

USEF CARRIAGE PLEASURE DRIVING

# EXHIBITORS BOOKLET





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## **BRIEF HISTORY**

Prior to the invention of the automobile, the horse and buggy represented the primary mode of both public and private transportation. Therefore, it is no surprise that carriage driving has established itself as one of the oldest and most popular disciplines within competitive equestrian sport. Carriage pleasure driving classes pay tribute to this heritage. Vehicles used in competition are, in many cases, either antique or replica carriages of the day.

Classes may be divided by type of hitch: single, pair, tandem, unicorn, or four-in-hand, and can be further categorized by the criteria with which they are judged.

Although overall performance is evaluated in every class, the driver's skill and ability take priority in reinsmanship. Conversely, in a working class the performance of the horse or horses is most important. A turnout class is primarily evaluated based on the appropriateness and quality of the vehicle, harness, and driver appointments. Additionally, there are obstacle classes which test the driver's ability to negotiate a series of cones set in a particular pattern and order, with speed and accuracy becoming the determining factor. Pleasure Drives and Driven Dressage classes may also be included at driving competitions.

## **WHAT IS A CARRIAGE PLEASURE DRIVING HORSE?**

This should be a horse that is a pleasure to drive. The vehicle should be suitable for the style of horse. Example: Formal vehicle/formal horse, Sporting vehicle/sport horse, etc.

## **COMPETITIONS THAT OFFER CARRIAGE PLEASURE DRIVING CLASSES**

To search for competitions offering Carriage Pleasure Driving Classes, use the link below and check the Carriage Pleasure Driving box under the "Divisions" drop down box on the search tool to find applicable competitions.

<https://www.usef.org/search/competitions>

### **CARRIAGE PLEASURE DRIVING COMPETITIONS**

Open Pleasure Driving Classes may be offered in conjunction with breed-restricted classes at a breed or multi-breed competition. The rules for these classes will be found in the Carriage Pleasure Driving Section of the USEF rulebook. The division will be unrated ("N") when these classes are offered as "open to all breeds."

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

### **BREED RESTRICTED OR MULTI-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.

## **ENTRIES**

1. An entry is defined as a combination of horse(s), vehicle, and driver.
2. All entries must have an entry number before entering any class.
3. It is the driver's responsibility to display the proper number for the turnout entering the ring or obstacle course.
  - a. If a championship based on the USEF rules is offered, a change of any part of the combination constitutes a different turnout and must be assigned a separate number.
  - b. No award will be given to any competitor participating in any class without a number or while displaying the incorrect number for that turnout.
4. Management may allow changes to an entry (using a different vehicle for cones) while still counting towards compiling points towards a Championship. This must be clearly spelled out in the prize list/omnibus.

## **THE HORSE**

1. Horses must be serviceably sound and must not show evidence of lameness, broken wind, or impairment of vision in BOTH eyes.
2. Stallions are prohibited in all classes restricted to juniors and classes restricted to Maiden, Novice, and Limit drivers.
3. Braiding of mane is optional. Any mane, tail or fetlock trimming may conform to breed standards. Tails are not braided.
4. The application of artificial hair in mane or tail is prohibited. A tail set or use of any foreign substance to induce a high tail carriage is prohibited.
5. Tails tied to the vehicle or traces are prohibited.
6. Bell boots, shin guards and wraps may be used on the cross-country marathon.
7. In case of inclement weather, bell boots may be allowed in the ring at the discretion of the judge.

## **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.

## STYLE OF HARNESS

1. The Federation recognizes specific national types of harness.
2. The harness should be in good condition, clean and fit properly.
3. 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 saddle turrets must be in place whenever a horse is put to a vehicle. A throatlatch and noseband or cavesson are mandatory. The use of gullet straps is acceptable.
4. SAFETY ISSUE: 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.
5. The horse must never be left unattended while put to a vehicle. Failure to comply will incur elimination.
6. Black harness is considered appropriate with:
  - a. Painted vehicles, with shaft and pole trimmings done in black. It is also considered appropriate with natural wood vehicles with iron parts painted any color except brown.
  - b. Shaft and pole trimmings, dash and fenders are done in black.
7. Russet harness is considered appropriate with:
  - a. A natural wood vehicle with brown or black ironwork.
  - b. Painted vehicle with natural wood panels with any color iron, or
  - c. A vehicle that is painted brown with brown iron. Shaft and pole trimmings should match harness.
8. All metal furnishings should match, be secure and polished.
  - a. If there are white metal fittings on the vehicle, then the harness should have white metal fittings.
9. Collars:
  - a. Breast collars are appropriate with lightweight vehicles.
  - b. Full collars are suggested for heavy carriages such as coaches, brakes, phaetons, dog carts, etc.
  - c. In all pleasure driving classes, collars on four-in-hand leaders are not to be tied together.
10. Harness Saddles: A correctly fitting harness saddle is very important for the comfort of the horse and its conformation.
  - a. A wide saddle is suggested for two-wheel vehicles as more weight rests on the horse's back.
  - b. A narrower saddle is more appropriate for four-wheel vehicles as less weight rests on the back of the horse.
11. Standing Martingales are allowed for:
  - a. Stanhope Phaetons
  - b. Park Gate Gigs
  - c. George IV Phaetons
12. Check Reins and martingales (except false martingales) are prohibited in:
  - a. Dressage
  - b. Obstacle classes for all carriages.
  - c. Failure to comply will incur elimination.
13. In other classes, check reins and martingales may be appropriate for certain vehicles.
  - a. Sidechecks are optional, if appropriate for the vehicle.
14. Tying down the tongue is prohibited.
15. The use of kicking straps is considered permissible in pleasure driving classes, but they should match the harness being used.
16. Flash nosebands are strongly discouraged in pleasure driving classes.

## BITS

A bridle with reins attached to a bit is required for each horse.

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

## **STYLE OF VEHICLE/ELIGIBILITY**

1. Drivers should present an appropriate turnout.
  - a. "Appropriate" indicates the balance and pleasing appearance of horse and vehicle.
2. Factors determining the above include:
  - a. Compatible size, type and weight of horse and vehicle.
3. The way of going of the horse may also affect the overall appearance, ie. a high action horse is more suitable for a formal vehicle.
4. The low going ground covering horse presents a more pleasing appearance for a road or country type vehicle.
5. Wire wheeled and pneumatic tired vehicles may be permitted in the following classes if stated in prize list:
  - a. Licensed competitions in their first year.
  - b. Pleasure driving classes if the vehicle is an antique wire wheeled vehicle.
  - c. In Maiden, Novice and Junior pleasure driving classes.
6. Organizer may allow more than one vehicle under same entry number if stated in prize list.
7. Commercial vehicles and harness are only eligible in classes restricted to their type unless stated in the prize list.
8. Vehicles designed to be servant driven or commercial vehicles and harness are only eligible in classes restricted to their type unless specifically stated in the prize list.
9. Competition organizers may restrict combined driving marathon vehicles from participation in pleasure driving classes.
10. All pair entries must be driven to a four-wheel vehicle except a Curricule or Cape Cart with appropriate harness.
11. Also see CP206. (Combined Driving type vehicles and wired wheeled and pneumatic tired vehicles may be permitted - only at the Organizer's discretion.)

## **THE DRIVER**

1. In all pleasure driving rail classes (Turnout, Working and Reinsmanship), it is preferred that the driver sits on the right side of the vehicle, unless construction of the vehicle prevents this.
2. When the terms "prohibited", "not permitted", "mandatory", "must", or "obligatory" are used in the rules, any competitor who fails to comply **MUST BE ELIMINATED** by the Judge, unless another penalty is stipulated.
3. When the terms "should" or "shall" are used in these rules, and no penalty is prescribed, any competitor who fails to comply **MUST BE PENALIZED** by the judge.

## **DRIVER'S RESPONSIBILITIES**

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(s) need be put down. Appropriate penalties will be assessed according to the class specifications.

1. The Federation neither encourages nor discourages dogs accompanying an entry. However, dogs are not allowed to run alongside, behind, or under the vehicle during the competition. Under no circumstances may a dog be tied to or in any way attached to the vehicle.

## **USE OF WHIP**

An appropriate whip shall always be carried while driving. A driver not in compliance with rail classes shall be severely penalized. Failure to carry a whip in hand in an Obstacle Driving Class incurs elimination.

## **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. Outside assistance which requires elimination includes, but is not limited to:
  - a. The use of communication devices of any kind between the driver and anyone else. (Exception see GR1310 - Dispensation Certificate).
  - 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 an Obstacle Course.

## **JUNIOR DRIVERS IN ALL CARRIAGE PLEASURE SECTIONS**

A securely enclosed arena is required when classes are offered for Junior A drivers (drivers who have not reached their 11th birthday). All Junior A and B (drivers who have not reached their 14th birthday) must be accompanied by an adult. All juniors are required to wear protective headgear (GR801) when in vehicles.

## **ATTIRE**

1. Drivers should dress appropriately when competing in any Pleasure Driving class, including obstacles.
2. Show attire should be worn unless otherwise specified.
3. Drivers and passengers should be dressed conservatively according to the style of the present day.
4. Dress should conform to the type of vehicle. (i.e., Formal, Park, Country, Sporting)
5. Gentlemen must wear a coat or jacket while appearing in any class unless excused from doing so by the judges and/or show management.
6. When accepting awards, gentlemen are requested to remove their hats.
7. Ladies must wear a conservative dress, tailored suit, or slacks. Floppy hats are discouraged.
8. 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)

## **APPROVED SAFETY HEADGEAR**

- ASTM/SEI certified helmets are recommended.
- At all times while in a carriage, all Juniors must wear properly fastened protective headgear which meets or exceeds current ASTM (American Society for Testing and Materials)/SEI (Safety Equipment Institute) standards for equestrian use and carry the SEI tag. Headgear must be properly fitted with harness secured.
- For a Combination Hunter class, protective headgear must be worn during the Over Fences portion.
- Long sleeves and brown leather gloves are suggested for all drivers and passengers in pleasure driving classes

## **GROOM/PASSENGER**

1. A groom is optional for a single horse turnout. A pair or tandem is required to carry one groom to assist in case of difficulty. Two grooms are required on four-in-hand or unicorn to assist in case of difficulty.
2. 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 the 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 or protective headgear.
  - Stable Livery: A conservative jacket, white shirt, dark tie, derby, dark shoes, and brown leather glove or 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. Hunting attire with a hunting derby or bowler.

- Full Livery: Close fitting body coat with buttons of yellow or white medal to match the furnishing of the harness used; white breeches, black boots with tan tops, white stock, black top hat, and brown leather gloves. The color of the coat is the owner's preference, but conservative colors are preferred.
3. Minor adjustments may be made upon permission from the judge.
  4. Important: A groom/passenger riding on the vehicle may be put down to assist with the adjustment to equipment without penalty except in Dressage and Obstacle Driving classes
  5. 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).
  6. Leading a turnout into the ring or obstacle course start is considered outside assistance and not permitted.
  7. 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.
  8. In Pleasure Driving ring classes (Turnout, Working and Reinsmanship) a groom/passenger may sit beside the driver.
  9. When a groom or passenger is put down to head the horse/horses during a line-up, they must remount when the driver moves off. This includes individual tests. Exception: For receiving awards. Failure to comply should be penalized.

## **TURNOUT AND APPOINTMENTS**

### **Formal or Park**

- a. Gentlemen to wear gloves, a top hat or bowler, suit jacket and tie.
- b. If the class is in the evening, gentlemen may choose to wear white or black tie.
- c. Ladies to wear gloves, a stylish hat that may have a veil, long sleeved dress, or blouse suitable for a formal affair.
- d. If the class is in the evening, ladies may opt not to wear a hat and may wear a formal gown.
  - Floppy hats are discouraged (meaning loose floppy brim hats). Large sturdy brim hats are allowed if suitable for the vehicle.
- e. Brown gloves are always appropriate for the driver unless rain gloves are needed.
- f. Apron or lap robe should be of a solid color material and harmonize with the upholstery (in warmer weather tattersall or checked aprons are appropriate for day classes).
- g. Period costumes are not to be used, and conservative dress appropriate to the style of the vehicle is encouraged.

### **Sporting Vehicles (Breaks, Four-Wheeled Dog Carts, Traps, Tandem Gig, Saylor Wagon, etc.)**

- a. Gentlemen to wear:
  - Gloves, a bowler, boater, fedora, straw hat, or cap.
  - A suit or sport jacket and tie.
- b. Ladies to wear:
  - Gloves, a felt or straw hat (no veil), floppy hats are discouraged (meaning loose floppy hats). Large brim hats are allowed if suitable for the vehicle.
  - Long-sleeved dress or blouse suitable for a country outing.
- c. Brown gloves are always appropriate for the driver.
- d. Attendants to wear stable livery defined as:

- Conservative suit, dark tie, derby, dark shoes, and leather gloves.
  - Conservative jacket, jodhpurs or drill trousers, jodhpur boots or paddock boots, white shirt, stock or four-in-hand tie, derby or conservative cap and leather gloves.
  - Hunting attire with a hunting derby or bowler and leather gloves.
- e. Aprons may be of solid, checked, or plaid material.
- f. There are occasions when it may be appropriate for the driver to turn out more formally.

**Informal or Country (Village Cart, Two-Wheeled Dog Cart, Road or Jogging Cart, Four-Wheeled Buggy, Runabout, American Stanhope, Bronson Wagon, Surrey, Rockaway, etc.)**

- a. Attire and livery are the same as with a sporting vehicle.

**Commercial**

- a. Attire should be traditionally correct for the type of commercial turnout.

**Park Drag or Private Coach**

- a. Definition: Park Drag should be of less heavy build than a Road Coach.
- 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.
  - 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.
  - No luggage rails or straps between the seats.
  - The driver may choose to have passengers on the Drag or Coach during coaching classes.
- b. Paint and bodywork:
- 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.
  - 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. 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.
  - Outside seats may be trimmed in pigskin or wool broadcloth of a suitable color with the underside of the cushions covered in waterproof material.
  - 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.
  - Seat valances or borders 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.
  - Metal edging to 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 glass of the door windows should be plain and not quartered.
- c. Appointments:
- Wine coolers and a glass case may be carried in the rear boot.
  - 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, and fastened to the back of the hind seat, with the main bar above.
- Folding iron ladder should be carried on brackets beneath the hind seat.
- 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 except in countries where they drive on the left of the road, in which case the drag is hung on the near-side.
- Spare jointed whip mounted on a board may be hung under the box-seat or inside the coach.
- Lamps traditionally are not in their brackets in daylight hours but carried in special fittings inside the coach. However, in current showing practices (in North America) lamps may be in their brackets or carried in special fittings inside the coach during daylight hours.
- Window or stable shutters should be down and the windows in place when the owner or his representative is driving.
- 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.

d. Spares:

- Spares may be carried in the rear boot or inside the coach.
- Small case of tools comprised of wrench, hammer, leather punch screwdriver, hoof pick, spare shoe and nails or "easy boot," spare lead and wheel trace, spare lead and wheel rein or rein splicer, spare hame strap, length of strong cord or wire is usually carried.
- Loin or quarter rugs for the horses and halters should be carried in a convenient place.

e. Harness:

- The harness should be of black leather with patent leather where appropriate.
- Hames 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 the horses or none.
- A neat monogram or badge is permitted on the winkers, drops, pads, breast-plate drops, and rosettes.
- It is preferred that the breastplates should be fastened round the collar as well as the kidney links.
- Collars are not to be tied together.
- It is preferred that reins should be held in one hand, the other hand being able to assist as required.
- Wheel traces should have metal loop ends or quick-release.
- 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.
- Reins should be made of single brown leather.
- Appropriate straps should be lined and stitched.
- Bridles may have metal browbands on 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.
- Metal furniture of the harness should be of the same metal as the buttons of the grooms' coats and the door handles and beading of the coach. West End buckles are preferred.
- Pole chains, the pole-head and the lead-bar hooks and mountings should be made of bright steel color.
- 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 the snapping of both hooks into the pole-head ring. If too short, one end should be hooked into the pole-head ring and the other into a 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 that ring and snapped in a link at the appropriate length.
- f. 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.
- g. Horses:
- Park Drag horses should be perfectly matched as to color, size, style, action, and temperament.
  - Horses of quality but with sufficient substance to handle a loaded coach.
  - Flashy coloring is not appropriate.
  - Horses should have good manners and should be capable of moving at a stylish trot with action but not excessively fast.
  - Horses should stand quietly and move off together at a walk when asked to do so.

## **CLASSES OFFERED**

1. There are many types of driving classes from which to choose. However, consideration should be given to the level of driver and availability of staff. In consultation with Pleasure Driving Technical Delegates, it has been suggested that the following classes be considered the more basic ones to start with at your competition.
  - a. Pleasure Driving: Turnout, Reinsmanship, and Working
  - b. Obstacle Driving: Timed, Fault and Out, Progressive, and Double Jeopardy (be mindful that this class requires a double set of markers). These classes follow a prescribed course and are judged on time. Penalties are converted to seconds.
2. Additional classes include:
  - Driven Dressage - see the Driven Dressage booklet for specifications.
  - Drive and Ride
  - Freestyle Reinsmanship
  - Ladies to Drive
  - Gentlemen to Drive
  - Park Horse Class
  - Combination Hunter Single Horse
  - Sporting Tandem
  - Carriage Dog Class
  - Picnic Class
  - "Putting to" Classes (An enclosed area is recommended if a "Putting to" Class is offered.)
  - Concours D'Elegance
  - Draft Horse Classes
  - Coaching Pleasure – Best Team, Turnout and Obstacles
  - Pleasure Drives - Turnout, Time, and Pace. These classes require access to a large area of land.

## **TIES IN PLACING:**

Ties for first place must be broken by a drive-off. Ties for lower placing may be broken by coin flip upon agreement of tied parties.

# CLASS SPECIFICATIONS

CLASS TITLE	JUDGED ON	SHOWN	TO BE SCORED	RULE REFERENCE
<b>TURNOUT</b>	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.
<b>WORKING</b>	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.
<b>LADIES DRIVING</b>	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.
<b>GENTLEMEN'S DRIVING</b>	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.
<b>PARK (Shown to appropriate antique or antique type vehicle)</b>	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.
<b>REINSMANSHIP</b> (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
<b>FREESTYLE REINSMANSHIP</b>	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.
<b>DRIVE AND RIDE</b>	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.
<b>COMBINATION HUNTER</b>	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.
<b>SPORTING TANDEM</b>	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
<b>CONCOURS D'ELEGANCE</b>	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.
<b>CARRIAGE DOG CLASS</b>	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.
<b>PICNIC CLASS</b>	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. Unless prescribed by the specifications of a particular class (i.e. Progressive Cones), the following clearance guidelines for setting the width of the cones are recommended. Note: the clearance distance is added to the wheel width of each vehicle.)
2. Classes emphasizing precision 8"-10" / 20-25 cm clearance
3. Classes emphasizing speed 12"-16" / 30-40 cm clearance
4. Four In Hand Classes 16"-24" / 40-50 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 IN GAIT	GUIDELINES
<b>BREAK TO CANTER OR GALLOP</b>	Four or more full strides, advantage gained. Six or fewer short strides, no advantage gained.
<b>PROLONGED CANTER OR GALLOP</b>	More than six full strides
<b>BREAK TO WALK</b>	Two full strides at the walk
<b>BREAK FROM WALK</b>	Three full strides of any other gait or stopping
<b>STOPPING – REFER TO OBSTACLE CLASSES</b>	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.

## **INFORMATION FOR SHAFT LENGTHS AND WIDTHS**

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One of the first questions people ask when they go out looking for a carriage is “How do I know if it will fit?” Over the years there have been several charts printed to aid people by giving dimensions to help in buying the right size. This is a compilation of some of that information into one chart. How is this kind of chart possible? While horses’ body types are not identical, there is a dimensional ratio between various parts of the body compared with the height at the withers and this is adequately similar for the purpose of shaft design for different sizes of horse and pony.

What parts of the body need to be considered? Wither height, width at the shoulder, width at the saddle girth, croup width, length of trunk from point of shoulder to buttock and location of the stifle. An additional consideration is normal length of stride. Taking all these factors together helps define the space needed to give the horse sufficient room to move and to be comfortable, while also allowing room for the harness, and some leeway for a slightly larger or smaller animal. The information in this chart defines approximate dimensions needed to build or buy a traditional style of two-wheeled single horse vehicles or 4-wheeled pole type vehicles to fit a wide range of horse sizes. Adjustments may need to be made to accommodate heavy draft type horses, donkeys and small ponies or mini horse. Vehicles designed for specific purposes like the modern marathon vehicle or antique gig will often differ in dimensions to meet their specific needs. For example: marathon shafts are shorter and end at the saddle girth, so some gigs are made with narrower widths between the shafts. The size and design of the harness may also affect how a vehicle fits. A bulky saddle could require more space between the shafts. Style of breeching may affect the position of the breeching staple. Also, the chart describes wheel height for two-wheeled vehicles. Wheels will be smaller on four-wheeled vehicles.

## TABLE SHAFT OF LENGTHS AND WIDTHS FOR TRADITIONAL STYLE VEHICLES FOR SINGLE TURNOUT (MEASUREMENT IN INCHES) ANIMAL HEIGHTS (IN HANDS)

ANIMAL HEIGHTS (IN HANDS)	17H	16H	15H	14H	13H	12H	11H	10H
LENGTH OF SHAFT FROM SWINGETREE TO TIP	85	80	75	70	65	60	55	50
HEIGHT FROM GROUND UNDER SHAFTS AT BACK-BAND TUGS	55	52	49	46	43	40	36	32
WIDTH BETWEEN SHAFTS AT BACK-BAND TUGS	25	24	23	22	21	20	19	18
WIDTH OF SWINGLETREE	36	34	31	30	28.5	27	25.5	24
LENGTH FROM BACK- BAND TUG TO SHAFT TIP	25	22	20.5	19	17.5	16	14	12
LENGTH FROM BACK- BAND TUG STOP TO TRACE HOOK	56	53	50	47	44	41	38	35
DISTANCE FROM BREECHING STAPLE TO TRACE HOOK	30.5	29	27.5	26	24.5	23	21.5	20
WHEELS (DIAMETER)	51	48	45	42	39	36	33	30

## TABLE OF POLE AND SPLINTER-BAR MEASUREMENTS FOR FIXED POLE CARRIAGES FOR PAIR AND FOUR-IN-HAND TURNOUTS (MEASUREMENT IN INCHES)

ANIMAL HEIGHTS (IN HANDS)	17H	16H	15H	14H	13H	12H	11H	10H
WIDTH OF SWINGLETREES	36	34	31	30	28.5	27	25.5	24
LENGTH OF POLE FROM SPLINTER BAR TO POLEHEAD	115	110	106	99	94	87	80	72
SPLINTER BAR LENGTH	68	64	62	60	58	56	53	50
HEIGHT OF POLE END	45	42	39	37	35	34	31	28
HEIGHT OF SPLINTER BAR	40	36	34	33	30	28	26	24

## **IMPORTANT REMINDERS**

### **EXHIBITORS:**

1. ALWAYS REMEMBER: NEVER FORGET THAT REMOVING THE BRIDLE WHILE THE HORSE IS STILL PUT TO THE VEHICLE (between the shafts, races and breeching attached to the carriage) IS ONE OF THE MOST DANGEROUS SITUATIONS THAT CAN OCCUR IN DRIVING AND CONSTITUTES IMMEDIATE ELIMINATION OF THE ENTRY.
2. Once the horse is harnessed and put to the vehicle the turnout should never be left unattended.
3. The driver should be the first person in the vehicle with reins in hand and should be the last person out of the carriage.
4. Harness should be well-fitted to the horse and appropriate to the vehicle and event in which it is being used. Of course, the harness must be cleaned and polished.
5. The carriage should be appropriate in size to the horse/pony and appropriate in style to specifications of class.
6. The driver is required to wear a hat, apron, gloves and to carry a whip in hand. Driver and passenger should be suitable attired in contemporary clothing unless specifications of the class call for costumes.
7. Martingales are prohibited except with certain carriages and are prohibited for all carriages in the Obstacle classes.
8. Boots or wraps are prohibited except in inclement weather when bell boots may be allowed.
9. Single horse carriage MAY carry a passenger or groom.
10. Pair or Tandem MUST carry one groom or passenger able to assist in case of difficulty.
11. Unicorn or Four-In-Hand MUST carry two grooms or passengers able to assist in case of difficulty.
12. In a class line up a groom may dismount from the carriage to head the horses. Grooms from outside the ring are not permitted in the ring during the class.
13. Junior drivers under 14 must be accompanied by an adult. All juniors are required to wear protective headgear when in vehicles.
14. Protective headgear must be worn by riders in all classes requiring horses to jump (GR801). This headgear must replace driving hats immediately prior to the jumping performance (CP225).
15. On the road, traffic rules apply unless uniformed officials direct otherwise

## **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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