

Class Specifications (2021 American Driving Society Rulebook)

Working Pleasure Driving

- 218.1 A Pleasure Driving class in which entries are judged primarily on the suitability of the horse to provide a pleasant drive.
- 218.2 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.
- 218.3 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.
- 218.4 To be judged:
 - 70% on performance, manners and way of going of the horse(s).
 - 20% on the condition and fit of harness and vehicle.
 - 10% on neatness of attire.

Timed Obstacles Cones

- 247.1 To be driven over a prescribed course of obstacles. The number of obstacles to be proportionate to the dimensions of the driving area. Not to exceed 20 obstacles.
- 247.2 After passing the starting line, the driver proceeds through each obstacle in order to the designated finish line.
- 247.3 Course faults are assessed as penalty seconds and are added to the driver's elapsed time. Placings are determined on a low total time basis.

Article 233 Attire

Drivers should dress appropriately when competing in any Pleasure Driving class, including obstacles. This should be show attire unless otherwise specified in the ADS Omnibus or by a judge at a show. (See [Art. 207](#). below)

Article 234 Participation

- 234.1 A horse may not be entered more than once in the same obstacle class, except as part of a pair or multiple.
- 234.2 A groom/passenger may compete as a driver on the same course.

Article 235 Course Walk

- 235.1 Drivers must be allowed time to walk the course prior to the start of a class and to inspect each obstacle.
- 235.2 Only officials and the Organizer may alter or work on any part of the course. If any athlete or person associated with him alters the course in any way, the athlete will be disqualified.

Article 236 Schooling

- 236.1 A practice obstacle must be provided for use in a specified area. Times for the use of the area may be controlled by management.
- 236.2 Unless expressly permitted by the Organizer, driving, leading, or riding horses on any course used for competition at any time prior to the competition without permission from the Organizer is prohibited. Failure to comply incurs elimination from any class using that course.
- 236.3 Within any division, schooling entries may be allowed at the discretion of the Organizer as published in the ADS Omnibus. 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 on those courses.

Article 237 The Course

- 237.1 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 markers placed on the cones.
- 237.2 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 Obstacles, Pick Your Route Obstacles and Gambler's Choice Obstacles 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 Gambler's Choice Obstacles classes are point values displayed.

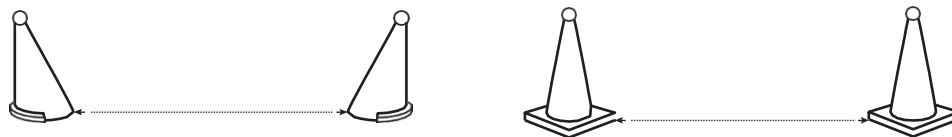
- 237.3 When a disturbance or dislodgement occurs at a complicated obstacle (figure of eight, U-turn, L-turn, etc.), the intended pattern must be completed as closely as the disturbance or dislodgement will allow or the obstacle will be considered driven incorrectly and scored under the rules for each specific class.
- 237.4 Start and finish lines for all obstacle courses should be a minimum of 3 meters wide.

Article 238 Width of Obstacles

- 238.1 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.
- 238.2 Clearances
- Suggested obstacle clearances:
 - Classes emphasizing precision.....20-25 cm
 - Classes emphasizing speed30-40 cm
 - Four-in-hand classes40-50 cm
 - Junior, Maiden, Novice and Limit classes may benefit from wider clearances.

Article 239 Measurement of Obstacles

- 239.1 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 proves 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.)
- 239.2 On cones with perpendicular sides, adjustment for the widest part of the vehicle at the highest part of the cone may be made.
- 239.3 It is the responsibility of the Technical Delegate to ensure that each set of markers is properly adjusted.



Article 241 Timing

- 241.1 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.
- 241.2 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.
- 241.3 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.
- 241.4 Course time must be recorded manually or electronically to the hundredths of a second.

Article 242 Disobedience

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

- 242.1 A run-out is defined as evading an obstacle to be driven or the start/finish line.
- 242.2 A refusal is defined as stopping and stepping back or sideways before an obstacle
- Stopping in front of an obstacle without dislodging it and without backing up followed immediately by driving cleanly through is not penalized.
 - If the halt is prolonged or if the horse backs even a single step voluntarily or not, a refusal is incurred.
 - 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 will apply.

Article 243 Off-Course

- 243.1 Unless otherwise specified in individual class rules, a driver is off-course if:
- a required obstacle is not driven
 - the start or finish line is not driven
 - an obstacle is driven in reverse direction, out of sequence or driven twice
 - the start or finish line is driven in reverse direction, out of sequence or driven twice
 - the entire turnout (all horses and all wheels of the vehicle) fails to pass through the obstacle or the start/finish markers
 - an entry disturbs any part of an obstacle out of its driving sequence

Article 244 Ties in Placing

- 244.1 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.
 - 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.

In either case, if ties still remain, ties may remain or be resolved by the flip of a coin or a drive-off at the discretion of the judge in consultation with the organizer.

- 244.2 If two entries under the same ownership are tied, the owner may designate the order of finish.
- 244.3 Any competitor who advises the judge that he will not participate in a drive-off must 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 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.
- 244.4 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.

Article 246 Penalties

Unless otherwise specified, these penalties will apply to all Obstacle classes. Additional penalties will apply as specified in individual class rules. (See [Art. 211 Break in Gaits](#)).

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 2nd break to canter 3rd break to canter 4th break to canter Prolonged canter	5 seconds 5 seconds 5 seconds Elimination Elimination
Disobedience or groom(s) dismounting (cumulative over course)	1st incident 2nd incident 3rd incident	5 seconds 10 seconds 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 in hand at all times while driving (Art. 207.2)		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

Super Reinsmanship

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

224.1 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). 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, must 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.
- c. Management may use one of the Super Reinsmanship Tests 1-3 or may design a suitable test to be used.
- d. Tests must be posted at least 1 hour before the start of the class.
- e. 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.
- f. Drivers should not be penalized or rewarded for using one style over another. The use of the whip and the voice are important aids in driving and should be used effectively and discreetly.

224.2 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 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. The scale of marks:

- 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.

224.2 3. Penalties

Off-Course

- g.
 - 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. Significant deviation from the designated track: 5 points subtracted from total score per occurrence.
 - 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.
- h. Entries will be eliminated for:
 - Outside assistance
 - Failure to carry a whip in hand
 - Failure to start the test within one minute of the signal to proceed or starting before the signal

Turnout/Attire

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. See [Appendix PD-C. Turnout and Appointments](#) on the ADS website for additional information.

207.1 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:
 - (i) 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.
 - (ii) Ladies must wear a conservative dress, tailored suit, or slacks. Floppy hats are discouraged.
 - (iii) Unless otherwise specified, the driver must wear a hat, an apron or knee rug and gloves. See [Appendix PD-C. Turnout and Appointments](#) on the ADS website.
- 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 ADS Omnibus or class description, less formal attire may be appropriate, but it should always be neat and clean. In all competitions, grooms must wear a hat or protective headgear.
 - (i) Stable Livery consists of one of the following:
 - (1) A conservative suit, white shirt, dark tie, derby, dark shoes and leather gloves.
 - (2) 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.
 - (3) Hunting attire with a hunting derby or bowler.
 - (ii) 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). 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 Coaching and Commercial turnouts, all passengers should wear a hat, an apron or knee rug, and gloves.

207.2 A whip must 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.

207.3 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. A throatlatch and a full noseband are mandatory. A full noseband is defined as a noseband fully encircling the nose. Flash nosebands and straps of any kind other than curb straps or chains, reins, bridle cheek pieces connected to the bit, are strongly discouraged in pleasure driving classes. The use of gullet straps is acceptable.
- c. Black harness is considered appropriate with:
 - (i) painted vehicles
 - (ii) natural wood vehicle with iron parts painted any color except brown
 - (iii) dash, fender, shaft and pole trimmings should match the harness.
- e. Russet harness is considered appropriate with:

- (i) natural wood vehicle with brown or black iron
- (ii) painted vehicle with natural wood panels with any color iron or
- (iii) vehicle that is painted brown with brown iron
- (iv) 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. 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 PD-C. Turnout and Appointments.](#)
- j. Kicking straps are permissible but they should match the harness being used.

Article 209 Groom/Passenger

- 209.1 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.
- 209.2 [Passengers must be appropriately dressed and must wear a hat or protective headgear. \(See Art. PD-207.1\(c\)\)](#)
- 209.3 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 [Art. 246.](#))
- 209.4 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.
- 209.5 Leading a turnout into the ring or obstacle course start is considered outside assistance and is not permitted.
- 209.6 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.
- 209.7 A knowledgeable adult horseman must accompany Junior A and B drivers. (See [GR-2.7](#))