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For further information regarding the conduct of Carriage Pleasure Driving competitions, contact the American Driving Society (ADS), PO Box 278, Cross Plains, WI 53528 (608) 237-7382, www.americandrivingsociety.org.

SUBCHAPTER CP-1 INTRODUCTION AND DEFINITIONS

CP101 Introduction

1. For rules on specific types of competition, reference should be made to the following subchapters of the USEF Rulebook:
 Rules for Pleasure Driving Competitions (SUBCHAPTER CP-1 through CP18)
 Rules for Driven Dressage Competitions (SUBCHAPTER CP-20)
 Rules for Coaching (SUBCHAPTER CP-19)
2. Organizers of recognized events may limit entries, refuse any entry, cancel, combine or divide a class, alter the proposed time schedule or substitute officials if necessary.
3. Disabilities – Competitors with a disability shall submit certification from a physician’s office on a physician’s official letterhead that identifies the nature of the disability and accommodation required. This certification must be submitted to the competition secretary along with the competitor’s entry form. A copy of the certification must be available to the Steward or Technical Delegate at the competition. If electronic communication to the rider or driver is the required accommodation, the person communicating to the competitor in the ring must sit next to a competition official.

CP102 Definitions of Term

1. The term “horse” used herein in a general sense refers to any equine.
2. “Competitor” / “Athlete” – the person identified as the “Driver” on an Entry Form. The term “driver” used herein refers to the person controlling the reins and whip and brake.
3. The term “groom” used herein refers to the person capable of assisting in the event of difficulty.
4. The term “management” used herein refers to the person(s) responsible for organizing and running the competition.
5. The term “turnout” used herein refers to the combination of driver, horse(s), groom(s) and vehicle exhibiting in USEF classes or competitions.
6. Junior and adult drivers are defined as follows: The age of an individual on December 1st shall be maintained until November 30th of the following year. Persons born on December 1st shall assume the greater age on that date.

COMPETITION AGE *		MUST HAVE KNOWLEDGEABLE ADULT HORSEMAN ON VEHICLE
Junior a	10 and under	yes
junior b	11 - 13	yes exception: for single vse in a securely enclosed arena, adult horseman required at organizer discretion.
junior c	14 - 18	organizer discretion unless otherwise required by the rules.
adult	19 and over	no
*age reached during the current calendar year		

7. When the terms “prohibited,” “not permitted,” “mandatory,” “obligatory” or “required” are used in these rules, any competitor who fails to comply must be eliminated or disqualified by the judge, unless another penalty is stipulated.
8. When the terms “must” or “shall” are used in these rules, and no penalty is prescribed, any competitor who fails to comply must be severely penalized by the judge.
9. When the term “should” is used in these rules, any competitor who fails to comply shall be penalized at the judge’s discretion.
10. “Headgear” refers to protective headgear that meets the requirements in GR801.
11. “Entry” is a turnout participating in an event or show.

12. Omnibus” – Every use of the term Omnibus herein shall also mean Prize List if one is published.
13. “Event/Show” is the entirety of activities, classes, competitions or combinations thereof, commencing and concluding as defined by the Organizer in the Omnibus/Prize List.
14. “Competition” is the competitive activities of Divisions/Classes or combinations within the Event/Show.
15. “Division” is a group of Entries, combined according to various criteria, including but not limited to driver and/or horse, experience, configuration, turnout, animal size, animal or driver gender, vehicle style, breed, etc.
16. “Class” is an activity by Entries, judged according to criteria specified in the Omnibus/Prize List.
17. “Hors de Concours” – An entry designated as “Hors de Concours” (HC) participates with the approval of the organizer. An HC entry is a non-competing entry, subject to all rules, and is not eligible for awards, placings or points in any class or championship. For the purpose of class entry totals affecting the Maiden, Novice or Limit status of horses or drivers, HC entries do not count.

SUBCHAPTER CP- 2 CONDUCT AND ABUSE

CP103 Conduct

1. All participants in a recognized competition are obliged to conduct themselves in an orderly manner and in the best interest of the Federation. Management shall bar violators from further participation for the remainder of the competition and report the incident to the Federation for any further disciplinary action deemed necessary. For further information, see GR702.
2. Warning Cards (See GR1035)

CP104 Abuse

1. Abuse to of any animal by any person at a recognized competition is forbidden and an offender is subject to disqualification. (see GR839)
2. All animals must be serviceably sound, and must not show evidence of lameness, broken wind, physical distress or impairment of vision in both eyes. In the case of an appeal on this ground, the judge will have the animal in question examined by the official veterinarian or designee for a decision by the judge or jury which will be final.
3. The Federation neither encourages nor discourages dogs accompanying an entry. Unless allowed by class rules, dogs are not allowed to run alongside, behind or under the vehicle during competition. In no circumstances may a dog be tied or in any way attached to the vehicle.
4. Caged or tethered animals are not allowed as part of or along the path of an obstacle course.

SUBCHAPTER CP- 3 SAFETY

CP105 Responsibilities of Drivers and Officials

1. All persons involved in the competition: drivers, passengers, grooms, officials, spectators, etc., should keep safety foremost in their minds. Having the horse under control at all times is a safeguard not only for a driver and his passengers, but for everyone involved in the sport.
2. All officials and management should constantly be on the lookout for unsafe actions by any participant or equine or unsafe equipment. Such unsafe actions or failure to correct unsafe equipment may result in elimination or disqualification. The judge must eliminate from a class or competition, or disqualify from an event, any entry with an unsafe vehicle, unruly horse(s) or driver clearly out of control.
3. In the case of an accident, the judge or management may require a safety inspection of the vehicle and/or harness involved before allowing further use at the event.
4. It is the responsibility of each driver to ensure that harness and vehicle are in good repair and structurally sound.
5. It is the responsibility of each driver to ensure that his horse or horses are physically fit to fulfill the tasks required of

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them.

6. The driver should always be the first person to enter the vehicle and the last to leave. Passengers must never be left on the vehicle while the driver is dismounted unless the passenger has taken control of the reins.
7. It is strongly recommended that no turnout should rely solely on a groom or other attendant standing on the ground to control the horse or horses, with the exception of hitching and/or unhitching. If a driver dismounts for any reason other than to make minor adjustments to harness, vehicle, or to unhitch, the reins should be given to a driver seated on the vehicle.
8. Drivers should strive to maintain a safe distance from other vehicles during the competition and in the warm-up and parking areas.
9. All rules of the road should be observed unless uniformed officials direct otherwise.
10. The Technical Delegate should inspect any pleasure drive, cross country course or obstacle course at a time early enough to allow any changes or alterations to conform with the rules and directives for safety and driveability. The Technical Delegate must bear in mind that alterations to any course are only in order if the plan violates a specific rule or is clearly undriveable or unsafe.
11. All Juniors in all competitions 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. It must be properly fitted with harness secured. Failure to comply will result in elimination.
12. All competitors are encouraged to use protective headgear for all competitions. Whenever the rules stipulate that “hat” or “cap” or “headgear” is required, protective headgear may be worn without penalty.
13. For rules regarding showing under judges, see GR1304; for rules regarding conflicts of interest for judges see GR1036.
14. A judge may officiate over entries (competitors and/or animals) who attended group clinics at the competition if:
 - a. The clinic is open to all competitors and animals entered. The clinic is advertised and available to all possible entrants.
 - b. During the clinic the judge does not drive any animal that is entered in the competition.

CP106 Responsibilities toward the Horse

1. Failure to comply with the following may incur elimination or disqualification.
 - a. Whenever fully put to or being taken out of a vehicle, a horse must wear a bridle with reins attached to the bit and passed through the saddle terrets. Exception:
 1. Once a horse is fully harnessed to a vehicle, one rein at a time may be adjusted.
 2. Horses in multiple hitches must have at least one rein attached to the bit while being harnessed to a vehicle.
 - b. The horse must never be left unattended while put to a vehicle.

SUBCHAPTER CP-4 THE DRIVER

CP107 Style of Driving

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

CP108 Use of the Whip; Performing a Salute

1. An appropriate whip should be carried in hand at all times while driving. The thong on the whip should be long enough to reach the shoulder of the farthest horse and could be penalized at judge’s discretion. (Exception:

Obstacles CP207.2)

2. The whip salute should be performed as follows:

Drivers shall take the reins in the left hand and position the whip, held in the right hand with the handle in front of the face, to a vertical or a horizontal position.

Alternatively, a gentleman shall place the whip and reins in his left hand and remove his hat with his right hand, letting his right arm drop loosely along his body. When wearing protective headgear, gentlemen shall perform the salute as described above in Section (a).

3. No salute is required before competing in any Obstacle Driving class. Driven Dressage – Refer to SUBCHAPTER CP-20

CP109 Outside Assistance

1. Only the driver may handle the reins, whip, or brake during a competition. Failure to comply incurs elimination.
2. No change of driver is permitted, except where specified in class description (i.e. Double Jeopardy Obstacles).
3. Drivers receiving outside assistance after the judging has begun will be penalized at the judge's discretion or as specified by class rules unless that assistance has specifically been allowed.
4. Outside assistance which requires elimination includes, but is not limited to:
 - a. The use of auxiliary mechanical electronic devices other than clocks or watches (eg. GPS devices, speedometers, heart rate monitors, etc.) on the vehicle.
 - b. Directing the driver in any way except as permitted by the rules.
 - c. Anyone other than the driver handling the reins, whip or brake.

CP110 Waivers of Rules

1. The rules pertaining to attire may be waived by judges and organizers due to local conditions.
2. Drivers requesting a waiver must have the extraordinary circumstances approved by a judge and show management.

CP111 Dress of Driver, Grooms and Passengers

1. Drivers and passengers should be dressed conservatively according to the style of the present day. (Exception: Commercial Turnout). Any attempt to introduce period costumes or gaudy trappings is discouraged.
2. Dress for the driver should conform to the type of turnout (i.e. Formal, Park, Country, Sporting).
3. Long sleeves and brown leather gloves are suggested for all drivers and passengers in pleasure driving classes.
4. Gentlemen must wear a coat or jacket while appearing in any class unless excused from doing so by the judge and/or show management. When accepting awards, gentlemen are requested to remove their hats.
5. Ladies must wear a conservative dress, tailored suit, or slacks. Floppy hats are discouraged.
6. Unless otherwise specified, the driver shall wear a hat, an apron or knee rug and gloves.
7. Protective headgear may be worn without penalty in all classes.
8. Sunglasses may be worn without penalty.

SUBCHAPTER CP- 5 GROOMS AND ATTENDANTS

CP112 General

Groom requirements are listed for:

Pleasure Driving under CP209

Driven Dressage under CP516.

Where grooms or passengers are required, they must be closely available and capable of rendering assistance at all

times. Failure to comply may incur elimination from a class or competition, or disqualification from an event.

SUBCHAPTER CP- 6 THE HORSE

CP113 Eligibility

1. The driving horse may be of any breed, color or size so long it is capable of performing the required gaits. In Pleasure Driving Competitions, the minimum age for a horse to be allowed to compete is three years of age. It is encouraged that 3 year olds be restricted to competition in maiden, novice or limit classes and not be allowed to cross enter into other divisions. In pairs and multiple turnouts the restrictions should be applied considering the age of the youngest horse. Restrictions must be clearly stated in the prize list/Omnibus. For competition purposes, any horse is considered to be one year old on the first day of January following the actual date of foaling.
2. Horses must be serviceably sound and must not show evidence of lameness, broken wind or impairment of vision in both eyes. (CP104).
3. In all levels of all Federation licensed Pleasure Driving competitions and in the case of any other Federation rule as it relates to the Pleasure Driving discipline as the context permits it, the term "horse" shall also include mules, donkeys, asses, miniature horses and draft breeds.
4. Junior, maiden, novice and limit drivers are prohibited from driving stallions.
5. Where entries warrant, management is encouraged to offer special classes or divisions for those animals mentioned above and for gaited horses which do not naturally trot. In those cases of non-trotting horses, the term "intermediate gait" may be used in place of "trot".
6. An entry designated as "Hors de Concours" (HC) only participates with the approval of the organizer/manager. An HC entry is a non-competing entry, subject to all Federation rules, and is not eligible for awards, placings or points in any class or championship. For the purpose of class entry totals affecting driver or horse, Maiden, Novice or Limit status, HC entries do not count.

CP114 Classification by Size

1. Horses over 14.2 hands in height will be classified as a horse. 14.2 hands and under will be classified as a pony. Those under 99cm (9.3 hands /39") will be classified as VSE (Very Small Equine).
2. In some competitions the pony division may be divided. Small ponies not to exceed 12.2 and under (50"/127cm) and large ponies will be over 12.2 (50"/127cm), not to exceed 14.2 (58"/147.32cm).
3. A registered horse of a breed permitting horses to be 14.2 or under (i.e. Arabian, Morgan, Quarter Horse, etc.) may show as a horse, but not as a horse and a pony at the same competition.
4. A pair or multiple turnout must be shown in the classes or divisions which accommodate the tallest horse or pony.
5. Very small equines are open to any horse 39" or under.
6. Very small equines may be combined with ponies/horses in existing pleasure driving classes, or at the discretion of show management and where sufficient entries allow, may be shown in their own division.

CP115 Turnout for the Horse

1. Braiding of the mane is optional. Any mane, tail or fetlock trimming may conform to breed standards. Tails are not braided.
2. The application of supplemental hair to mane or tail is prohibited. A tail set or use of any foreign substance to induce a high tail carriage is prohibited.
3. It is prohibited to tie a tail to a vehicle or harness.
4. If shod, horses should be suitably shod for pleasure driving.
5. Boots - Bell boots, shin boots and wraps are allowed in Pleasure Drive classes and may be allowed at the discretion of the judge in other classes due to local conditions, except Driven, Dressage. Boots protecting the sole of the

foot are allowed in any pleasure class.

- Appendix CP-C. Refer to Turnout and Appointments for additional information on turnout for different types of vehicles.

SUBCHAPTER CP- 7 THE HARNESS

CP116 Driver's Responsibility

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

CP117 Style of Harness

- The Federation recognizes specific national types of harness.
- Bridles should fit snugly to prevent catching on the vehicle or other pieces of harness. A throatlatch and a full noseband **is** mandatory. A bridle with reins attached and passed through the saddle terrets must be in place whenever a horse is put to a vehicle. Under no conditions shall a bridle be removed from a horse while it is put to a vehicle. Failure to comply incurs elimination. The horse must never be left unattended while put to a vehicle. Failure to comply incurs elimination. The use of gullet straps is acceptable.
- Black harness is considered appropriate with painted vehicles, with shaft and pole trimmings done in black. It is also considered appropriate with a natural wood vehicle with iron parts painted any color except brown. Shaft and pole trimmings, dash and fenders are done in black.
- Russet harness is considered appropriate with natural wood vehicle with brown or black iron, painted vehicle with natural wood panels with any color iron or vehicle that is painted brown with brown iron. Shaft and pole trimmings should match the harness.
- All metal furnishings should match, be secure and polished.
- Breast collars are appropriate with lightweight vehicles.
- Full collars are suggested for heavy vehicles such as coaches, breaks, phaetons, dog carts, etc. In all pleasure driving classes, collars on the four-in-hand leaders are not to be tied together.
- A correctly-fitting harness saddle is important for the comfort of the horse. A wide saddle is suggested for two-wheeled vehicles, as more weight rests on the horse's back. Narrower saddles are more appropriate for four-wheeled vehicles.
- Standing Martingales are allowed for Stanhope, Park Gate Gig and George IV Phaetons.
- Check reins and martingales (except false martingales) are prohibited in Obstacle classes. Failure to comply incurs elimination. In other classes, check reins and martingales may be appropriate for certain vehicles. See Appendix CP-C Turnout and Appointments.
- The tying of tongues is prohibited.
- Nasal strips are prohibited.
- The use of kicking straps is considered permissible in pleasure driving classes but they should match the harness being used.
- Flash nosebands are strongly discouraged in all pleasure driving classes.

CP118 Bits

A bridle with reins attached to a bit is required for each horse. Bit burrs, gag bits and wire bits of any type are not permitted in Federation driving competitions.

SUBCHAPTER CP-8 THE VEHICLE

CP119 Driver's Responsibility

It is the responsibility of the driver to see that the vehicle is in good repair and is structurally sound. All persons

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

CP120 Style/Eligibility

1. Drivers should strive to present an appropriate turnout. "Appropriate" indicates the balance and pleasing appearance of the combination of horse and vehicle. Factors determining the above include compatible size, type and weight of horse and vehicle. The way of going of the horse may also affect the overall appearance, i.e., a high-actioned horse is more suitable for a formal vehicle; the low-going, ground-covering horse presents a more pleasing appearance put to a road or country-type vehicle.
2. Wire wheeled and pneumatic tired vehicles may be permitted in the following classes providing it is stated in the prize list:
 - a. If it is the competition's first year as a licensed competition
 - b. In all pleasure driving classes if the vehicle is an antique wire wheeled vehicle (long wire spokes, hard rubber tires)
 - c. In maiden, novice and junior pleasure driving classes.
3. Management may allow the use of more than one vehicle under the same entry number. This must be clearly stated in the prize list.
4. 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.
5. Competition management may elect to restrict combined driving marathon vehicles from participation in pleasure driving classes.
6. All pair entries must be driven to a four wheel vehicle except a Curricule or Cape Cart with appropriate harness.
7. Refer also to CP206.

SUBCHAPTER CP-9 PLEASURE DRIVING COMPETITIONS

CP201 Judges and Technical Delegates

1. Judges

The Judges for Pleasure Driving Competitions must be chosen from:

- a. The list of Federation Pleasure Driving Judges;
- b. The list of American Driving Society (ADS) Pleasure Driving Judges'

NOTE: b. must obtain a Federation Guest Judge's card.

- c. Federation licensed judges with experience in judging Carriage Pleasure Driving.
- d. Judges approved by Foreign National Driving Societies

NOTE: d. must obtain a Federation Guest Judge's card

The following may not serve as judges:

- a. The Technical Delegate or the Course Designer of the same event.
- b. The Manager of the competition, or a member of the manager's family.

For additional restrictions, refer to GR1304. For Driven Dressage, refer to CP524; for Coaching, refer to CP301

2. Technical Delegates (See also GR1033)

- a. There must be a Driving Technical Delegate for Federation-licensed open pleasure (carriage) driving

competitions and for Federation Regular Member competitions that have more than 15 carriage driving classes.

b. Technical Delegates must be chosen from:

1. The list of Federation Pleasure Driving Technical Delegates;
2. The list of American Driving Society (ADS) Pleasure Driving Technical Delegates;

NOTE: 2. must obtain a Federation Guest Technical Delegate's card.

3.

4. For additional restrictions, refer to GR1304.

1. A Technical Delegate shall not be an exhibitor, judge (except as allowed by the rules), Driver, Course Designer, Organizer or Manager on the grounds where the competition is being held.

2. A Technical Delegate shall not officiate at any competition in which a member of his family, a person living under the same roof, a person with whom the judge has a financial relationship, clients or trainers are competing unless and emergency necessitates the replacement of the designated Technical Delegate.

3. Judges' decisions representing their individual preferences are not protestable. Inquiries concerning irregularities or incidents during the Event/ Show and the outcome of Carriage Pleasure Driving classes for technical reasons may be made at any time during the competition. Objections must be made to the Technical Delegate no more than one hour after the posting of class results.

4. Veterinarians: Refer to GR1211.4

CP202 Name of Class

If show management wishes to offer a class described in the Federation Rulebook, the class must be conducted as stated. If management wishes to alter a class to fit "local rules" they must change the name of the class to avoid confusing it with Rulebook class specifications. Such classes should be clearly explained in the Omnibus or Prize List. (GR902-GR904) and must include the "local rules" and judging criteria. In any case these altered conditions should conform to the spirit and intent of the Federation general rules for safety, conduct and abuse. (SUBCHAPTER CP-3)

CP203 Entry

1. Unless otherwise specified in the Prize List/Omnibus an entry is defined as a combination of horse(s), vehicle and driver and must be assigned a specific entry number. If a championship based on Federation rules is offered, a change of any part of the combination constitutes a different entry and must be assigned a separate number. In the event that a vehicle is disabled or judged unsafe to start or continue, management may authorize the substitution of another vehicle without issuing a new number.

Management may allow changes of an entry (i.e., using a different vehicle for cones while still compiling points for a Championship. This must be stated in the prize list).

2. All entries must have an entry number before entering any class. It is the driver's responsibility to display the proper number for the turnout entering the ring or obstacle course. No award will be given to an Entry competing with an incorrect entry number or while participating without a number.

3. An Entry may drive Hors de Concours (HC) in any class offered as part of a competition at the discretion of the Organizer (See also CP102).

CP204 Division of Large Classes (See also CP113)

1. Large classes may be split by the judge, technical delegate or management if conditions warrant.

The size of the ring should determine if a class should be split. Unless the ring is very large, classes of more than 14 entries should be split. In a small ring, classes may need to be split at a lower number of entries.

2. The judge and/or management have the discretion as to how the division is made, keeping the following in mind,

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when applicable:

- a. separation of singles, pairs and multiples;
 - b. separation of horses and ponies;
 - c. separation of two and four-wheeled vehicles.
3. Management has the option to have final placings determined by working off the leaders of each section or by awarding duplicate ribbons and/or trophies for each section as if they were separate classes.

CP205 Driver's Responsibility

1. Excessive use of the voice, shouting or whistling to the horse may be penalized at the judge's discretion. The driver should strive to control the horse's movements with discreet use of vocal aids.
2. It is the responsibility of the driver to see that he and all attendants and passengers are appropriately attired for the class in question and that the horses are properly presented.
3. The driver must be prepared to enter the ring or obstacle course area when his/her class is called. After a reasonable wait, management may announce that a one minute time limit will be invoked. When the appropriate time has elapsed, the gate or course will be closed and any entry not in the ring or at the course start will be excluded from the class. Management may give permission for the class to be held for an entry which requires an equipment change.
4. No turnout should rely solely on a groom or other attendant standing on the ground to control the horse/horses with the exception of hitching and/or unhitching. If a driver dismounts for any reason other than to make other adjustments to harness, carriage, or to unhitch, the reins should be given to the driver seated on the vehicle.
5. Drivers should strive to maintain a safe distance from other vehicles both during the competition, in the warm-up and parking areas.
6. 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 (e.g., trace down) only the necessary groom need be put down. Appropriate penalties will be assessed according to class specifications.
7. All entries are expected to conform to the spirit and intent of the rules for safety.

It is the responsibility of each driver to ensure that harness and vehicle are in good repair, structurally sound, and safe for competition conditions. Turnouts without braking mechanisms (such as breeching, brakes, or tug stops with wrap girths) may be restricted from certain classes for safety reasons. Entries must not start any class with an unsafe turnout. The judge must eliminate an unsafe entry from any class. Repeated offenses may incur disqualification.

8. It is preferred that the driver sit on the right-hand side of the vehicle unless construction of vehicle prevents this.
9. No change of driver is permitted except where specified in class conditions (e.g., Double Jeopardy Obstacles).
10. Drivers receiving outside assistance after the judging has begun will be penalized at the judge's discretion or as specified by class rules unless that assistance has been specifically allowed (example: assistance of groom/passenger heading a horse in a line-up or groom/navigator on marathon).
11. While competing, outside assistance which incurs elimination includes but is not limited to the following:
 - a. the use of auxiliary mechanical or electronic devices other than clocks or watches (e.g., GPS devices, speedometers, heart rate monitors, etc.) on the vehicle;
 - b. directing the driver in any way except as permitted by the rules;
 - c. any one other than the driver handling the reins, whip, or brake.

CP206 Vehicles

1. Management may restrict Combined Driving marathon vehicles from participation in Pleasure Driving competitions. (CP120)
2. Wire-wheeled and pneumatic-tired vehicles may be permitted only at management's discretion and must be specified in the Omnibus / Prize List. Exception: antique vehicles with long wire spokes and hard rubber tires are allowed in all classes.

CP207 Turnout

It is the responsibility of the driver to see that he and all attendants, grooms, passengers and horses are appropriately attired and turned out for the class in question. Refer to Appendix CP-C. Turnout and Appointments for additional information.

1. Attire for drivers, grooms, and passengers:
 - a. Drivers: Dress should conform to the type of turnout (i.e., Formal, Park, Country, Sporting, Commercial). Less traditional attire (example: Combined Driving Marathon attire) may be appropriate only if it is specifically allowed in the ADS Omnibus or class description, otherwise a penalty or elimination may result. Except for certain commercial turnouts:
 1. Gentlemen must wear a coat or jacket while appearing in any class unless excused from doing so by the judge and/or show management. When accepting awards, gentlemen are requested to remove their hats.
 2. Ladies must wear a conservative dress, tailored suit, or slacks. Floppy hats are discouraged.
 3. Unless otherwise specified, the driver shall wear a hat, an apron or knee rug and gloves. See Appendix CP-C. Turnout and Appointments.
 - b. Grooms: 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 Omnibus/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.
 1. Stable Livery consists of one of the following:
 - a. A conservative suit, white shirt, dark tie, derby, dark shoes and leather gloves.
 - b. A conservative jacket, jodhpurs or drill trousers, jodhpur or paddock boots, white shirt, stock or four-in-hand tie, leather gloves, derby or conservative cap.
 - c. Hunting attire with a hunting derby or bowler.
 - d. Full Livery consists of a close-fitting body coat with buttons of yellow or white metal to match the furnishings of the harness used (if possible), white breeches, black boots with tan tops, white stock, black top hat and brown leather gloves. The color of the coat remains the owner's preference, but preferred colors are conservative in nature and, where possible, complementary to the color of the vehicle.
 - c. Passengers: Dress should conform to the type of turnout (i.e., Formal, Park, Country, Sporting). Except for certain Coaching and Commercial turnouts, all passengers should wear a hat, an apron or knee rug, and gloves.
 2. A whip should be carried in hand at all times while driving. A driver not in compliance may be eliminated or disqualified. The thong of the whip should be long enough to reach the shoulder of the farthest horse. A driver not in compliance with the above may be penalized. A whip with its thong tied in a manner which renders it incapable of reaching the farthest horse is not allowed. Failure to comply must be severely penalized.
 3. Harness
 - a. The harness should be in good condition, clean, fit properly and be appropriate for the style of vehicle.
 - b. Bridles should fit snugly to prevent catching on the vehicle or other pieces of harness.
 - c. A throatlatch and a full noseband are mandatory. A full noseband is defined as a noseband fully encircling the nose. Flash nosebands are strongly discouraged in pleasure driving classes. The use of gullet straps is

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acceptable.

- d. Black harness is considered appropriate with:
 1. painted vehicles;
 2. natural wood vehicle with iron parts painted any color except brown;
 3. dash, fender, shaft and pole trimmings should match the harness.
 - e. Russet harness is considered appropriate with:
 1. natural wood vehicle with brown or black iron;
 2. painted vehicle with natural wood panels with any color iron; or
 3. vehicle that is painted brown with brown iron;
 4. dash, fenders, shaft and pole trimmings should match the harness.
 - f. The collars of four-in-hand leaders are not to be tied together.
 - g. Boots – Bell boots, shin boots and wraps are allowed in Pleasure Drive classes and may be allowed at the discretion of the judge in other classes due to local conditions, except Driven Dressage. Boots protecting the sole of the foot are allowed in any pleasure class.
 - h. Standing martingales are allowed for Stanhope or Park Gate Gig vehicles and George IV Phaetons, except in obstacle classes.
 - i. Check reins and martingales (except false martingales) are prohibited in Obstacle classes. Failure to comply will incur elimination. In other classes, check reins and martingales may be appropriate turnout for certain vehicles. See Appendix CP-C. Turnout and Appointments
 - j. Kicking straps are permissible but they should match the harness being used.
4. Protective Headgear: All juniors in all competitions 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. It must be properly fitted with harness secured. Failure to comply will result in elimination. All competitors, attendants, grooms and passengers are encouraged to use of protective headgear.
5. Additional Safety Equipment: Body protectors are optional for all participants and are not to be penalized.

CP208 Leaving Classes

1. No entry may leave the class after judging has begun without permission from the judge.
2. Entries excused from any class must leave as instructed by the ringmaster or judge.
3. Disqualify –A Competitor, Horse, or Entry may be disqualified for being in violation of the rules at any time.
 - a. Those who have been disqualified are prohibited from taking further part in the event and may be required to forfeit all prizes won at the event.
 - b. Subsequent disciplinary action may be taken by the Federation.
4. Eliminate – An entry may be eliminated from a competition as a penalty for contravening certain rules.
 - a. Elimination is listed with other penalties but it should be assumed that it may be applied where no other specific penalty is prescribed.
 - b. An eliminated entry is not eligible for an award in the competition from which it is eliminated; however, the entry remains eligible to compete in the remaining competitions of the show.
5. Retire – An entry not wishing to continue in any competition for any reason may ask the judge for permission to retire. A retired entry is not eligible for an award in the competition from which it has retired; however, the entry remains eligible to compete in the remaining competitions of the show.
6. Withdraw – An entry not wishing to continue competing for any reason may withdraw from the show. A withdrawn

entry is not eligible to compete in the remaining competitions of the show.

CP209 Groom/Passenger

1. Minimum requirements:
 - a. Four-in-hand and unicorn turnouts (except VSE): two grooms or passengers capable of rendering assistance at all times.
 - b. Pairs, tandems, VSE four-in-hand and unicorn turnouts: one groom or passenger capable of rendering assistance at all times.
 - c. Single horse and pony turnouts: A groom/passenger is optional. Failure to comply may incur elimination or disqualification.
2. Passengers must be appropriately dressed and must wear a hat or protective headgear. (See GR801).
3. Grooms or passengers are not allowed to leave their respective positions on the vehicle while it is in motion or attempt to correct a problem without first being put down. Failure to comply will incur elimination. Exceptions: Grooms dismounting to head the horses immediately prior to a halt or shifting weight to aid balance to prevent an accident is permissible. Minor adjustments to harness may be made upon permission from the judge. A groom/passenger riding on the vehicle may be put down to assist with the adjustment without penalty except in dressage and obstacle classes. (See CP247.)
4. 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.
5. Leading a turnout into the ring or obstacle course start is considered outside assistance and is not permitted.
6. 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. In pleasure ring classes (turnout, working and reinsmanship) a groom/passenger may sit beside the driver.
7. When a groom or passenger is put down to head the horse or horses during a line-up, he or she must remount when the driver moves off. This includes individual tests. Failure to comply should be penalized. (Exception: Receiving awards)
8. A knowledgeable adult horseman must accompany all Junior A and B drivers, and Junior C drivers driving pairs or multiples. (See CP102)

SUBCHAPTER CP-10 – CLARIFICATION OF GAITS

CP210 Description of Gaits

The following descriptions constitute the approved standard for performance of each of the required gaits in a pleasure driving competition. Cantering and galloping are not allowed unless clearly stated in the prize list. Management is strongly encouraged not to allow cantering or galloping in any class unless it is held in a securely enclosed area.

1. Walk – A free, regular and unconstrained walk of moderate extension is ideal. The horses should walk energetically, but calmly, with even and determined pace. The walk is a four-beat gait.
2. Trot – The trot is a two-beat, diagonal gait.
 - a. 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.
 - b. Working Trot: This is the pace between the strong and the slow trot and more round than the strong trot. The horse goes forward freely and straight; engaging the hind legs with good hock action; on a taut, but light, rein; the position being balanced and unconstrained. The steps should be as even as possible. The hind feet touch the ground in the foot prints of the fore feet. The degree of energy and impulsion displayed at the working trot

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denotes clearly the degree of suppleness and balance of the horses.

- c. 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.
- 3. Halt – Horses and vehicle should be brought to a complete and 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.
- 4. Reinback – Reinback 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 vehicle 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 up in the show ring.
- 5. Canter – A controlled three-beat gait consisting of three evenly spaced footfalls followed by the “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 movements that is completed when the horse’s legs regain their initial positions. 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 non-trotting breeds.
- 9. In Pleasure classes for mules and donkeys, the gaits are walk, slow trot, and working trot.
- 10. In Pleasure classes for draft equines, gaits may be limited to walk, slow trot, and working trot at the discretion of the organizer as published in the Omnibus/Prize List.
- 11. Park Class Gaits – To be called for only in Park classes.
 - a. Park Walk: A four beat, collected gait with good action and animation. It should have snap and easy control and be performed with great style, elegance and airiness of motion while displaying the good manners of the horse(s).
 - b. Park Trot: A two beat, diagonal gait performed in a collected manner with excessive speed to be penalized. The horse’s energy should be directed toward animation rather than speed.
 - c. Show Your Horse: At this command, the driver has the privilege of showing the Park Driving Horse(s) to its (their) best advantage at the trot, but speed will be penalized.

CP 211 Break in Gaits

BREAK IN GAIT	CONDITIONS	
Break to canter or gallop	4 or more full strides	
Prolonged canter or gallop	More than 6 full strides	
Break to walk	2 full strides at the walk	
Break from walk	3 full strides of any other gait or stopping	
Stopping	Obstacle classes Refer to Obstacles, CP242	Pleasure Drive class rules, CP257

In a pair or multiple turnout all horses must break for a penalty to be assessed. In carriage pleasure driving competitions, cantering is not allowed unless it is clearly stated in the prize list and a securely enclosed area is available.

SUBCHAPTER CP- 11 – DIVISIONS**CP212 Divisions Based on the Horse**

1. If otherwise eligible, all equines are allowed to compete at any Federation Carriage Pleasure Driving competition unless restricted by the organizer. Such restrictions must be published in the Omnibus/Prize List.
2. Horses over 14.2 hands in height will be classified as horses; those 14.2 hands and under will be classified as ponies. Exception: A registered horse of a breed permitting horses to be 14.2 or under (e.g., Arabian, Morgan, Quarter Horse, etc.) may show in either division but only one size division at the same show (i.e., as a pony or a horse).
3. The pony classes or divisions may be divided. Suggested size divisions:
 - a. Small pony – not to exceed 12.2 hands (50" / 127 cm)
 - b. Large pony – over 12.2 hands (50" / 127 cm), not to exceed 14.2 hands (58" / 147.32cm)
4. Very Small Equines (VSE) – under 9.3 hands (39" / 99cm)
5. Draft Equine – Draft Equine classes or divisions may be divided. Suggested divisions:
 - a. Draft Pony – Under 14.2 hands, approximate weight less than 1200 pounds
 - b. Draft Small – 14.2-16.2 hands, approximate weight 1200-1600 pounds
 - c. Draft – over 16.2 hands, approximate weight greater than 1600 pounds
6. Classes for divisions offered for donkeys and/or mules may be divided by size.
7. For gaited horses, refer to CP113
8. A pair or multiple turnout must be shown in the classes or division which accommodates the tallest horse.
9. The minimum competition age for a horse to compete is three years of age.
 - a. It is encouraged that three-year-olds be restricted to maiden, novice or limit classes and not be allowed to cross enter into other divisions.
 - b. In pair or multiple turnouts the restrictions are to be applied considering the age of the youngest horse.
 - c. Restrictions must be clearly stated in the Omnibus/Prize List.
10. Commercial for light or heavy horses to an appropriate commercial (SEE Appendix CP-C)

CP213 Divisions Based on the Driver

1. Age (i.e., Junior, Adult)
2. Gender (i.e., Ladies Driving Class, Gentlemen's Driving Class) Classes may be restricted to a specific age or open to all.

CP214 Divisions Based on Experience

Maiden, Novice or Limit status is effective as of the closing date of entries for all competitions.

1. Maiden – entries are ineligible for Maiden classes after winning a first place ribbon in an ADS recognized and/or USEF-licensed Carriage Pleasure Driving competition. (Stallions prohibited)
2. Novice – entries are ineligible for Novice classes after winning at least one first place ribbon in each of three ADS recognized and/or USEF-licensed Carriage Pleasure driving competitions (Stallions prohibited).
3. Limit – entries are ineligible for Limit classes after winning six first place ribbons which must include at least one first-place ribbon from each of three ADS recognized and/or USEF- licensed Carriage Pleasure Driving competitions (Stallions prohibited).
4. Open – open to all drivers and horses.

	Cumulative Number of 1st Place Wins	Minimum Number of Pleasure Shows
Maiden	0	No minimum
Novice	No more than 3	3

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	Cumulative Number of 1st Place Wins	Minimum Number of Pleasure Shows
Limit	No more than 6	3
Open	No limit	No minimum

- a. The status of Maiden, Novice and Limit entries is as of the closing date for entries for a competition.
- b. Wins in ADS and/or USEF Carriage Pleasure Driving classes and high-point championship awards of fewer than three entries are not to affect Driver or Horse status.
- c. Schooling Entries – see CP237.

CP215 Other Divisions

Restrictions for any division must be specified in the Prize List/Omnibus. Other divisions may be offered including, but not limited to, the following:

1. Configuration of turnout – Single, Pair, Tandem, Unicorn, and Four-in-hand. If entries warrant, single vehicles may be split into two- and four-wheeled sections.
2. Vehicle type – Antique, two-wheel, four-wheel, specific vehicle type, etc.
3. Special Vehicle divisions – Organizers may define divisions by specific characteristics of and purposes for vehicles. Examples of special vehicle type descriptions:
 - a. Marathon Division – open to marathon vehicles specifically built for the singular purpose of Combined Driving marathon use.
 - b. Traditional Division – open to vehicles with the traditional profile of an identifiable type, to resemble the design of a carriage built prior to the First World War. Vehicle may be of modern materials, but must have traditional springing.
 - c. Contemporary Division – open to vehicles designed for use as a show vehicle, constructed primarily of modern materials with features including but not limited to: metal wheels, flush hubs, metal framing, metal shafts, torsion or shock absorber suspension, etc.
4. Local – for drivers residing within or horses stabled within a specified local area.
5. Breed – by breed or type of horse.
6. Open: open to all drivers and horses

CP216 Championships

1. When a championship for a division and/or a show is awarded on points:
 - a. All competitors must be given an equal opportunity to accumulate points.
 - b. All sections/divisions included in the championship must have an equal number of classes.
2. Management is strongly encouraged to post a scoreboard in a prominent place, updated throughout the competition and at least 30 minutes prior to making championship awards.
3. If a tie in championship points is to be decided, the following will be used: the best placing in the Reinsmanship class (or Working class if Reinsmanship is not offered) or a work-off is required.
4. A tie for reserve may be decided by a coin flip if all parties agree. If not, a work off will be conducted.

5. Unless otherwise published in the prize list

Placings	Points
1	8
2	7
3	6
4	5
5	4
6	3
7	2
8	1

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

7. If an Overall Championship is awarded, the highest point total of all entries will be the Overall Champion. For National HOTY points and awards, see GR1125.

SUBCHAPTER CP- 12 – CLASS SPECIFICATIONS

CP217 Turnout

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

CP218 Working

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

CP219 Ladies' Driving Class

1. Entries are judged primarily on the suitability of the turnout for a lady with emphasis on manners.
2. To be shown both ways of the arena at a walk, slow trot, working trot, and strong trot.
3. Must rein back without resistance and must stand quietly at any location in the arena.
4. To be judged:
 - a. 50% on manners, performance, elegance and suitability of the turnout for a lady.
 - b. 25% on skill of the driver.
 - c. 25% on overall impression.

CP220 Gentlemen's Driving Class

1. Entries are judged primarily on the suitability of the turnout for a gentleman with emphasis on manners.
2. To be shown both ways of the arena at a walk, slow trot, working trot and strong trot. May show a degree of boldness, but not excessive speed.
3. Must rein back without resistance and must stand quietly at any location in the arena.
4. To be judged:
 - a. 50% on manners, performance and suitability of the turnout for a gentleman.
 - b. 25% on skill of the driver.
 - c. 25% on overall impression.

CP221 Park

1. A Pleasure Driving class in which entries are judged primarily on gaits. (CP210)
2. This class is limited to park type horses and ponies.
3. To be shown in an appropriate antique or antique type vehicle. This class (division) can also be offered for Park Vehicles.
4. To be shown both ways of the arena at a park walk, park trot, and "show your horse" (a smart trot without excessive speed). Entries should stand quietly in the line-up.
5. To be judged:
 - a. 70% on, performance, quality of horse, and manners.
 - b. 30% on overall impression.

CP222 Reinsmanship

1. A Pleasure Driving class in which entries are judged primarily on the ability and skill of the driver.
2. To be shown both ways of the ring at a walk, slow trot, working trot and strong trot. Drivers shall be required to rein back.
3. All drivers chosen for a workout may be worked at any gait requested by the judge and may be asked to execute appropriate tests.
4. The driver should be seated comfortably on the box so as to be relaxed and effective.
5. Either the one or two-handed method of driving is acceptable. Common to both methods, the elbows and arms should be close to the body with an allowing but steady hand enabling a consistent "feel" with the horse's mouth. Drivers should not be penalized or rewarded for using one general style over another.
6. To be judged:
 - a. 75% on handling of reins and whip, control, posture, and overall impression of driver.
 - b. 25% on the condition of harness and vehicle and neatness of attire.

CP223 Freestyle Reinsmanship

1. A Pleasure Driving class in which entries are judged individually on the skill of the driver's execution of a two-minute, self-designed driving test.
2. Eight required elements must be executed. The first element: enter/halt/salute, to be followed by these elements driven in any order: Walk, Slow Trot, Working Trot, Strong Trot, Halt (stand quietly), Reinback
The final element, indicating the completion of the test: halt/salute/leave test area at a working trot. If an element is driven more than once, only the first occurrence will receive a score.
3. The suggested time limit is 3 minutes. Entries must complete the test within the time limit. Time begins at the signal from the judge after the entry has entered the test area. If the entry exceeds the time limit, no signal will be given until 30 seconds after the time limit, at which time the entry will immediately leave the test area.
4. The suggested time limit is 3 minutes. Entries must complete the test in within the time limit. Time begins at the signal from the judge after the entry has entered the test area. If the entry exceeds the 30 seconds after the time

limit, no signal will be given until the 30 seconds after the time limit, at which time the entry will immediately leave the test area.

5. Management must publish in the Omnibus/Prize List a description of the competition area including approximate dimensions.
6. Prior to the start of the show, entries must submit to the Organizer a clearly composed, legible description and diagram of their test on the Freestyle Reinsmanship Form.
7. At management's discretion, music may be allowed.
8. Overall impression will decide ties.
9. Scoring: half-points may be used for scoring all elements.
 - Handling of reins and whip, control, posture 8 elements, maximum 10 points each
 - Overall impression of the driver maximum 10 points
 - Best possible total score is 90 points
10. Penalties:
 - Failure to perform any element 0 points
 - Exceeding the two-minute time limit 5-point deduction

CP224 Super Reinsmanship

Competitors enter the ring individually and drive a short course of defined elements in order at prescribed paces.

1. Specifications:

- a. To be judged on the driver's skill: use of aids, control of the horse(s), accuracy, quality of transitions and gaits, with additional consideration of impressions of the turnout and driver.
- b. Tests – All the entries will complete a number of prescribed elements from memory and in order (between 8 and 12 elements are recommended).
- c. Entries must follow the designated track without deviation keeping red markers on their right and white markers on their left. Numbered or lettered markers, such as posts, single cones, cones set at minimum 80 inches (2.0m), or natural elements, such as trees, shall be used to indicate the sequence and starting point of each element. Unless otherwise specified, elements begin when the horse's nose reaches the marker.
- d. Management may use one of the Super Reinsmanship Tests 1-3 or may design a suitable test to be used.
- e. Tests must be posted at least 1 hour before the start of the class.
- f. Position and Aids – The driver should be seated comfortably on the box so as to be relaxed and effective. Either the one- or two-handed method of driving is acceptable. Common to both methods, contact with the horse's mouth should be maintained with an elastic, supportive hand. Drivers should not be penalized or rewarded for using one style over another.
- g. The use of the whip and the voice are important aids in driving and should be used effectively and discreetly.

2. Scoring

- a. The entry receives numerical scores between 0-10 for:
 - Each element – on use of aids, control of the horse(s), accuracy, quality of transitions and gaits. (Maximum total score = 10 x number of elements)
 - Overall Impression – of the turnout on the condition and fit of the harness and vehicle, neatness of attire. (Maximum total score = 10)
 - General Impression – of the driver on posture, relaxation, confidence and effectiveness. (Maximum total

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score = 10)

- b. Perfect Score = 10 x total number of elements + 10 for General Impression + 10 for Overall Impression.
- c. Ties are decided by the total of Overall Impression and General Impression scores.
- d. 9. The scale of marks:

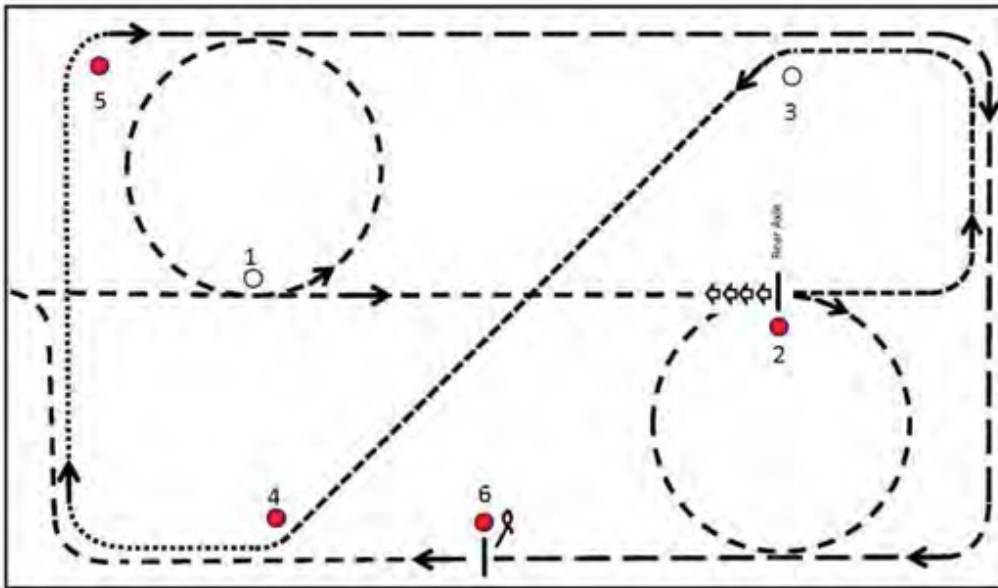
10 – Excellent	9 – Very Good	8 – Good	7 – Fairly Good	6 – Satisfactory
5 – Marginal	4 – Insufficient	3 – Fairly Bad	2 – Bad	1 – Very Bad
0 – Not Executed *				
**“Not executed” means that nothing of the required movement has been performed.				

- e. The judge may state the reason on the score sheet for each mark.
- f. Scoring: half-points may be used for scoring all elements.

3. Penalties

- a. Off-Course
 - 1. Failure of the turnout (all horses and entire vehicle) to pass on the correct side of a marker or dislodging any parts of a marked gate: 5 points subtracted from total score.
 - 2. Significant deviation from the designated track: 5 points subtracted from total score per occurrence.
 - 3. When an element is driven out of sequence, the judge will signal the entry and indicate the error. Drivers should resume the test from where the error occurred. 10 points subtracted from total score per occurrence.
- b. Entries will be eliminated for:
 - 1. Outside assistance
 - 2. Failure to carry a whip in hand
 - 3. Failure to start the test within one minute of the signal to proceed or starting before the signal

Super Reinsmanship Test #1



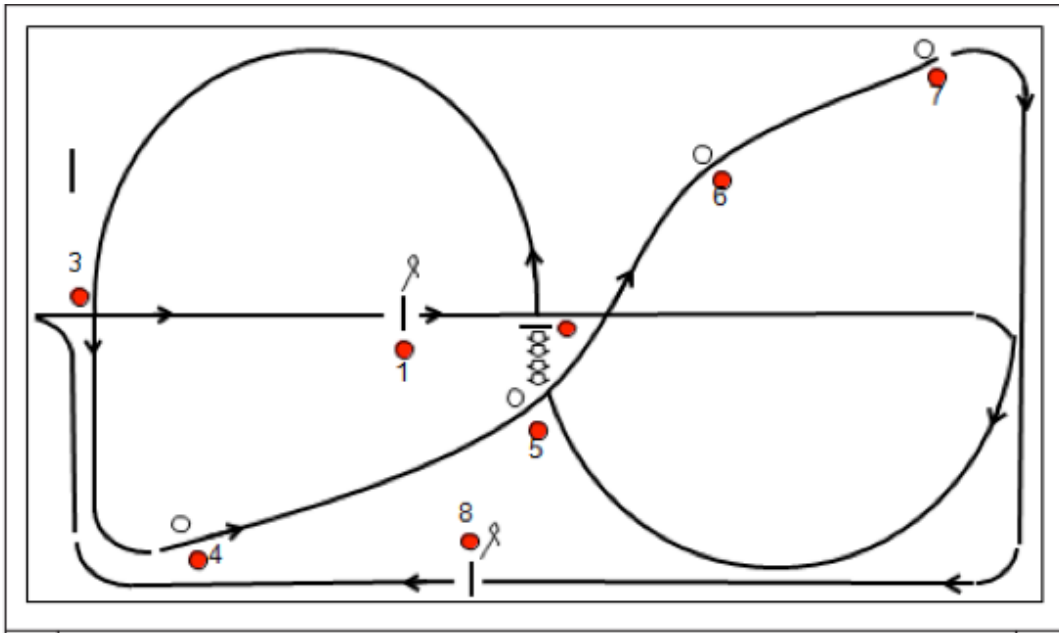
1.	Enter at Working Trot. At Marker 1, circle left 20 meters.	
2.	Working Trot to Marker 2, circle right 20 meters.	
3.	Halt with the (rear) axle at Marker 2 for 5 seconds. Rein back 4 steps, walk forward until the rear axle is even with Marker 2.	
4.	Develop Slow Trot, continue to rail, track left to Marker 3 and continue Slow Trot on diagonal to Marker 4.	
5.	At Marker 4, develop Working Walk, continue to the rail. Track right to Marker 5.	
6.	At Marker 5, develop Strong Trot and continue on the rail to Marker 6.	
7.	At Marker 6, Halt. Salute.	
8.	Leave arena at Working Trot.	
9.	Overall Impression of the turnout on the condition and fit of the harness and vehicle, neatness of attire.	
10.	General Impression of the driver on posture, relaxation, confidence and effectiveness.	

Each element will receive a numerical score of 0-10. Perfect Score = 100.

10 – Excellent	9 – Very Good	8 – Good	7 – Fairly Good	6 – Satisfactory
5 – Marginal	4 – Insufficient	3 – Fairly Bad	2 – Bad	1 – Very Bad
0 – Not Executed *				
*“Not executed” means that nothing of the required movement has been performed.				

Note: This test is designed for a 40m x 80m dressage arena. Organizers may adjust the test accordingly for different size and shape arenas.

Super Reinsmanship Test #2



1.	Enter at Working Walk. At Marker 1, Halt. Salute.	
2.	Proceed at Working Trot, tracking right at the rail. Half circle to the right to Marker 2	
3.	At Marker 2, Halt	
4.	At Marker 2, Rein back 4 steps, walk forward to Marker 2.	
5.	At Marker 2, develop Slow Trot, continue half circle to the left to Marker 3.	
6.	At Marker 3, develop Strong Trot and continue through Gates 4, 5, 6 and 7.	
7.	After passing through Gate 7, develop Working Trot and continue on the rail to Marker 8.	
8.	At Marker 8, Halt, Salute. Leave arena on the rail at a Working Trot.	
9.	Overall Impression of the turnout on the condition and fit of the harness and vehicle, neatness of attire.	
10.	General Impression of the driver on posture, relaxation, confidence and effectiveness.	

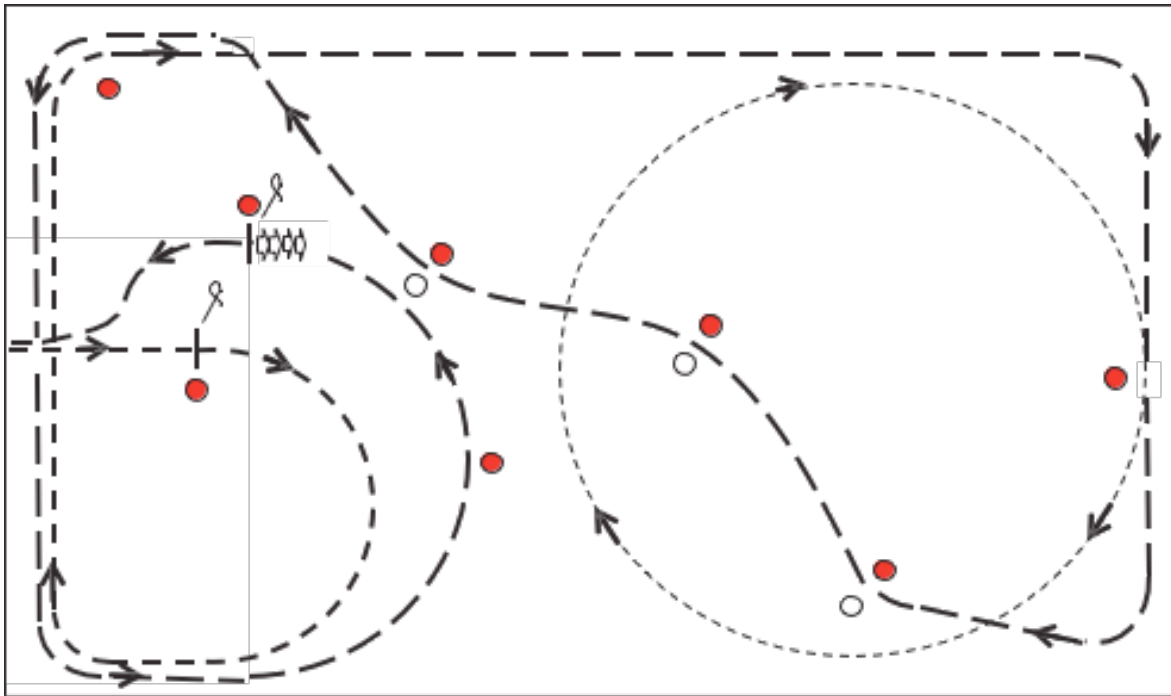
Each element will receive a numerical score of 0-10. Perfect Score = 100. Scale of marks

10 – Excellent	9 – Very Good	8 – Good	7 – Fairly Good	6 – Satisfactory
5 – Marginal	4 – Insufficient	3 – Fairly Bad	2 – Bad	1 – Very Bad
0 – Not Executed *				

*“Not executed” means that nothing of the required movement has been performed.

Note: This test is designed for a 40m x 80m dressage arena. Organizers may adjust the test accordingly for different size and shape arenas.

Super Reinsmanship Test #3



1.	Enter at Working Walk. At Marker 1, Halt. Salute.	
2.	Track Right at Working Walk to rail, continue to Marker 2	
3.	At Marker 2, Working Trot along the rail to Marker 3	
4.	At Marker 3, Slow Trot circle, approximately 40 meters.	
5.	At Marker 3, Strong Trot and continue through Gates 4, 5, and 6 to the rail.	
6.	At the rail develop Working Trot, track left and continue to Marker 7	
7.	At Marker 7, continue Working Trot to Marker 8, Halt 5 seconds.	
8.	Rein back 4 steps, Walk forward. Halt. Salute. Leave arena at Working Trot.	
9.	Overall Impression of the turnout on the condition and fit of the harness and vehicle, neatness of attire.	
10.	General Impression of the driver on posture, relaxation, confidence and effectiveness.	

Each element will receive a numerical score of 0-10. Perfect Score = 100. Scale of marks:

10 – Excellent	9 – Very Good	8 – Good	7 – Fairly Good	6 – Satisfactory
5 – Marginal	4 – Insufficient	3 – Fairly Bad	2 – Bad	1 – Very Bad
0 – Not Executed *				
*“Not executed” means that nothing of the required movement has been performed.				

Note: This test is designed for a 40m x 80m dressage arena. Organizers may adjust the test accordingly for different size and shape arenas.

SUBCHAPTER CP-13 CLASS SPECIFICATIONS: COMBINATION CLASSES

CP225 Introduction for Combination Classes

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

CP226 General Rules

1. The entry must be shown by the same person in all sections or by one in the drive section and another in the ride section(s) at management's discretion. The conditions must be clearly explained in the Omnibus/Prize List.
2. Up to two grooms or attendants may assist with unharnessing and saddling.
3. The judge may not request entries to be re-harnessed after performing under saddle.
4. The judge may allow vehicles to remain in the arena or request that they be removed. If vehicles are removed, additional attendants may enter the arena to assist. If allowed to remain in the arena, a groom is permitted to attend the vehicle and wheel horse in a sporting tandem class.
5. Where protective headgear is required, it is the responsibility of the competitor (or parent or guardian in the case of a junior competitor) to see that the headgear complies with the current safety standards and is properly fitted and in good condition. (See GR801)
6. In combination hunter and sporting tandem classes, jumps must be adjusted for horses and ponies, regardless of whether they are competing separately or one against the other. Ponies jump 2'-2'6" and horses 2'6"-3'. (See CP114)
7. Riders must be provided a practice jump prior to any class in which jumping is required. A diagram of the course must be posted at least one hour before class time.

CP227 Drive and Ride

Single horse to be shown in two concurrent sections:

1. In Harness: To be shown to a suitable pleasure driving vehicle, both ways of the arena at a walk, slow trot, working trot, and strong trot. To stand quietly and to rein back.
2. Under Saddle: To be shown both ways of the arena at a walk, trot, and canter. To stand quietly and to rein back.
3. To be judged:
 - 50% on performance, manners, way of going and suitability in harness.

50% on performance, manners, and way of going under saddle. CP228 Combination Hunter

A Single horse entry to be shown in two or three successive sections:

1. In Harness: To be shown to a suitable pleasure driving vehicle, both ways of the arena at a walk, slow trot, working trot, and strong trot. To stand quietly and to rein back.
2. Under Saddle: To be shown under saddle both ways of the arena at a walk, trot, canter, and hand gallop. To stand quietly and to rein back. Additional tests may include mounting and dismounting, opening a gate, etc.
3. Over Fences: To be shown over a course of no more than four fences (combinations are not permitted). Protective headgear must be worn (see GR801).
4. To be judged:
 - 40% on performance, manners, way of going and suitability in harness.
 - 30% on performance, manners and way of going under saddle.
 - 30% on hunting performance over fences.

- Show organizers may omit the Under Saddle section, in which case the following percentages shall apply:
- 50% on performance, manners, way of going and suitability in harness.
- 50% on hunting performance over fences.

CP229 Sporting Tandem

In Sporting Tandem classes, the leader and wheel horse need not be matched as to color, size, way of going or breed. To be shown in two successive sections:

1. In Harness: To be shown to a suitable tandem vehicle with leader wearing a hunting saddle, hunting bridle and breast collar. To be shown both ways of the arena at a walk, slow trot, working trot and strong trot. When the wheel horse is performing the required trot gaits, the leader may be allowed to canter. To stand quietly, and to rein back. Entries may be asked individually to execute a figure of eight.
2. Under Saddle: The leader to be shown under saddle both ways of the arena at a walk, trot, canter, and hand gallop. To stand quietly and to rein back. Entries may be asked individually to jump two fences. Protective headgear must be worn (see GR801).
3. To be judged:
 - 60% on performance, manners and way of going in harness.
 - 40% on performance, manners and way of going under saddle.

SUBCHAPTER CP-14 CLASS SPECIFICATIONS

CP230 Concours d'Elegance

An entry may drive Hors de Concours (HC) in any competition at the discretion of the organizer/manager. Whichever method is to be used, it must be clearly explained in the Omnibus/Prize List.

1. The class may be judged:
 - a. As a separate class
 - b. In conjunction with a specific class or classes or pleasure drives as designated by the organizer.
 - c. By overall impression throughout the competition
2. The entry fee for the class remains the option of the management, however, if the class is judged on an overall impression throughout the competition, it is recommended that no entry fee be charged and all participants be eligible.
3. Management may invite a local dignitary or celebrity to act as an honorary judge, and a licensed judge may also be in the ring.
4. The essence of the competition is the word "Elegance." The winner will be the turnout which, in the opinion of the judge, presents the most elegant effect. This will include vehicle, harness, appointments, horse(s), driver, passengers, grooms, etc., but above all, general impression is most important. Vehicle and harness may be inspected to ensure thoughtful restoration and careful maintenance. Attention will be paid to the personal appearance of the driver, grooms, and passengers as it contributes to the overall picture. Period costumes are definitely prohibited, unless otherwise stated in the Omnibus/Prize List. Performance will not be judged unless it detracts from the elegance of the turnout.

CP231 Carriage Dog Class

1. Judged primarily on suitability of the dog to serve as a companion (maximum one dog per vehicle). To be judged both ways in the arena at a walk, slow trot and working trot.
 - a. The dog should be standing, lying down or seated on the vehicle or should run behind, beside or at the axle of

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the vehicle.

- b. The dog must be under control at all times.
 - c. The dog must not be led on the ground from the vehicle or be restrained by being tied to the vehicle, driver or passenger.
 - d. The driver should not hold the dog, and the dog should not interfere with the driver in any way.
2. The dog may be of any breed.
3. To be judged
- 60% on the suitability of the dog to serve as a companion.
 - 30% on the performance, manners and way of going of the horse(s)
 - 10% on the overall impression of the turnout, including the dog.
 - 9. Entries with a dog clearly not under control may be eliminated.
4. As a variation, the spectators, in the form of applause, may judge this class. The judge would stand behind each entry and raise a hand, asking the spectators to respond. If this method of judging is to be used, it must be so stated in the Omnibus / Prize List.

CP232 Picnic Class

1. A class in two sections: a performance section and a staging section.
2. A picnic appropriate to the turnout and number of participants must be carried on the vehicle. All picnic participants must be on the carriage during the ring section of the class and be present in the staging section.
3. Percentages may be adjusted by the Organizer provided the percentages are published in the Prize List/Omnibus.
4. Performance section - 25%
 - a. To be judged both ways of the ring at a walk, slow trot and working trot. Not to be asked for a strong trot. Park gaits (see CP210.11) may be used if specified in the Prize List/Omnibus. May be asked to rein back. To stand quietly in the lineup.
 - b. To be judged on performance, manners, overall impression.
5. Staging section - 75%
 - a. At the conclusion of the ring section, competitors will be directed to the staging area to unhitch and set up a picnic. Horses to be taken to the stable area. The picnic will then be judged as part of the class. Staging area may include tables and chairs for use by each turnout.
 - b. To be judged on quality of picnic presentation.

SUBCHAPTER CP-15 CLASS SPECIFICATIONS: PLEASURE OBSTACLE DRIVING

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

CP233 Attire

Drivers should dress appropriately when competing in any Pleasure Driving class including obstacles. This should be show attire unless otherwise specified in the Omnibus / Prize List (CP 207.)

CP234 Participation

1. A horse may not be entered more than once in the same obstacle class, except as part of a pair or multiple.
2. A groom/passenger may compete as a driver on the same course.
3. For Schooling entries, see CP237.

CP235 Course Walk

1. Drivers must be allowed time to walk the course prior to the start of a class and to inspect each obstacle.
2. While walking the course, drivers shall not alter, adjust, or in any way move an obstacle, or any part thereof. Should

a competitor have any question regarding a specific obstacle, he should call it to the attention of the technical delegate for clarification and/or adjustment.

CP236 Schooling

1. A practice obstacle must be provided for use in a specified area. Times for the use of the area may be controlled by management.
2. 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 competed those courses.

CP237 The Course

See Appendix CP-B. Example of Obstacles

1. The course may consist of Start and Finish markers, decorative materials and driveable obstacles consisting of number markers and paired cones or other materials such as rails, fence panels, barrels, etc. Cone pairs may be numbered with red and white markers placed on the cones themselves.
2. Unless otherwise specified in class rules, each obstacle on a prescribed course must be numbered consecutively and marked red on the right, white on the left (exceptions, Scurry, Pick Your Route and Gambler's Choice classes). In Reverse Psychology Obstacles, Double Jeopardy Obstacles classes, a different-colored set of numbers may be placed to indicate the required "reverse" course. Any obstacle that cannot be clearly marked, for example, a figure of eight or an obstacle that requires a reinback, must have a clearly drawn pattern explaining the correct entrance, exit and required path on the course diagram. Within courses that consist of numbered obstacles, it is suggested that the number of an obstacle should be visible from the obstacle before it; i.e., #3 from #2. Only in Gamblers Choice Obstacles classes are point values displayed.
3. Obstacles requiring a halt or a reinback are not permitted except in a Gambler's Choice Obstacles class.
4. 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.
5. An obstacle course will be considered "different" if its pattern is reversed or its obstacle sequence is altered (30% or more of the obstacles have their sequence changed or reversed) or 30% or more of the obstacles are new to the course. Removing or adding obstacles at the beginning or end of a diagrammed pattern does not constitute a course change.
6. A course diagram and applicable time allowed must be posted at least two hours before the start of the class.
7. Start and finish lines for all obstacle courses should be a minimum of 10 feet (3 meters) wide.

CP238 Width of Obstacles

1. The track width is measured at ground level on the widest track width of the vehicle. An allowance may be added for pair or multiple horses that are wider than the wheel width of the vehicle.
2. Clearances
 - a. Suggested obstacle clearances:

• Classes emphasizing precision	8"-10" (20-25 cm)
• Classes emphasizing speed	12"-16" (30-40 cm)
• Four-in-hand classes	16"-20" (40-50 cm)
 - b. Junior, Maiden, Novice and Limit classes may benefit from wider clearances. For classes that emphasize speed,

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it may suit local conditions to use one wide clearance for all entries, such as 80 inches (200 cm.).

3. Following are minimum clearances for multiple obstacles:

- L-shaped obstacle 12 ft (3.6 m)
- U-shaped obstacle 12 ft (3.6 m) in & 15 ft (4.5 m) out

4. The metric conversion chart shown below is given as a guide for the use of management and/ or course designer.

In this way, either system of measuring can be used depending on the equipment available.

Metric Conversion Chart

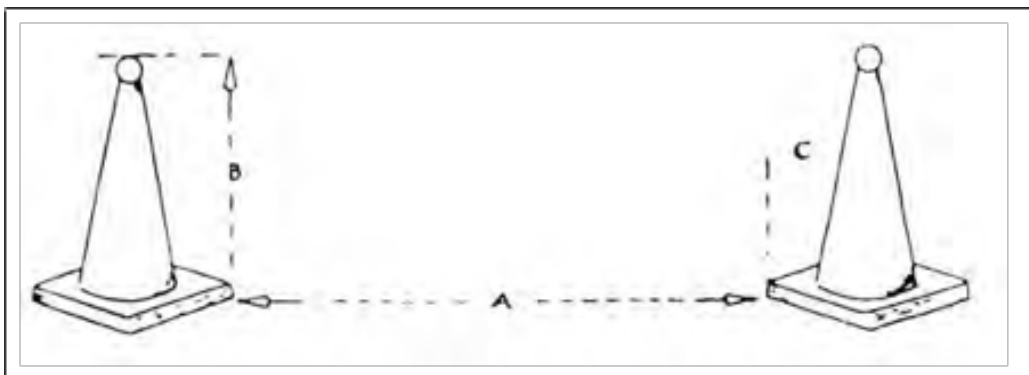
WHEN YOU KNOW	MULTIPLY BY	TO FIND
Hands	4	Inches
Inches	2.54	Centimeters
Centimeters	0.3937	Inches
Yards	0.9	Meters
Meters	3.281	Feet
Feet	0.3048	Meters
Miles	1.609	Kilometers
Kilometers	0.6214	Miles
Pounds	0.4536	Kilograms
Kilograms	2.205	Pounds

CP239 Measurement of Obstacles

1. For “traffic cones,” adjustment is made as follows:

- The track width of each vehicle should be taken at the ground on the widest pair of wheels. The allowance is added and the cones aligned and adjusted from corner to corner. (See illustration below.) This allows the greatest distance between the corner of the base and the upright portion of the cone. The taper of the cone provides clearance for normal hubs or whiffle trees or splinter bars.
- If a whiffle tree or splinter bar or the wheel hubs prove to be too wide for this arrangement, the cones must be adjusted using the widest measurement plus the appropriate allowance, measured at a height on the cone at the same height that the widest part is above the ground. (See illustration below.)

Illustration of Cones



- On markers with perpendicular sides, adjustment for the widest part of the vehicle at the highest part of the marker may be made.
- Care should be taken when numbers are placed to ensure that the numbers do not protrude inside the markers

where they might be disturbed without hitting the obstacle itself.

4. It is the responsibility of the Technical Delegate to ensure that each set of markers is properly adjusted.

CP240 Time Allowed

1. Obstacle courses should be accurately measured with a measuring wheel, if possible, or tapeline.
2. The Time Allowed is calculated by dividing the course measurement by the set speed for each class. A driveable line from obstacle to obstacle should be followed when determining the course length.

3. Suggested Speeds

SUGGESTED SPEEDS FOR CALCULATION OF OBSTACLE COURSE TIME ALLOWED		
Singles and pairs (VSE)	590 feet per min.	180 meters per min.
Singles	725 feet per min.	220 meters per min.
Pairs	725 feet per min.	220 meters per min.
Tandem and Four-in-hand Horses	650 feet per min.	200 meters per min.
Tandem and Four-in-hand Ponies	620 feet per min.	190 meters per min.
Tandem and Four-in-hand VSE	560 feet per min.	170 meters per min.

4. Time Limits are twice the Time Allowed.

5. Any obstacle class in which placings are decided using a total time does not require calculating a “time allowed.”

A time limit may be set at management’s discretion, allowing a reasonably easy speed required to complete the course, keeping in mind the tightness of turns and limitations of the arena.

CP241 Timing

1. Timing with Stopwatches – Time is taken from the moment the first horse’s nose crosses the starting line until the first horse’s nose crosses the finish line, except where indicated in class specifications, i.e., Fault and Out, Progressive, etc.
2. Timing with Electronic Timers – time is taken from the moment the photo cell beam is broken (by the first part of the turnout to reach the starting line) until the beam is broken at the finish.
3. Timing a Stop – If it becomes necessary to stop a competitor for any reason (marker blown over, unauthorized animal or person on course, etc.) a signal will be given and time stopped. The driver will be allowed to go back far enough to regain momentum and wait. A signal will be given when the driver must resume the course. The timing watch will be restarted when the competitor reaches the point at which time was stopped.
4. Signals from the judge to the driver should be audible signals such as a whistle, horn or bell.
5. Course time must be recorded manually or electronically to the hundredths of a second.

CP242 Disobedience

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

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
 - a. Stopping in front of an obstacle without dislodging it and without backing up followed immediately by driving cleanly through is not penalized.
 - b. If the halt is prolonged or if the horse backs even a single step voluntarily or not, a refusal is incurred.
 - c. If, in the commission of the refusal, any part of an obstacle is disturbed and class specifications require repair or resetting, the procedure outlined in CP242 will apply.

CP243 Off-Course (See also CP237)

Unless otherwise specified in individual class rules, a driver is off-course if:

- a. a required obstacle is not driven;
- b. the start or finish line is not driven;
- c. an obstacle is driven in reverse direction, out of sequence or driven twice;
- d. the start or finish line is driven in reverse direction, out of sequence or driven twice;
- e. the entire turnout (all horses and all wheels of the vehicle) fails to pass through the obstacle or the start/finish markers; or
- f. an entry disturbs any part of an obstacle out of its driving sequence.

CP244 Ties in Placing

1. Unless otherwise specified in individual class rules:
 - Low total time basis – For classes determined on a low total time basis, the competitor with the lowest course fault total will be placed ahead of competitor with higher course fault totals.
 - Low fault basis – For classes determined on a low fault basis, the competitor with the fastest time will be placed ahead of the competitor with a slower time.
2. High point basis - For classes determined on a high point basis, the competitor with the fastest time will be placed ahead of the competitor with a slower time.
3. In either case, if a tie still remains, the tie may be decided by the flip of a coin, if all parties agree. If not, a work-off will be conducted. (CP217.4)
4. If two entries under the same ownership are tied, the owner may designate the order of finish.
5. Any competitor who advises the judge that he will not participate in a drive-off shall be placed last of the competitors in that drive-off. Should more than one of the tied competitors elect not to participate, all those not participating shall remain tied among themselves. Should there be only one remaining competitor, he is required to attempt at least the first obstacle in order to be placed first in the drive-off.
6. Except in the Fault-and-Out Obstacles class, when two or more competitors incur elimination during a drive-off, they remain tied regardless of the cause of elimination or point at which it occurred. A competitor who voluntarily withdraws must always be placed after a competitor who has been eliminated in the same drive-off.

CP245 Salute

No salute is required before competing in any Obstacle Driving Class.

CP246 Penalties

1. Unless otherwise specified, these penalties will apply to all Time and Specialty Obstacle classes. Additional penalties will apply as specified in individual class rules. (See CP211 for definitions of Break in Gait).

PLEASURE DRIVING OBSTACLE PENALTIES	
Knocking over start or finish marker	5 seconds
Knocking down or dislodging obstacle	5 seconds
Break to canter	
1st break to canter	5 seconds
2nd break to canter	5 seconds
3rd break to canter	5 seconds
4th break to canter Prolonged canter	Elimination
Disobedience or groom(s) dismounting (cumulative over course)	
1st incident	5 seconds
2nd incident	10 seconds
3rd incident	Elimination
Starting before signal	Elimination
Failure to cross starting line within one minute of signal	Elimination
Off-course	Elimination
Outside assistance	Elimination
Failure to carry whip	Elimination
Use of a tie-down or overcheck	Elimination
Breakage of harness or vehicle	Elimination
Exceeding time limit (twice time allowed)	Elimination
Entries that overturn	Elimination
Failure of entire entry to pass through start or finish markers	Elimination

CP247 Timed Obstacles

1. To be driven over a prescribed course of obstacles. The number of obstacles is to be proportionate to the dimensions of the driving area. Not to exceed 20 obstacles.
2. After passing the starting line, the driver shall proceed through each obstacle in order to the designated finish line.
3. Course faults are assessed as penalty seconds and are added to the driver's elapsed time.
4. Placings are determined on a low total time basis. (see CP245)

CP248 Specialty Time Competitions

1. Scurry Obstacle

- a. To be driven over a course of unnumbered obstacles consisting of cones and balls, or the equivalent, not to exceed 10 obstacles.
- b. After passing through the Start markers from any direction, the driver shall proceed through each obstacle from any direction, in any order. Each obstacle must be driven once. Upon completion of the course, the driver must pass through the Finish markers from any direction, where time will be taken.
- c. Refusals and run-outs will not be penalized.
- d. Course faults will be scored as penalty seconds and added to the driver's elapsed time.
- e. Placings will be determined on a low total time basis. Ties for first place will be broken by a drive-off, unless otherwise stated in the Omnibus/prize list.

2. Town and Country Obstacles

Same rules as CP 248, Time Competitions with the following exceptions: Obstacles are set at 80 inches (2.0m) for all competitors. At least 30% of the obstacles must not be a pair of cones, but instead an obstacle that could be

encountered while out driving through town or country; i.e., mailbox and cones, trash barrel and cone, flagpole and a cone, fence section and cone, bridge, poles set like guardrails, wood piles, artificial animals (these should be set at a distance from a pair of cones to avoid frightening animals).

3. Double Jeopardy Obstacles

- a. To be driven over a prescribed course of obstacles (paired markers) by an entry with two drivers. 8-10 obstacles are recommended as a course length, but the number may be adjusted to be proportionate to the dimensions of the driving area.
- b. After passing through the Start markers, the first driver shall proceed through each obstacle and through the designated Finish markers where time is stopped. After coming to a halt, the reins and whip are transferred to the second driver. Only after there is complete control of the reins and whip may the second driver proceed as follows: Beginning with the designated Start markers, the time is continued for the reverse course, continuing through the obstacles in reverse order and in the reverse direction and through the designated Finish markers for the reverse course. It is recommended that a different colored set of numbers be placed to indicate the required "reverse" course.
- c. Failure to come to a halt before the exchange of reins and whip will incur elimination.
- d. Course faults are as listed in CP247, Penalties. Course faults are scored as penalty seconds and are added to the driver's elapsed time.
- e. Placings are determined on a low total time basis.
- f. Entries may be stopped by a signal from the judge before driving through the designated Start markers for the reverse course to allow dislodged/disturbed obstacles to be rebuilt. See CP241.

4. Reverse Psychology Obstacles

- a. To be driven over a prescribed course of obstacles (paired markers). 8-10 obstacles are recommended as a course length, but the number may be adjusted to be proportionate to the dimensions of the driving area.
- b. After passing through the Start markers, all the obstacles shall be driven in the correct sequence. After completing the highest-numbered obstacle, the driver will then turn and drive that obstacle in the reverse direction and continue to drive all the remaining obstacles in reverse order and in the reverse direction and through the Finish markers where timing will stop.
- c. Course faults are as listed in CP247, Penalties. Course faults are scored as penalty seconds and are added to the driver's elapsed time. Placings are determined on a low total time basis.
- d. Entries may be stopped by a signal from the judge after completing the highest-numbered obstacle to allow dislodged/disturbed obstacles to be rebuilt. See CP241.

5. Pick Your Route Obstacles

- a. To be driven over a course of obstacles (paired markers) with no set route. The number of obstacles to be proportionate to the dimensions of the driving area. Not to exceed 20 obstacles.
- b. Typically, obstacles in this type of class are not measured for each entry but are set at 80 inches (200 cm) at the start of the competition, and only reset in the event of a knockdown.
- c. After passing through the Start markers, the driver shall proceed through each obstacle to the designated Finish markers, choosing his own route. Each obstacle and the start and finish lines may be approached from either direction. Driving an obstacle more than once or through the Start/Finish lines out of sequence will be considered off course.
- d. Course faults are listed in CP247, Penalties. Course faults are scored as penalty seconds and are added to the

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driver's elapsed time.

e. Placings are determined on a low total time basis.

6. Your Route/My Route Obstacles

- a. To be driven over a course of 10 numbered obstacles (paired markers) consisting of cones and balls..
- b. The suggested minimum obstacle clearance is 80 inches (200 cm) for paired markers and a minimum of 12 feet (3.6 m) for multiple obstacles such as "L" and "U" shapes.
- c. Your route: After passing through the start markers, the driver shall drive through all 10 obstacles in the correct sequence and direction.
- d. My route: After completing the #10 obstacle, the competitor will continue, without passing through the Start/ Finish markers by driving all obstacles a second time in any sequence and in either direction. Time will be taken when passing through the Finish markers in either direction.
- e. Entries may be stopped by a signal from the judge after completing the #10 obstacle to allow dislodged/disturbed obstacles to be rebuilt. See CP241.
- f. Course faults are assessed as penalty seconds and are added to the driver's elapsed time.
- g. Placings are determined on a low total time basis. Ties for first may be decided by a drive-off (unless otherwise stated in the Omnibus/ Prize/List.

CP249 High-Point Competitions

1. Unless otherwise specified, these penalties will apply where applicable to all High-Point Competitions.
2. Additional penalties will apply as specified in individual class rules.
3. Penalties

PENALTIES IN HIGH-POINT COMPETITIONS	
Starting before the signal	Elimination
Failure to cross start line within one minute	Elimination
Outside assistance	Elimination
Failure to carry a whip (Article 207.2)	Elimination
Use of a tie-down or overcheck	Elimination
Breakage of harness or vehicle	Elimination
Entries that overturn	Elimination
Prolonged canter	Elimination
Failure of entire entry to pass through Start or Finish markers	Elimination
Off course	Elimination

1. Fault and Out Obstacles

- a. A timed course of numbered obstacles to be driven at the trot. The number of obstacles to be proportionate to the dimensions of the driving area and not to exceed 10 obstacles.
- b. After passing through the Start markers, the driver shall proceed through each consecutively numbered obstacle, in order, until the allowed time expires (suggested time, 90 seconds to two minutes), or until an obstacle is dislodged or a disobedience occurs.
- c. If all the obstacles are driven cleanly before the allowed time expires, the driver will begin the course again, starting with obstacle #1, without having to pass through the Start markers; however, passing through the Start markers more than once is not considered "off course" and is not penalized.
- d. Two points will be scored for each obstacle cleared before the allowed time expires, a disobedience occurs or an obstacle is dislodged.
- e. When the allowed time expires, a disobedience occurs or an obstacle is dislodged, a signal will be given. The

driver shall then proceed through the next consecutively numbered obstacle. The time will be taken when the rear axle clears this obstacle. If that obstacle is cleared, one point is scored. If it is dislodged, no points for that dislodged obstacle are scored, but the time is still taken.

- f. The score of a driver who fails to drive the next consecutively numbered obstacle after the whistle is blown shall count, up to the point where the signal is given, but the competitor must be placed after those with an equal score and time.
- g. Placings will be determined by the greatest number of points.
- h. Points and Penalties (CP247)

2. Progressive Obstacles

- a. To be driven at the trot over a course of six numbered obstacles which will be adjusted to the following clearances:
 - #1 – 20”, #2 – 16”, #3 – 12”, #4 – 8”, #5 – 4”, #6 – 2” or
 - #1 – 51cm, #2 – 41cm, #3 – 30cm, #4 – 20cm, #5 – 10cm, #6 – 5cm.
- b. After passing the starting line, the entry shall proceed through each obstacle, in order, until finishing the course or dislodging an obstacle.
- c. Scoring
 - Time to be recorded when the rear axle clears the last obstacle. Points accumulated to that point count.
 - Time to be recorded when an obstacle is dislodged. Points accumulated to that point count.
 - For a disobedience or for going off course, points accumulated to that point count; however, no time will be recorded.
 - Two points given for each set of cones cleared. No points given for dislodged obstacle.
 - Placings determined on a high-point basis.
 - For ties, refer to CP 245
 - Entries with accumulated points and no recorded time are placed after those with equal points and recorded times.
- d. Penalties

PENALTIES IN PROGRESSIVE OBSTACLES	
Dislodging an obstacle	Accumulated points and time recorded to that point
Break in gait (to canter or walk)	Accumulated points and time recorded to that point
Disobedience	Accumulated points count, no time recorded
Off course.	Accumulated points count Elimination
Groom(s) dismounting.	Accumulated points count, no time recorded

3. Gambler’s Choice Obstacles

- a. To be driven over a course of unnumbered obstacles, each carrying a specific point value.
- b. Each driver has the same allowed time to negotiate as many obstacles as possible. Each obstacle is assigned a point value according to its degree of difficulty and each driver tries to amass as high a score as possible within the time allowed.
- c. After passing through the Start markers, the driver may drive through the obstacles, in any order, from any direction. Each obstacle may be driven twice, but not in succession. If driven a third time, no points will be awarded.
- d. No obstacle may be redriven once it has been disturbed. (Exception: obstacles which are designed to be knocked down.)
- e. No points will be awarded for an incorrectly driven obstacle. If the obstacle is incorrectly driven, but not disturbed, it may be attempted again.
- f. If a horse should refuse or run out at an obstacle without disturbing it, the driver may elect not to attempt it and

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- may drive to another obstacle without penalty. The obstacle may be attempted later. If it is correctly driven the appropriate points will be recorded.
- g. A signal will sound at the end of the allowed time and the driver must then exit through the Finish markers where the total time on the course will be recorded.
 - h. If the signal sounds when the competitor is committed to an obstacle, the competitor may complete the obstacle and receive the appropriate points, then proceed through the finish markers for total time to be recorded. Whether or not the competitor was committed to the last obstacle at the signal will be left to the discretion of the judge.
 - i. Dislodging a start or finish marker will incur a penalty of 5% of the total points accumulated by the entry.
 - j. Break to canter will be penalized as follows (incident penalties are cumulative):
 - 1st incident = 5% of total points accumulated
 - 2nd incident = an additional 5% of total points accumulated
 - 3rd incident = an additional 5% of total points accumulated
 - 4th incident = elimination

CP250 Fault Competitions

1. Cross Country Obstacles

- a. To be driven over a prescribed course of natural and/or artificial obstacles designed to simulate those that might be encountered on a country drive (i.e., bridges, water, log pile, farm animal pens, etc.) Obstacles should be designed to be easily driven and are not to simulate Combined Driving Obstacles. Obstacles must be clearly numbered.
- b. The suggested length of course is approximately 1 kilometer or 0.6 miles. Should the course design not allow judges to be able to see the entire course while judging, organizers may position spotters to observe and record course violations to be submitted to an event official for final scoring, and spotters will also serve as observers for safety during this class. Spotters should be able to communicate with an event official during the class. See CP241.3
- c. After passing through the Start markers, the driver shall proceed through each obstacle, in order, keeping within the limits of the designated course markers and passing through the designated Finish markers.
 - Placings will be determined on a low fault basis (ie. those with fewer faults finish ahead of those with more faults).
 - Course faults and one fault for each commenced second over the Time Allowed are added together for a total score.
 - The Time Allowed is to be calculated as per CP240.
 - Time will decide ties for those with equal fault totals.

d. Penalties:

PENALTIES FOR CROSS COUNTRY FAULT COMPETITION	
Exceeding time allowed (every commenced second)	1 fault
Knocking down or dislodging obstacle or course marker	4 faults
Break in gait to canter	5 faults
1st break to canter	5 faults
2nd break to canter	5 faults
3rd break to canter	Elimination
4th break to canter	Elimination
Prolonged canter	Elimination
Disobedience or groom(s) dismounting anywhere on course (cumulative over course):	3 faults
1st incident	6 faults
2nd incident	Elimination
3rd incident	Elimination
Starting before the signal	Elimination
Failure to cross start or finish line	Elimination
Failure to cross start line within one minute	Elimination
Off course	Elimination
Exceeding time limit (2 x time allowed)	Elimination
Outside assistance	Elimination
Failure to carry a whip	Elimination
Use of a tie-down or overcheck	Elimination
Breakage of harness or vehicle	Elimination

2. Fault Obstacle

- a. To be driven over a prescribed course of numbered obstacles. The number of obstacles to be proportionate to the dimensions of the driving area. Not to exceed 20 obstacles.
- b. As this class should be considered a test of precision driving, it is suggested that the obstacles be set at minimum allowances if the level of competition warrants.
- c. After passing through the Start line, the driver shall proceed through each obstacle in order and through the Finish line.
- d. Placings will be determined on a low-fault basis (ie. those with fewer faults finish ahead of those with more faults).
 - Course faults and one fault for each commenced second over the Time Allowed are added together for a total score.
 - The Time Allowed is to be calculated as per CP 241.
 - Time will decide ties for those with equal fault totals.
- e. Penalties are described in (CP251)

SUBCHAPTER CP-16 CLASS SPECIFICATIONS FOR PLEASURE DRIVES

CP251 General

1. In any Pleasure Drive, all horse classes should start first followed by all pony classes.
2. On the course, repairs to the vehicle or harness may be made only by personnel actually riding on the vehicle.

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Outside assistance will incur elimination.

3. It is recommended that competitors be excused after completing the Pleasure Drive and that awards be presented later in the competition.
4. Dress should conform to CP111, Dress of Driver and Passengers and CP207, Turnout unless otherwise specified in the Omnibus/Prize List.
5. All rules of the road should be observed unless designated officials direct otherwise.

CP252 Course

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

CP253 Timing

1. The timing method must be clearly explained in the Prize List.
2. The course designer should take into consideration the terrain and road and path surfaces when calculating times allowed. It is the responsibility of the technical delegate to make adjustments when weather conditions dictate.
3. Suggested speeds are 8.7 mph (14 kph) for horses, 7.5 mph (12 kph) for Large ponies, 6.8 mph (11 kph) for Small ponies, and 5.6 mph (9 kph) for VSEs.

CP254 Observers on Course

1. The judge may, at his discretion, appoint assistants to be placed at strategic spots on the pleasure drive course to officially observe and mark traffic or other course violations. Each observer's marked card must be submitted to the judge for final scoring.
2. In a walk section, official observers should be placed where the entire section may be easily seen in order to score breaks. It is recommended that there be a minimum of one observer for each 100-yard increment. Each observer must submit a marked card for his assigned area recording the number of breaks of gait for each competitor.

CP255 Spares

1. Spares must be carried on each vehicle during a pleasure drive. They are as follows:

Wheel wrench to fix axle nuts	Knife
Cooler or quartersheet for each horse	Leather punch
Length of rawhide, string or wire	Screwdriver
Rein splice or spare rein	Pliers
Trace splice or spare trace	Small hammer
Hame strap (if appropriate)	Hoof pick
Halter and lead shank pers hor	

2. One penalty point will be assessed for each item omitted. Complete omission of spares will receive 20 penalty points. Spares must be checked prior to the start of the Pleasure Drive. To insure that each vehicle actually carries the required spares, provision for random recheck at either the rest stop or immediately following the drive may be made (if explained in the Omnibus/Prize List.)

CP256 Pleasure Drive Participation

If scheduling permits and except for courses that are to be driven without prior inspection:

1. A driver may not compete more than once in a Pleasure Drive class.
2. A groom/passenger with one entry may compete as a driver with another entry.
3. A driver with one entry may compete as a groom/passenger with another entry.
4. A horse may not compete in more than one Pleasure Drive per competition day unless appropriate conditions exist and approval for all horses to do so is given by the Technical Delegate.
5. 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.

CP257 Pleasure Drive Penalties

Unless otherwise specified in class description, the following penalties apply to all Pleasure Drives. Additional

penalties apply as per class descriptions.

PLEASURE DRIVE PENALTIES	
Spares: each item omitted	1 penalty point
Spares: complete omission	20 penalty points
Starting before the signal	Elimination
Failure to cross Start or Finish line	Elimination
Failure to cross Start line within one minute	Elimination
Off course	Elimination
Exceeding time limit (2 x time allowed)	Elimination
Outside assistance (other than a navigator/groom indicating the route.)	Elimination
Failure to carry a whip in hand at all times while driving	Elimination
Use of a tie-down or overcheck	Elimination
Racing or otherwise endangering another vehicle or spectator	Elimination
Deviating from a direct route, stopping or walking to achieve correct times	Elimination
Entries that overturn	Elimination
Failure of entire entry to pass through start or finish markers	Elimination
Failure to complete the course	Elimination
Prolonged canter or gallop	Elimination

CP258 Pleasure Drive – Turnout

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

1. Preliminary Judging: At the beginning of the class drivers will be observed by the judge in a ring at a walk, slow trot, working trot and strong trot. Horses will be asked to halt and rein back. At the judge's discretion, entries need only work one direction of the ring.
2. Pleasure Drive Course: At the conclusion of the preliminary judging, each class will be sent out on course (order of go and timing to be at management's discretion). Drivers are encouraged to carry a groom/navigator who may assist in pointing out the route, but may not handle the reins, whip, or brake. The designated course may be of any length with no time limit. Care should be taken in designing the course to consider the antique vehicle, and smooth tracks should be utilized when possible. The recommended gait is a trot, but the competitor may walk at his pleasure. Cantering is not permitted. Rules of the road must be obeyed, unless a uniformed police officer directs otherwise. Fitness may be checked at the conclusion of the drive by a veterinarian or, in his absence, by the judge and may be considered accordingly.
3. Final Judging: At the conclusion of the Pleasure Drive, entries may again be observed by the judge in a ring. The judge may, at his discretion, ask entries to work only one direction of the ring. If the judge decides to work horses in one direction only in the Preliminary or Final phases of the class, it is recommended that they work one direction at

the beginning of the class and the other direction at the end.

4. Judging:

- 50% on overall impression and
- 50% on way of going.

Suitability of each entry as a pleasure to drive.

a. The following aspects will also be considered toward the overall impression:

- Horse – manners, way of going, condition, appropriateness and grooming.
- Harness – condition, appropriateness and cleanliness.
- Vehicle – condition, appropriateness and cleanliness.
- Driver – driving skills, posture, appropriateness and neatness of attire.

CP259 Pleasure Drive – Timed

Purpose: To allow the driver to compete against ideal time at both the walk and the trot. Simulated obstacles, not timed, may be added.

1. To be driven over a prescribed, measured course of any length (suggested length 3-6 miles or 5-10 kilometers), comprised of two sections – a trot section followed by a walk section. Each section will be scored independently on a penalty point basis.
2. Time Allowed in the trot section shall be calculated from the distance and required speed. (See CP241.3) Minimum Time will be 2 minutes less than the time allowed.
3. A “Buffer Zone” must be placed between the finish of the trot section and the start of the walk section to allow for the change in gait. The recommended distance is approximately 50 yards (50m).
4. The walk section of the timed Pleasure Drive should be 200-500 yards (200-500m) in length (400 yards (400m) recommended). Time Allowed in the walk section shall be calculated from the distance and required speed. Suggested speeds are 6 kph for horses, 5 kph for ponies. There is no Minimum Time in the walk section.
5. Obstacles may be added by management; however, it is encouraged that such obstacles be designed to promote safe driving while adding to the challenge of the event. Drivable openings in obstacles should not be less than 8 feet 3 inches (2.5 meters) wide and “escape routes” are encouraged. A maximum of four obstacles is allowed.
6. Obstacles are considered part of the course and are not timed, but must be driven correctly or the driver will be eliminated. Up to four lettered gates (pair of red and white markers) should be placed in the obstacle to lead the driver through. Gates must be driven in consecutive order. Once driven, a gate is considered “dead” and may be driven in any manner to get to the next gate.
7. Vet Check: If a veterinarian is available for the cross country, he must be at the finish. All horses should be observed as they pass over the finish line. Whether or not a physical check is made is left up to the veterinarian and management, but if one is planned, all horses must be checked at the same time interval (i.e., 10 minutes after finishing). Competitors should be encouraged to cool their horses during this time. Management should provide water for drinking and washing down. Any horse that does not complete the course in good form, in the opinion of the veterinarian, will be penalized 10 points and so advised. In the absence of the veterinarian, the judge may assess the vet penalties for any horses in obvious distress.

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8. Scoring: There is no penalty for arriving at the finish between the Minimum Time and Time Allowed.
 - 1 penalty per second under the Minimum Time
 - 2 penalties per second over the Time Allowed
9. Ties: The judge shall determine the winner by selecting the horse most suitable to provide a pleasant drive. No entry which has received vet penalties may be placed over entries with no penalties.
10. Five penalties for each break in gait for 1st, 2nd and 3rd incidents, 4th incident incurs Elimination.

CP260 Pleasure Drive – Pace

Purpose: To test the driver on his skill in negotiating a cross-country drive at a prescribed pace (similar to a hunter pace).

1. To be driven over a marked course of any length (suggested length 3-6 miles or 5-10 km). The mid-point of the course is marked with a “half-way” marker.
2. Drivers are given the distance of the course and the speed they are to drive and they must try to come to the finish line exactly on time. See CP241.3
3. Walk Section: Management has the option of adding a walk section near the midpoint, not to exceed 0.6 mile (1 km). To be clearly marked with “walk” and “resume trot.”
4. Mandatory Trot: The last 0.6 mile (1 km) must be driven at the trot. The start of the trot shall be marked “mandatory trot.”
5. One penalty is assessed for each second too early or too late. Five penalties for each break in gait to a canter or gallop as defined in (CP211.)
6. Walk section and mandatory trot sections: Five penalties for each break in gait as defined in CP211 for 1st, 2nd and 3rd breaks, 4th break is Elimination.
7. Vet Check: If a veterinarian is available for the cross country, he must be at the finish. All horses should be observed as they pass over the finish line. Whether or not a physical check is made is left up to the veterinarian and management, but if one is planned, all horses must be checked at the same time interval (i.e., 10 minutes after finishing). Competitors should be encouraged to cool their horses during this time. Management should provide water for drinking and washing down. Any horse that does not complete the course in good form, in the opinion of the veterinarian, will be penalized 10 points and so advised. In the absence of the veterinarian, the judge may assess the vet penalties for any horses in obvious distress.
8. Ties: In the event of a tie, the judge shall determine the winner by selecting the horse most suitable to provide a pleasant drive.
9. To be judged on how close the driver’s time comes to the ideal time.

SUBCHAPTER CP-17 DRAFT EQUINE RULES

CP261 General Rules

1. All Carriage Pleasure Driving rules apply except as specified below.
2. Draft equines are eligible for all Carriage Pleasure classes provided they otherwise meet the class criteria.
3. Classes or divisions may be divided at the discretion of the Organizer as published in the Omnibus/Prize List.

CP262 The Draft Horse

1. Type – The Draft equine has the overall body, bone, and hoof that presents a larger, heavier structure and form than that of light horses or light ponies. The Draft-type equine should give the impression of size and substance combined with a pleasant and mannerly behavior with balanced and powerful movement at all gaits. Each horse should present a picture of soundness, strength, sturdiness and a willingness to work.
2. Gaits – as described under [CP210]. Exception: Gaits may be limited to walk, slow trot, and working trot at the

discretion of the Organizer as published in the Omnibus/Prize List.

CP263 Turnout

1. Harness – should be clean, safe, correctly fitting, appropriate to the vehicle and otherwise comply with Federation Rules.
 - a. A full noseband, a throatlatch, and brakes or breeching are required.
 - b. Check reins and martingales (except false martingales) are prohibited in Dressage and Obstacle classes. Failure to comply will incur elimination. For other classes, check reins and martingales may be appropriate turnout for certain vehicles. See Pleasure Driving Appendix CP-C.
 - c. Chain traces and heel chains are prohibited.
 - d. A full neck collar, breast collar or Scotch collar may be used consistent with specific class conditions and the turnout as a whole.
 - e. Rein splitters are not allowed in obstacle classes.
2. Vehicle – Any Pleasure Driving vehicle of suitable size and style for a Draft equine is allowed, such as, but not limited to, a wagonette, dog cart, country gig, or road cart. Individual class specifications may restrict certain vehicles. Unless specified in the class rules, farm-type vehicles are not permitted. See Appendix CP-C for additional requirements on vehicles, appointments and turnouts.
3. Feather, mane and tail – Draft equines may have thick, long feathering. Forelocks, manes and tails may be full and thick. Breeds may adhere to breed specific grooming/turnout practices with regard to trimming, roaching, braiding of manes and tails. No fixtures such as mane rolls or ribbons may be applied, except as specified in the Omnibus/Prize List.

CP264 Dress

Gloves and a hat (or protective headgear) are required. Aprons are recommended but optional. A whip should be carried in the hand or on the vehicle at all times while driving.

CP265 Class Conditions

1. Draft equine classes may be the same as listed in the Pleasure Rules.
2. Ladies and Juniors: In classes for ladies and juniors, when applicable, emphasis should be placed on manners and the suitability for being driven by a lady or junior.
3. Tandems: Lead horse tugs must be attached to the wheel horse's tugs behind the belly band or directly to the singletree. At no time shall lead tugs be attached to the hames of the wheel horse.

SUBCHAPTER CP-18 – PUTTING-TO CLASSES

CP266 Introduction

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

CP267 Course

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

CP268 Turnout

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1. Each turnout must comply with their entry type as specified below:

- Four-in-hand/Unicorn – A driver, two grooms, a minimum of two passengers, one hostler to assist in the arena, four horses, and appropriate vehicle/harness.
- Pair – A driver, one groom, a minimum of one passenger, one hostler to assist in the arena, the pair of horses and appropriate vehicle and harness.
- Single or Tandem – A driver, one groom, one hostler to assist in the arena, the horse(s) and appropriate vehicle and harness.

2. The hostler may not enter the arena until the vehicle is completely within the unhitching area.

CP269 Basic Format of Class

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

CP270 Sequence to Unhitch/Hitch – Four-in-hand, Unicorn

1. To Unhitch

- Leaders – inside traces, outside traces, then reins.
- Wheelers – loosen pole chains/straps, disconnect inside trace, outside trace, pole chains/ straps and then coupling reins.

2. To Hitch

- Wheelers – The coupling reins, pole chains/straps loosely, outside traces, inside traces, then tighten pole chains/straps.
- Leaders – coupling reins, take reins back through terret on wheelers, then do outside traces and inside traces.

CP271 Sequence to Unhitch/Hitch – Pair

1. To Unhitch

- Loosen pole chains/straps, disconnect inside trace, outside trace, pole chains/straps and then coupling reins.

2. To Hitch

- The coupling reins, pole chains/straps loosely, outside traces, inside traces, then tighten pole chains/straps.

CP272 Sequence to Unhitch/Hitch – Tandem

1. Unhitch

- Leader – Near trace, far trace, reins.
- Wheeler – Detach breeching, near trace, off trace; remove the horse from between the shafts and then reins.

2. To Hitch

- Wheeler – Reins, then place the horse between the shafts; attach the near trace, then off trace, then breeching.
- Leader – Reins, near trace and then far trace.

CP273 Sequence to Unhitch /Hitch – Single

1. To Unhitch

- With reins attached to the bit and passed through the saddle terrets, detach breeching from each shaft, unfasten the overgirth or wrap straps, disconnect off trace, near trace, remove the vehicle from the horse.

2. To Hitch

- With reins attached to the bit and passed through the saddle terrets, bring the vehicle to the horse, placing the shafts through the tugs, attach near trace, then off trace, fasten the overgirth or wrap straps and then breeching to the shafts.

CP274 Penalties

PENALTIES FOR PUTTING-TO CLASSES	
Driver fails to remain seated with reins in hand until passengers have dismounted/remounted	20 penalties
Outside assistance (other than the team of driver, 2 grooms, and hostler)	20 penalties
Improper hitching/unhitching	20 penalties
Unfastening any part of harness before vehicle is stopped and passengers are off	10 penalties
Driver fails to carry a whip when vehicle moving	10 penalties
Failure to pick up dragging trace/rein when leading horses	10 penalties
Failure of grooms to be seated when crossing the finish line	10 penalties
Failure to pass through start/finish or to go around designated cone	Elimination

CP275 to CP299 reserved**SUBCHAPTER CP- 19 – RULES FOR COACHING COMPETITIONS****CP301 General Rules**

1. This division is for horse or pony four-in-hand teams put to a Road Coach, Private Coach, Park Drag or other suitable four-in-hand vehicles. Park Drags, Private Coaches and Road Coaches are not to be asked to back in any class.
2. The rules for competition are based on the old coaching traditions. More information on these turnouts is available in the following books: *On the Box Seat* by Tom Ryder; *Manual of Coaching* by Fairman Rogers; *Carriage Turnout*

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and Appointments by the Carriage Association of America.

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

CP302 Classes

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

CP303 Pleasure

1. Entries will be judged both ways of the ring at an even trot, and may walk when reversing across the diagonal and when lining up. Horses to stand quietly in the line-up.
2. Judged on performance, quality, manners of the horses, and correct appointments. (See Appendix CP-C Turnout and Appointments)

CP304 Best Team

Entries will be judged both ways of the ring to drive at a smart trot, both ways of the ring and may walk when reversing across the diagonal and when lining up. Horses to stand quietly in the line-up. Emphasis on overall impression and quality of the team and its performance.

CP305 Turnout

Entries to be shown at an even trot, both ways of the ring. May walk when reversing across the diagonal and when lining up. Horses to stand quietly in the line-up. Judged on performance, quality, manners of the horses, and correct appointments.

CP306 Obstacles

1. Drivers negotiate a course of paired markers set at the widest track width plus 20 inches. The course should be posted at least two hours in advance and is driven from memory.
2. At the end of the course, the driver halts the team with his front hub on a line between a pair of designated markers. A measurement is taken of the distance of the hub from the line. Five faults are assessed for each foot or part thereof the center of the hub is from the line.
3. Two or more horses cantering at the same time will be considered a break in gait. Failure to correct a break in gait within 5 seconds will incur 10 faults for each commenced period of 5 seconds. Faults are assessed as follows:

• Distance from halt marker	5 faults/foot or part of ft.
• Break of gait to canter or gallop exceeding 5 sec	5 faults/each commenced.5 sec.
• Knocking down or dislodging obstacle or course marker	10 faults
• Groom down (first 2 times)	20 faults/occurrence
• Groom down 3rd time	Elimination

- Off course

Elimination

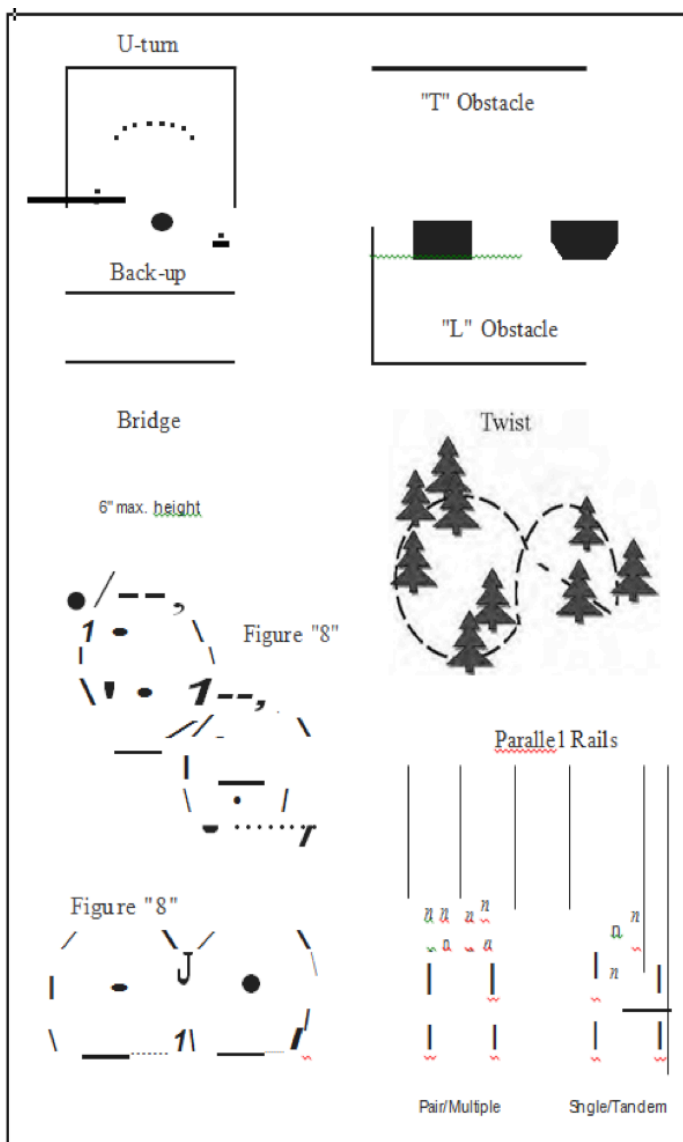
CP307 Timed Obstacles

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

- Displaced 10 seconds
- Break of gait 10 sec. each commenced 5 seconds

Appendix CP-A. Carriage Pleasure Driving Officials Requirements: Refer to CP201 and Chapter 10 Licensed Officials (GR1004, GR1019)

Appendix CP-B Examples of Obstacles:



APPENDIX CP-C TURNOUT AND APPOINTMENTS

FORMAL OR PARK

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

- a. Gentlemen to wear gloves, a top hat or bowler, suit jacket and tie. If the class is in the evening, gentlemen may choose to wear white or black tie.
- b. Ladies to wear gloves, a stylish hat that may have a veil, long sleeved dress or blouse suitable for a formal affair. If the class is in the evening, ladies may opt not to wear a hat and may wear a formal gown.
- c. Brown gloves are always appropriate for the driver unless rain gloves are needed.
- d. Apron or lap robe should be of a solid color material and harmonize with the upholstery (in warmer weather tartan or checked aprons are appropriate for day classes).
- e. 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), 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:
- e. Conservative suit, dark tie, derby, dark shoes and leather gloves.
- f. 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.
- g. Hunting attire with a hunting derby or bowler and leather gloves.
- h. Aprons may be of solid, checked or plaid material.
- i. 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.)

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

COMMERCIAL

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

PARK DRAG OR PRIVATE COACH

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

Paint and bodywork: The paintwork should be well finished in traditional style. The sides of the front and rear boots, the upper quarters of the body, the steps and seat rails should be painted black. The under-carriage, the pole, the bars, the underside of the footboard and the seat-risers or cheeks should be painted the same color; the lower panels of the body and the door of the

rear boot may be painted the same or a different color. An heraldic badge or monogram may be neatly painted on the crest panel of the door, on the rear boot door or on the underside of the footboard. The outside seats may be trimmed

in pigskin or wool broadcloth of a suitable color with the underside of the cushions covered in waterproof material. The inside of the coach may be trimmed in Morocco leather or cloth or a combination of these materials. The inside floor may be covered with a Wilton carpet of solid color. It is not usual to have seat-falls to the outside seats, but they may be fitted inside. The seat valances or 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. The 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 glasses of the door windows should be plain and not quartered.

Appointments: There may be wine coolers and a glass case carried in the rear boot. A lunch chest or imperial may be carried on the roof but only when it is to be used as at a race meeting or similar occasion. Two spare lead bars, one side and one main, should be carried, and fastened to the back of the hind seat, with the main bar above. A folding iron ladder should be carried on brackets beneath the hind seat. The stick and umbrella basket is hung on the near-side, at the corner of the rear roof-seat, the drag shoe and safety hook should be hung under the coach on the off-side except in countries where they drive on the left of the road, in which case the drag is hung on the near-side. A spare jointed whip mounted on a board may be hung under the box-seat or inside the coach. The lamps should not be in their brackets in daylight hours, but carried in special fittings inside the coach. The window or stable shutters should be down and the windows in place when the owner or his representative is driving.

The coachman's apron when not in use should be folded outside out and laid on the driving cushion. Passengers' knee rugs or lap-ropes should be folded and laid on the front inside seat when not in use

Spare: Spares may be carried in the rear boot or inside the coach. The usual includes a small case of tools comprised of wrench, hammer, leather punch screw driver, 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. Loin or quarter rugs for the horses and halters should be carried in a convenient place.

Harness: The harness should be of black leather with patent leather where appropriate. The 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. The breastplates should be fastened round the collar as well as the kidney links for preference. Collars are not to be tied together. It is suggested that reins should be held in one hand, the other hand being able to assist as required.

The wheel traces should have metal loop ends or quick-release. The lead traces should be put on with screwheads of the cock-eyes uppermost, as also should be the lead-bar screws. Buxton bits are preferred, and if bearing reins are used they should be on all horses and be attached to separate bearing rein bits, not to the driving bit. Cruppers may be sewn or buckled on. The reins should be made of single brown leather. Appropriate straps should be lined and stitched. The bridles may have metal browbands 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. The 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.

The pole chains, the pole-head and the lead-bar hooks and mountings should be made of bright steel color. The pole chains may have spring hooks at each end or may have open hooks with rubber securing rings at one end. Preferably the chains should be of a length that admits 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.

Attendants: Two grooms in Livery should sit on the rear seat when the coach is moving, the senior groom on the right. When the coach is stopped, the senior groom stands by the right wheeler, able to take instructions from the

driver, while the other groom stands at the leaders' heads.

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

ROAD COACH

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

Paint and bodywork: The distribution of black and color in the paintwork follows the same pattern as a Park Drag, but the colors may be brighter. A Road Coach may have an appropriate name painted on the panel below the hind seat; a figure or some device associated with the coach name may be painted on side and hind boot door panels. The names of places on the coach's route may be painted on the sides. If the wheels and other parts of the undercarriage are striped, it should be with a single broad stripe. The windows are usually quartered and the coach is driven with the stable shutters down. The outside seats may be trimmed in strong material such as coach carpet or Bedford cord, not leather. The inside of the coach is usually panelled in hardwood with seat cushions of drab cloth. The seat valances may be similar to the Park Drag or may be made of wood. The metal trim is similar to the Park Drag, except that the pole-head, lead bar hooks and pole-chains may be painted black and not of bright steel.

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

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

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

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

Horses: Road Coach horses should be matched for size, weight, action and temperament, and way of going. They

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

FOUR-IN-HAND BREAKS

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

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

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

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

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

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

MAIL, STANHOPE, DEMI-MAIL, SPIDER, GEORGE IV PHAETONS

Definition: These vehicles are intended to be driven by the owner or a friend and are usually turned out in the more formal "park" style rather than in country style.

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

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

Appointments: A dashboard clock and waterproof coats are necessary.

Harness: When it is possible to use a single horse with phaetons of this class, the harness has a bridle of square or D-shaped winkers; browband and rosettes of metal; Buxton bit; side-check bearing rein if any; Kay collar and hames with chain and ring coupling at the bottom; back- strap lined and stitched with crupper stitched on; breastplate; saddle

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of English pattern, 4 or 4-1/2 inches wide with French or Tilbury tugs, reins of brown leather. Pair harness is similar in character with solid-draft hames with kidney links, short hame-tugs, straight panel pads, breastplates, trace bearers or loin straps optional, brown reins, bright steel pole chains. The hardware of the harness should be of the same metal as the polished metal parts of the vehicle. A standing martingale is required for a George IV Phaeton unless prohibited by individual class rules.

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

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

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

FOUR-WHEELED DOG CART, TRAP, OUTING WAGON

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

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

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

Attire: The driver wears country-style clothes with a derby, felt or straw hat according to season and weather. The groom wears stable livery with a derby hat.

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

STANHOPE OR PARK GATE GIG

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

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

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

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

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

ground at a good pace.

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

VILLAGE CART, TWO-WHEELED DOG CART

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

Paint and bodywork: The body is usually painted black and the shafts, springs and wheels in color and neatly striped.

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

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

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

ROAD OR JOGGING CART

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

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

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

FOUR-WHEELED BUGGY

Definition: This is a vehicle of general utility.

Paint and bodywork: The general style of painting was the body black and the running gear in some dark color with or without striping.

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

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

RUNABOUT, AMERICAN STANHOPE

Definition: These small vehicles were popular at the turn of the century and may be considered as light phaetons.

Paint and bodywork: Some were finished in natural wood, others were painted with a black body and undercarriage in sporting colors.

Harness: The harness has a bridle with D-shaped winkers, a full noseband and a Liverpool or elbow bit, preferably no bearing rein. A breast collar is usual and a breastplate is optional. A breeching is also optional. The harness should be

of good quality with most straps lined and stitched. Brown reins.

Horses: The horse should be a stylishly moving horse of great quality, able to trot at a smart pace.

High action is not essential.

ROCKAWAY, CARRYALL, DEPOT WAGON, SURREY, CABRIOLET

Definition: These are some of the types of family vehicles that were very popular throughout North America.

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

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

Pair harness is similar in style with short hame tugs and trace loops on the pads. Trace bearers are usual. A neck-yoke is used with a drop-pole, but if the pole is supported by a chain or strong spring, a crab pole-head and leather pole pieces may be used.

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

COMMERICAL VEHICLES

Definition: There is a wide variety of commercial vehicles used in the business of various trades.

Each trade will have particular types and styles of vehicles, harness and horses suitable for that type of business.

Paint and bodywork: Vehicles are usually painted with signage indicating the proprietor, his location and the type of business and perhaps a business slogan.

Harness: The harness is well suited for the type of work and may also be decorated by the harness maker in order to attract attention and to be particularly memorable to the customers.

Horses: The horse (or horses) for a commercial vehicle should be especially suited for the type of business. Commercial turnouts should be asked only for walk, slow and working trot and are expected to be able to back and stand quietly. Good manners are essential.

RULES FOR DRIVEN DRESSAGE

SUBCHAPTER CP-20 GOVERNING REGULATIONS

Dressage classes at Carriage Pleasure Driving Shows should also reference the Rules or Pleasure Driving Competitions.

CP501 General

1. The object of Dressage is the harmonious development of the physique and ability of the horse. Through progressive training, the horse becomes calm, supple, and flexible as well as confident, attentive and keen in his work.
2. These qualities are revealed by:
 - The freedom and regularity of the paces;
 - The harmony, lightness and ease of movement;

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

CP502 The Halt

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

CP503 Walk

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

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

CP504 Trot

1. The trot is a pace of two-time on alternate diagonal legs (near fore and off hind leg and vice versa) separated by a moment of suspension.
2. The trot, always with free, active and regular steps, should be moved into without hesitation.
3. The quality of the trot is judged by the general impression, the regularity and elasticity of the steps – originated from a supple back and well-engaged hindquarters – and by the ability to maintain the same rhythm and natural balance.
4. The following trots are recognized: Collected trot, Working trot, Lengthen stride in the trot, and Extended trot.
 - a. Collected Trot: In the collected trot the horse is expected to move with more impulsion and engagement than in the working trot. Therefore his haunches must be more compressed, his loins more strongly coiled and his croup lowered. As a result the horse's neck and head will be raised higher and his center of balance will be shifted permanently more toward the rear, thus enabling the shoulders to move with greater ease and freedom with the poll the highest point. The nose should not be overbent or the neck restricted. As the horse's frame is shorter than in other trots, his steps will also be shorter but must be more elevated, and he appears lighter and more mobile throughout. Hollowing and/or stiffening the back are severe faults. Only a moderate degree of collection should be expected from a driving horse.
 - b. Working Trot: A regular and unconstrained trot, in which a horse, even if not yet trained and ready for collected movements, shows himself properly balanced and remaining on the bit, goes forward with even, elastic steps and good hock action. The expression "good hock action" means here a free and energetic forward swing of the hind legs with hocks brought well forward underneath the horse's body, aiding in his free forward movement. The steps of the hind feet must at least be touching the ground in the footprints of the fore feet.
 - c. Lengthen Stride In The Trot: This trot is used as a preparation for the extended trot. While maintaining the same rhythm, the horse covers more ground than in the working trot. He must lengthen and lower the frame and stride while remaining on contact.
 - d. Extended Trot: The horse lengthens his stride to cover as much ground as possible as a result of greater impulsion from the hindquarters. The driver allows the horse, remaining "on the bit" without leaning on it, to lengthen its frame to gain ground, with the nose slightly in front of the vertical. The hind feet must clearly overtrack the prints made by the fore feet. The horse must remain in balance while maintaining the same tempo with steps of equal size. Going faster is not asked for, and is a severe fault.

CP505 Working Canter

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

CP506 Reinback

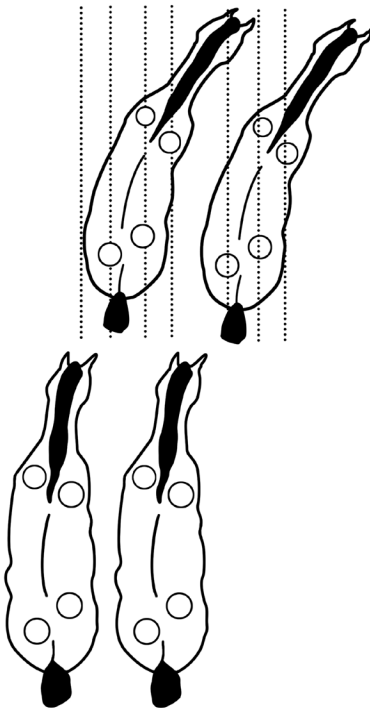
1. The reinback is a backward movement in which the feet are raised and set down simultaneously by diagonal pairs. The feet should be well raised and the hind feet remain well in line.
2. At the preceding halt as well as during the reinback, the horse, although standing motionless and moving back

respectively, should remain on the bit, maintaining his desire to move forward.

3. Anticipation or precipitation of the movement, resistance to or evasion of the hand, deviation of the quarters from the straight line, spreading or inactive hind legs and dragging fore feet are serious faults.
4. If, in a dressage test, a trot is required after a rein back, the horse should move off immediately into his pace, without a halt or intermediate step.

CP507 Shoulder-In

Shoulder-in for the driven horse is performed in Collected Trot. The leaders are positioned so that the outside leader's tail is in front of the head of the pole. The leaders' shoulders are taken to the inside with a constant angle of approximately 30 degrees and a slight but consistent bend in the neck. The inside hind leg steps forward into the line of the outside front leg so that the horses are working on three tracks. Impulsion, rhythm and engagement must be maintained throughout. Too much bend in the neck results in loss of rhythm and suppleness. The wheelers must remain straight with no counterbend.



CP508 Stretching the Frame

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

CP509 Transitions

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

CP510 Half-Halt

The half-halt is a hardly visible, almost simultaneous, coordinated action of the aids, (voice, whip, and hands of the

driver), with the object of increasing the attention and balance of the horse before the execution of several movements or transitions to lesser and higher paces. In shifting slightly more weight onto the horse's quarters the engagement of the hind legs and the balance on the haunches are facilitated for the benefit of the lightness of the forehand and the horse's balance as a whole.

CP511 Changes of Direction

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

CP512 Figures

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

CP513 Collection

The aim of the collection of the horse is:

1. To further develop and improve the balance and equilibrium of the horse, which has more or less been displaced by the additional weight of the vehicle.
2. To develop and increase the horse's ability to lower and engage his quarters for the benefit of the lightness and mobility of his forehand.
3. To add to the "ease and carriage" of the horse.
4. Collection is, in other words, improved and effected by engaging the hind legs, with the joints bent and supple, forward under the horse's body.
5. The position of the head and neck of a horse at the collected pace is naturally dependent on the stage of training and in some degree, on its conformation. It should, however, be distinguished by the neck being raised and unrestrained, forming a harmonious curve from the withers to the poll, the poll being the highest point, with the head slightly in front of the vertical.

CP514 Submission

1. Submission does not mean a truckling subservience, but an obedience revealing its presence by a constant attention, willingness and confidence in the whole behavior of the horse, as well as by the harmony, lightness and ease he is displaying in the execution of the different movements. The degree of submission is also manifested by the way the horse accepts the bridle with a light contact and a supple poll, or with resistance to or evasion of the driver's hand, being either "above the bit" or "behind the bit" respectively.
2. Putting out the tongue, keeping it above the bit or drawing it up altogether, as well as grinding the teeth and swishing the tail, are mostly signs of nervousness, tenseness or resistance on the part of the horse and must be taken into account by the judges in their marks for the movement concerned as well as in the collective mark for "submission."

CP515 Position and Aids of the Driver

1. The driver should be seated comfortably on the box so as to be relaxed and effective. Either the one- or two-handed method of driving is acceptable. Common to both methods, the elbows and arms should be close to the body with an allowing but steady hand enabling a consistent “feel” with the horse’s mouth. Drivers should not be penalized or rewarded for using one style over another.
2. The use of the whip and the voice are important aids in driving. They should be used as effectively and unobtrusively as is reasonably possible.

CP516 Dress

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

CP517 Arena and Exercise Areas

1. The arena should be on as level ground as possible. The large arena is 100 meters long and 40 meters wide. The small arena is 80 meters long and 40 meters wide. (See Appendix CP-DR-B for arena size options for VSEs.) The size of the arena to be used is determined by the test and the turnout. The correct arena size is printed on the test. Arena measurements are for the interior of the arena enclosure. Arenas should be separated from the public by a distance of at least 5 meters, 10 if possible. The enclosure itself should consist of a low fence (boards, breakable chain, etc.) Letter A should be easy to remove, to let competitors in and out of the arena in a suitable way, or must be placed at least 5 meters away from the arena.
2. The letters outside the enclosure should be placed about 0.5 meters from the fence and clearly marked. It is permissible to decorate the letters with flowers or greenery to enhance the appearance of the arena.
3. The marking of the center line, throughout its length, and the three points D, X, and G are obligatory and must be as clearly marked as possible without being of a nature to frighten the horses. On that account is recommendable: on a grass arena, to mow the grass on the center line shorter than the other parts of the arena, and on a sand arena to roll or rake the center line in a suitable way. In such cases the three points D, X, and G should suitably be mowed, raked or rolled about two meters straight across the center line.
4. In the case of inclement weather or during winter, the use of an indoor arena may be desirable with the necessary modifications to meet local conditions. The requirements for the outdoor arena, however, apply as far as is possible.
5. An exercise area must be provided far enough away from the arena so as not to disturb the competitors during their tests. It should be of sufficient size for several competitors to prepare their horses at the same time. If possible a practice arena with perimeters and letters should be provided.

CP518 Tests

The Federation approves dressage tests for use at in Recognized driving competitions. Tests cannot be modified or simplified.

1. For use in national competitions:
 - a. ADS Training Level Tests: The purpose of these tests is to establish that the correct foundation is being laid for the training of the driving horse requiring the green horse to move freely forward in a free walk on long rein and the working trot, in rhythm while accepting the bit with relaxation, through transitions and 40m circles. This level is also intended to encourage the inexperienced driver.
 - b. ADS Preliminary Level Tests: The purpose of these tests is to establish that the horse has acquired a degree of balance and suppleness in addition to the rhythmical, free forward motion expected at the Training Level. While consistently accepting the bit the horse exhibits more activity of the haunches in the working trot and lengthened

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walk. To be demonstrated in: 30m circles, 20m half-circles, serpentine, lengthened trot and stretching the frame.

- c. ADS Intermediate Level Tests: The purpose of these tests is to establish that the horse has become more freely forward with greater use of the haunches than at the Preliminary level, while remaining light in hand without resistance. To be demonstrated in the working walk and trot, the lengthened trot, collected trot, the 5 second halt, the reinback, and the serpentine.
- d. ADS Advanced Level Tests: The purpose of these tests is to establish that the horse has acquired a greater degree of suppleness, balance and lightness in hand than at the Intermediate level while remaining reliably on the bit, producing more impulsion through further strength in the haunches and relaxation of the back and poll enabling the driver to collect and extend the trot. To be demonstrated in the collected and extended trot, the reinback, and the 10-second halt.

CP519 Execution of the Tests

- 1. The dressage test must be driven from memory.
- 2. No passengers are permitted, and grooms must sit in their correct places. One groom is optional for singles; one groom is mandatory for pairs and tandems and two grooms are mandatory for unicorns and four-in-hands. There are no groom requirements for VSEs. (A knowledgeable adult horseman must accompany a Junior Driver under 14 years of age. No additional grooms or passengers are permitted. Failure to comply incurs elimination.
- 3. At the salute, drivers should take the reins in one hand. A lady shall raise the whip vertically or horizontally in front of her face; a gentleman shall remove his hat and let his arm drop loosely along his body or may render the salute as does the lady. The whip salute is used to acknowledge the judge at the start and finish of an individual test or at the beginning and end of a dressage test. The whip salute is also performed in the following ways.
 - By moving the whip, held in the right hand, to a vertical position, the butt end even with the face.
 - By moving the whip, held in the right hand, to a position parallel with the ground, the handle before the face.
 - A gentleman may place the whip in his left hand and remove his hat.
- 4. Error of Test: If a competitor attempts to perform a movement, or attempts to maintain the pace required and fails to do so, but does not deviate from the track, the judge at “C” may either treat it as an “Error of Course” (see CP519.5), or he may decide to give the movement an appropriate mark.
- 5. Error of Course:
 - a. It is an “Error of Course” when a competitor deviates from the required track or when a movement is performed at the wrong pace or omitted altogether.
 - b. In the event of a competitor making an Error of Course, the judge at “C” will ring the bell and stop the competitor. The competitor must then resume the test from the beginning of the movement where the error was made. If the competitor is in any doubt, he may approach the judge at “C” for instructions.
- 6. For “an error of course” or if a groom dismounts, penalty marks will be awarded as follows:
 - First incident 5 penalty marks
 - Second incident 10 penalty marks
 - Third incident Elimination
- 7. If the Judge at C Jury has not noted an error, the competitor has the benefit of the doubt.
- 8. Disobedience – any resistance in the forward movement, kicking or rearing is considered to be disobedience and will be penalized as:
 - First incident 5 penalty marks
 - Second incident 10 penalty marks

- Third incident
- Elimination
9. Penalty points are noted only on the judge's sheet held by the judge at "C".
 10. Disconnected or broken harness: Should the rein, pole strap, chains or trace become disconnected or broken, or should the horse get a leg over the pole, trace or shaft, the judge at "C" will ring the bell and a groom must dismount and reconnect or repair the broken part. The competitor will be penalized for a groom(s) dismounting.
 11. In a case of marked lameness, the Judge at "C" informs the competitor that he is eliminated. There is no appeal against this decision.
 12. A competitor who does not enter the arena within 90 seconds after the entry bell is rung for his test shall be eliminated at the discretion of the Judge at "C". No competitor can be required to drive prior to his scheduled time.
 13. If, during the test, the entire turnout leaves the arena, the competitor is eliminated. If part of a turnout leaves the arena, it shall be scored as a poor movement and appropriate marks awarded.
 14. A competitor leaving the arena at the end of a test in any way other than prescribed in the test will be penalized by an error. A competitor leaving the arena at the end of his test at any point other than "A" will be penalized for an error.
 15. Competitors shall be allowed to drive the outer perimeter of the arena before entering if possible.
 16. Competitors will not be allowed to school in or around the arena while a class is in progress.
 17. The judge at "C" may allow a competitor to restart a test if, in his discretion, some unusual circumstance has occurred to interrupt a test.
 18. Any intervention by a third party not riding on the vehicle, whether solicited or not, with the object of facilitating the task of the Competitor or his horses, is forbidden as Outside Assistance. Grooms must remain seated in their proper places between entering and leaving the arena. They are not permitted to handle the reins, the whip, or speak unless they are dismounted and the vehicle is stationary.

CP520 Time

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

CP521 Marking

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

10 – Excellent	9 – Very Good	8 – Good	7 – Fairly Good	6 – Satisfactory
5 – Marginal	4 – Insufficient	3 – Fairly Bad	2 – Bad	1 – Very Bad
0 – Not Executed *				
*“Not executed” means that nothing of the required movement has been performed.				

Half-marks can be awarded.

*“Not executed” means that practically nothing of the required movement has been performed.

4. Collective marks are marked after the competitor has finished his performance for:
 - Gaits
 - Impulsion
 - Submission
 - The driver's handling of the reins and whip; correctness and effect of the aids.

Each collective mark is awarded from 0 to 10.

5. The collective marks, as well as certain difficult and/or infrequently repeated movements, can be given a coefficient

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of more than 1 which is fixed by the Dressage Committee of the ADS and appears on the test.

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

CP522 General Impression

1. Principle: There are five boxes at the end of the Judges' Score Sheets for marks on General Impression.
2. Paces/Gaits: Regularity and freedom (if Four-in-hand, Pair or Tandem, maintenance of pace/ gait by all horses).
The quality of paces/gaits in each movement is marked under the appropriate movement. The mark for the general impression must reflect paces/gaits and transitions during the whole test.
3. Impulsion: Moving forward, engagement of the hindquarters (if Four-in-hand, Pair, or Tandem, all horses working). The level of impulsion may vary between movements and pace, but the mark for impulsion must reflect the

performance of the horses through the test.

4. Obedience and Lightness/Submission: Response to aids, willing and without resistance. Correctness of bend. Suppleness.
5. Competitor: Use of aids, handling of reins and whip, position on the box, accuracy of the figures. The mark must reflect the consistent level of accuracy and quality of transitions.
6. Presentation:
 - a. Appearance of competitor and grooms, cleanliness, fitness, matching and condition of horses, vehicle and harness.
 - b. Bandages and brushing boots are not permitted under any circumstances. Failure to comply entails 10 penalty points.

CP523 Classification and Scoring

1. After each performance and after each Judge has given his collective marks, which must be done with due consideration, the judges' sheets pass into the hands of the scorers.
2. In regular dressage competition (pleasure shows, etc.) the total number of points awarded by each judge will be added together and divided by the number of judges to obtain the average. Any penalties as defined in CP519 awarded by the judge at C will be deducted from the average to obtain the total. The competitor with the highest number of points will be placed first. The winner is the competitor having the highest total points, the second, the one with the next highest total points and so on. In the case of equality of points, the competitor with the highest marks received under General Impressions shall be declared the winner. When the scores for General Impressions tie, the judge may be required to decide on a winner after review of both score sheets or the horses may remain tied.
3. At Driven Dressage-only competitions, scores may be shown as the average score minus the penalty points and/or at the discretion of the organizers, may be scored as in combined driving or shown in percentages as in ridden dressage competitions.

CP524 Ground Jury

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

CP525 Technical Delegate

1. There must be a Technical Delegate for Federation licensed open Carriage Pleasure Driving Competitions and for Federation Regular Member competitions that have more than 15 Carriage Division classes. Technical Delegates

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must be selected from:

- a. the list of Federation licensed Combined Driving or Carriage Pleasure Driving Technical Delegates
- b. the list of ADS Combined Driving or Pleasure Driving Technical Delegates
 1. Must have a Federation Guest Technical Delegate's card
- c. the list of Federation Combined Category or C2 stewards at breed restricted competitions with 15 or less Carriage division classes.

CP526 Responsibilities of Management

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

CP527 Abuse

The General Regulations refer to abuse. (See GR839)

CP528 Equipment

1. Style of harness or vehicle should not influence the type of bit being used (CP118).
2. Bandages and brushing boots are not permitted. Failure to comply entails 10 penalty points.
3. Auxiliary reins, including any type of check reins or martingales are not permitted (unless appropriate to the vehicle). Side checks may be used in Training division only.

APPENDIX CP-DR-A. ABBREVIATIONS USED IN SCRIBING FOR A JUDGE

@	at	lat.	lateral(ly)
abr.	abrupt	ld.	lead
attn.	attentive	let.	Letter
bal.	balance	lngth.	lengthening
bd. bdg.	bend, bending	long.	longitudinal
bef.	before	o.	circle
beh.	behind	ob.	obedient
bet.	better	obv.	obvious
bk.	back	outw.	outward
b.	bent	pos.	position
btwen.	between	prec.	precise, precision
c-ln.	centerline	r.bk.	rein-back
cfl.	counter flexed	reg.	regular, regularity
col.	collected, collection	res.	resistant, resistance
cor.	corner	rhy.	rhythm
corr.	correct	rt.	right
cant.	canter	sal.	salute
d.	driver	sat.	satisfactory
dep.	depart	serp.	serpentine
diag.	diagonal	slt.	slight(ly)
dir.	direction, direct(ly)	sm.	small
disob.	disobedient		square
eng.	engaged, engagement	fr. o.	square front only
ext.	extended, extension	st. b.	stepped back
flex.	flexed, flexion	str.	straight
fwd.	forward	strg. o.	strungout
gd.	good	thru	through
h.	horse	tr.	trot
ha.	haunches	trans.	transition
ht.	halt	^ trans.	up transition
hur.	hurried	trans.	down transition
imp.	impulsion	unus.	unusual
inattn.	inattentive	us.	usual(ly)
incomp.	incomplete	v.	very
incor.	incorrect	vert.	vertical
inw.	inward	w/, c	with
irreg.	irregular	~	weaving
L.	left	wr.	wrong

APPENDIX CP-DR-B SMALL AND LARGE ARENAS

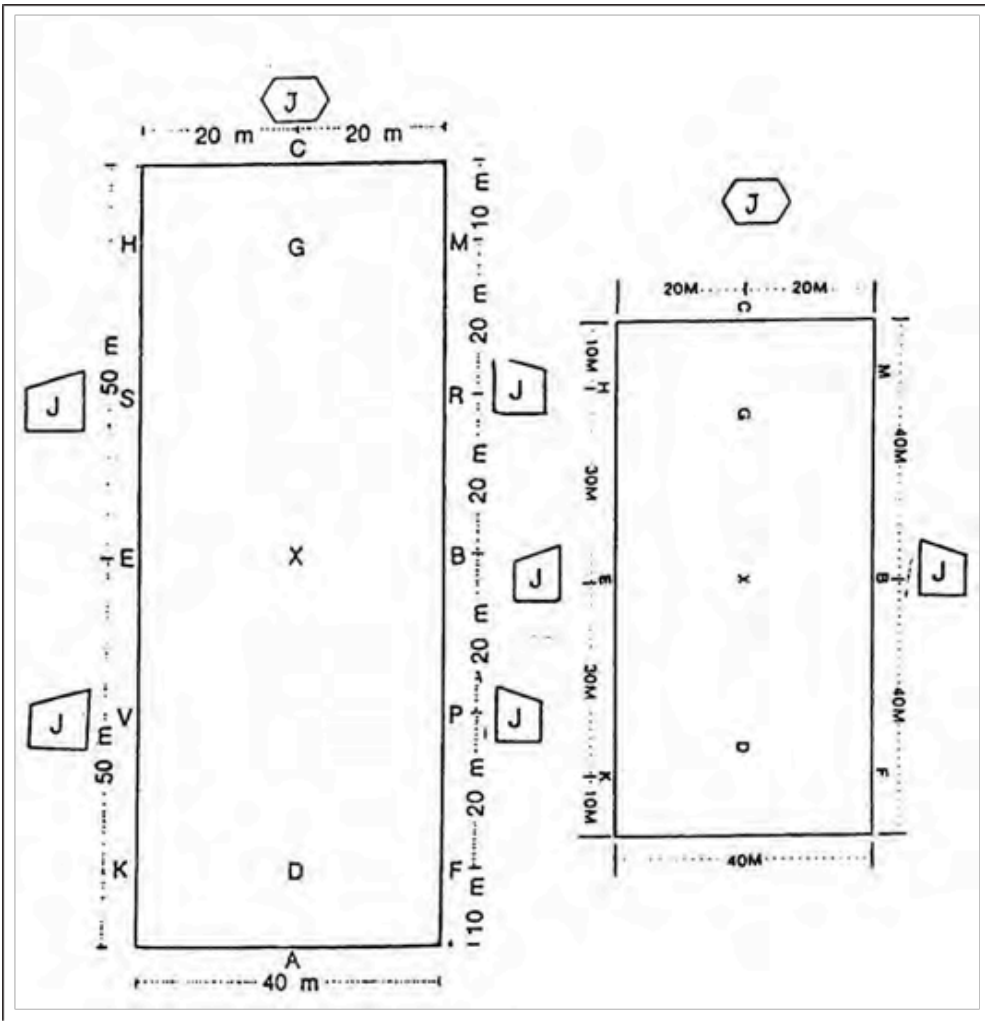


Diagram of Large (100m) and Small (80m) Dressage Arenas

For VSE size-adjusted arena diagrams, refer to Chapter DC Very Small Equines Reference and Size-Adjusted Arena Diagrams

APPENDIX CP-DR-C. DRIVEN DRESSAGE TESTS

Dressage Tests are available upon request or can be downloaded from the ADS website www.americandrivingsociety.org.

* Tests driven by tandems and four-in-hands should be driven in a 40 x 100 meter arena. For VSE entries refer to Combined Driving Appendix F for size-adjusted arena options.

** Time should be increased for large numbers competing in VSE and pony classes.

TEST	Average Driving Time	Min. Time Between Tests **	Arena Size (Meters)	Number Of Movements + Collectives
TRAINING LEVEL				
Test 1 (Short Test)	5 min	7 min	40 x 80 *	10
Test 2	5 min	7 min	40 x 80 *	10
Test 3	7½ min	9 min	40 x 80 *	12
Test 4	7 min	9 min	40 x 80 *	11
PRELIMINARY LEVEL				
Test 1	6 min	8 min	40 x 80 *	12
Test 2	6 ½ min	8 min	40 x 80 *	14
Test 3	4 ½ min	6 min	40 x 80 *	12
Test 4	6 min	8 min	40 x 80 *	11
Test 5 (Tandem & Four-in-hand)	6 ½ min	8 min	40 x 100	12
Test 6 (Single & Pair only)	6 min	8 min	40 x 80 *	13
INTERMEDIATE LEVEL				
Test 1	8½ min	10 min	40 x 100	14
Test 2	9½ min	11 min	40 x 100	14
Test 3	9 min	11 min	40 x 80 *	14
Test 4	6½ min	8 min	40 x 80 *	14
Test 5	8½ min	10 min	40 x 80 *	14
Test 6 (Single & Pair only)	9 min	11 min	40 x 80	15
Test 7	9½ min	12 min	40 x 100	13
Canter Test 1	9 min	11 min	40 x 100	15
Canter Test 2	9 min	11 min	40 x 100	14

APPENDIX CP-DR-D. DRESSAGE TEST SCORING

DRIVEN DRESSAGE COMPETITIONS ONLY (ALTERNATIVE METHOD CP523)

Points awarded by all Judges are averaged (Average Total Points)

Average Total Points – additional penalties = Total score

Total Score ÷ Total Points x 100 = Test %

Test	Presentation on Move		Presentation @ Halt	
	Total Points	Factor (Max. 160)	Total Points	Factor (Max. 150)
TRAINING LEVEL (Print tests on white paper)				
Test 1 (Short Test)	200	.80	190	.789
Test 2	210	.762	200	.75
Test 3	230	.696	220	.682
Test 4	220	.727	210	.714
PRELIMINARY LEVEL (Print tests on green paper)				
Test 1	220	.727	210	.714
Test 2	240	.667	230	.652
Test 3	220	.727	210	.714
Test 4	220	.727	210	.714
Test 5 (for Tandems and Four-In-Hands)	230	.696	220	.682
Test 6 (Single & Pair only)	240	.667	230	.652
INTERMEDIATE LEVEL				
Test 1	240	.667		
Test 2	250	.64		
Test 3	240	.667		
Test 4	240	.667		
Test 5	250	.64		
Test 6 (Single & Pair only)	240	.667		
Test 7	230	.696		
Canter Test 1	250	.64		
Canter Test 2	240	.667		
ADVANCED LEVEL				
FEI 8A (Horse Four & Tandem)	250	.64		
FEI 8B (Horse Pair)	250	.64		
FEI 9 (Horse & Pony Single)	250	.64		
FEI 10 (Pony multiples)	250	.64		
Arena LEVEL				
Training Trials			NO PRESENTATION	
Training level #1			190	.789
Training level #2			190	.789
Preliminary level #1			210	.714
Preliminary level #1			210	.714
Intermediate level			210	.714
Advanced level			170	.882