 10, 0 being the lowest mark and 10 being the highest.
6. Half marks from 0.5 to 9.5 may also be used both for movements and for the collective marks at the discretion of the judge.
7. Scores given must be recorded with a decimal (i.e. 6.0 instead of 6)
8. Collective marks are awarded, also from 0 to 10, after the competitor has finished his performance. In some cases, certain collective marks may be given a coefficient of x2 to reflect their importance to the correct training of the horse. The collective marks provide a summary of the quality and execution of the test.
9. A 'o' or Not Executed means practically nothing of the required movement has been performed.
10. The scale of marks is as follows:
 - 10 Excellent
 - 9 Very Good
 - 8 Good
 - 7 Fairly Good
 - 6 Satisfactory
 - 5 Marginal
 - 4 Insufficient

3 Fairly Bad

2 Bad

1 Very Bad

o Not executed

11. Your comments should be consistent with the words associated with each score. For instance, it would not be appropriate to say, "Good transition" as your only comment and then give the movement a 6. A 'good' transition should deserve an 8. However, you may use the word 'good' to describe one part of a movement if then further explaining what was less correct in the same movement which merited it being scored a 6.
12. The first decision when scoring a movement must be, was it sufficient (marginal/5) or was it insufficient/4? Then the evaluation becomes how sufficient (marginal/5 or satisfactory/6 or good/7/8/9) was it? Or, how insufficient/4 or bad/3/2/1 was it?
13. State the reason for your judgement and explain your marks of 6.5 or below. State why it wasn't worthy of a higher score. Marks of 7 and above may warrant a remark of praise, but competitors really need to know why you gave a mark below a 7 to understand where their training or performance is not meeting a higher standard. While in most cases a score of 1 or 2 will be as obvious to the competitor as it is to judge, scores of 3 or 4 should include an explanation of why the movement did not meet the minimum requirement (score of 5 or above).
14. Use the full range of scores on the judging scale. Reward movements whenever warranted. Try to have a generous heart. If you are thinking of giving a mark of 6 or 7, ask yourself why not an 8 and make remarks accordingly. However, if something is very poorly executed or meets almost none of the movement's requirements it is more than insufficient/4 and more likely deserves a 3 or even less. If you make the comment on a trot lengthening "none shown", a 4 would be too generous. Judges who only give 4's and 5's with the occasional 6 result in a class with multiple ties. Surely not every competitor in a class shares the same level of mediocrity!
15. The collective marks should reflect the actual performance on the day. The collective marks provide a summary of the performance and assess the correctness of the training. If the test presented is not of sufficient quality to score high marks, it would be inappropriate to give high collective marks because of a perceived talent innate in the horse.
16. Know the directives for each movement as it is printed on the test sheet. These are your priorities for the judging of each movement.
17. Accuracy should be a factor only if the inaccuracy is the result of a lack of correct basic training or if it avoids the difficulty of the movement, i.e., if a larger circle avoids the difficulty of a 10-meter circle or if a lack of balance and lateral bending results in cut corners, etc. Inaccurate use of the arena and incorrect geometry such as lack of symmetry in circles, serpentines and other figures and poor use of corners can affect the quality of the movement and should be reflected in the score. However, exactness is not of greater importance than correct execution. For example, a correct, obedient, and smooth transition made slightly ahead or after the perfect place of execution should still be rewarded for its quality while a slight penalty might be assessed for the lack of perfection in accuracy. Correct use of the arena and geometry are the responsibility of the driver and should also be reflected in the driver's score in the collective marks.
18. A movement which is designated to be carried out at a certain point in the arena should be done at the moment when the horse's nose is above this point.
19. If a problem appears once it may be treated lightly by the judge. However, if it appears successively, they will score it more harshly each time. Examples would be head shaking, stumbling, shying, etc.
20. Signs of tension 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.
21. The levels of dressage are offered as a means of evaluating a horse who is progressing in its training and both mental and physical development. The horse should demonstrate the requirements of development as outlined in each level.

22. Pairs, tandems, and four-in-hands will be judged as a whole and not as individual horses.
23. A test begins with the entry at A and ends after the final salute, as soon as the horse moves forward.

Regulations:

1. Scribes: Management must provide a scribe for the judge in all driven dressage classes.
2. Facility Requirements/Considerations: The Driven Dressage arena should be on as level ground as possible. The arena should be separated from the public by a distance of at least 5 meters. 10 if possible. Details for setting up the arena's letters, centerline, etc. are included in Chapter CP of the current USEF Rule Book. There are two sizes of arenas as follows:
 - Small Arena – 80 meters long and 40 meters wide
 - Large Arena – 100 meters long and 40 meters wide
3. The arena measurements are made on the inside of the arena.
4. The small arena may be used for all tests and the large arena may be used for multiples.
5. An exercise area, of sufficient size for several competitors to prepare at the same time, must be provided far enough away from the arena so as not to disturb the competitors during their tests.

As Judges, you need to know the following:

1. Facility Requirements/Consideration:
 - Arena Sizes
 - Arena Measurements: How to measure and set one up.
 - Exercise Area
2. Meet the Personnel of the show and supplies needed:
 - Show Management
 - Technical Delegate (Show Steward)
3. Double check scheduling/order of go.
 - (Note: Make sure the schedule times allowed for the different tests lengths)
4. Scribe
 - Know how to work with a scribe (ask if they have ever scribed Driven Dressage before and possibly where and with whom.)
 - Make sure they understand how you want your comments recorded.
 - Make sure they understand the terminology you use and can transcribe the proper terminology.
 - Be sure the remarks are legible.
5. Equipment
 - Clipboard if standing (Clear is suggested as to be able to turn the clipboard over and see additional information such as penalties)
 - Pens and Pencils
 - Whistle, Bell, or Horn
 - Correct score sheets for the test being judged and the proper number of sheets for entries entered. Have a few extra copies of each test.
 - All weather equipment for yourself
6. Understanding Vehicles and Harness:
 - Understanding the proper fit. "Action causes reaction," if the harness or vehicle is not properly fitted.
7. Appointments
 - Attire
 - Legal and Illegal Equipment

Link to the Tests: <https://www.usef.org/compete/disciplines/carriage-pleasure-driving>

SUGGESTED READING FOR THOSE INTERESTED IN CARRIAGE PLEASURE

DRIVING

- B.D.S. Introduction to Driving by The British Driving Society
- Drive Smartly-Drive Safely by the Carriage Association of America
- Driving & Judging Dressage by HRH Duke of Edinburg
- Driving a Harness Horse by Sallie Walrond
- Driving a Tandem by Paul Doliveux
- Driving Do's and Don'ts by Sallie Walrond
- Encyclopedia of Carriage Driving (English) by Sallie Walrond
- Judging Carriage Driving by Sallie Walrond
- On the Box Seat by Tom Ryder
- The Principles of Driving by The German Nat'l Equestrian Federation
- CAA Turnout and Appointments Series (set) by The Carriage Association of America
- The Art of Driving by Max Pape
- Carriage Terminology: Historical Dictionary by Don Berkebile
- Carriage Driving by Heike Bean and Sarah Blanchard
- Between the Shafts (DVD) by Jane MacInnes
- Double Up (DVD) by Jane MacInnes
- On the Aids: Driven Dressage (DVD) by Lawrence Poulin
- A Manual of Coaching by Fairman Rogers

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