

ADS Rule Change Proposals for the 2022 Rulebook

RCP 1

Article: PD 249.2

Submitted by: ADS Pleasure Driving Committee

Current Wording:

249.2 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 – 51cm, #2 – 41cm, #3 – 30cm, #4 – 20cm, #5 – 10cm, #6 – 5cm.

b. After passing the starting line, the entry proceeds 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.
- Entries with accumulated points and no recorded time are placed after those with equal points and recorded times.

Suggested Wording:

249.2 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 – 51cm, #2 – 41cm, #3 – 30cm, #4 – 20cm, #5 – 10cm, #6 – 5cm.

b. After passing the starting line, the entry proceeds 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 or when the rear axle clears Obstacle #6. 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 **obstacles cleared. No points given for dislodged obstacles.**
- Placings determined on a high-point basis. **Placings determined by points in descending order, with ties for points broken by fastest time.**
- Entries with accumulated points and no recorded time are placed after those with equal points and recorded times.

***Reason for Change: Clarification.**

RCP 2
 Article: 246
 Submitted by: ADS Pleasure Driving Committee

Proposed Change: Strike current table.
 Add NEW table:

Knocking over start or finish marker		5 seconds/4 faults
Each commenced second over the Time Allowed		1 fault
Knocking down or dislodging obstacle		5 seconds/4 faults
Break to Canter	1 st Break	5 seconds/5 faults
	2 nd Break	5 seconds/5 faults
	3 rd break	5 seconds/5 faults
	4 th break	Elimination
	Prolonged Canter	Elimination
Disobedience or Groom(s) dismounting (cumulative over course)	1 st incidence	5 seconds/3 faults
	2 nd incidence	10 seconds/6 faults
	3 rd incidence	Elimination
Starting before the signal		Elimination
Failure to cross the starting line within 1 minute of signal		Elimination
Off Course		Elimination
Outside Assistance		Elimination
Failure to carry a whip in hand at all times while driving (207.2)		Elimination
Use of a tie-down or check rein		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

Article 249 High Point Competitions
 c. Penalties (see Article 246) Strike current Table

Article 250 Fault Competition

NEW Add:

- a. Penalties for Fault Competitions, see Article 246
- b. Time allowed is to be calculated as per Art 240
- c. Time will decide ties for those with equal fault totals.
- d. Placings will be determined on a low-fault basis (i.e., those with fewer faults finish ahead of those with more faults).
- e. Course faults and one fault for each commenced second over the Time Allowed are added together for a total score.

250.1 Cross Country

~~Strike 250.c Placings will be determined on a low fault basis (i.e., those with fewer faults finish ahead of those with more faults).~~

~~Strike • Course faults and one fault for each commenced second over the Time Allowed are added together for a total score.~~

~~Strike • The Time Allowed is to be calculated as per Article 240.~~

~~Strike • Time will decide ties for those with equal fault totals.~~

Strike: table of penalties from 250.1.d

250.2 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 proceeds through each obstacle in order and through the Finish line.

~~Strike: d. Placings will be determined on a low fault basis (i.e., those with fewer faults finish ahead of those with more faults).~~

~~Strike: • Course faults and one fault for each commenced second over the Time Allowed are added together for a total score.~~

~~Strike: • The Time Allowed is to be calculated as per Article 240.~~

~~Strike: • Time will decide ties for those with equal fault totals.~~

NEW

250.3 Pleasure Driving Combined Test

The score for any ADS Dressage Test may be combined with the score for a Fault Obstacle class (250.2.2) for the scoring of a Pleasure Driving Combined Test.

- a. The Dressage Test- requires a Judge with either an ADS Dressage License or an ADS Combined Driving License.
- b. The Fault Obstacle class – requires a judge with an ADS Pleasure Driving license or a competition knowledgeable person for classes with fewer than 30 entries.
- c. Unless otherwise published in the Omnibus, the same vehicle is to be used in Dressage and Cones.
- d. Width of Cones Obstacles – see Article 238.2 & 238.3

Appendix PD-A. Pleasure Driving Officials Requirements

PLEASURE DRIVING	JUDGE	TECHNICAL DELEGATE
PLEASURE SHOW	"r" or "R" PDJ is required. "R" PDJ who is also licensed as "R" PD TD may serve in both capacities at the same show if that show offers no more than 15 classes with no more than 2 obstacle courses.	"r" or "R" PD TD is required. "R" PDJ who is also licensed as "R" PD TD may serve in both capacities at the same show if that show offers no more than 15 classes with no more than 2 obstacle courses.
All Classes	"r" and "R" PDJ may officiate alone	"r" and "R" PD TD may officiate alone
SLEIGH RALLY	Judge recommended, not required	TD recommended, not required
CONTINUOUS DRIVE	PDJ or CDJ is required	PD TD or CD TD is required for 30+ entries
Obstacles	PDJ or CDJ; PD TD or CD TD who is NOT the event TD may judge obstacles; Technically qualified horseman may judge obstacle for events with fewer than 30 entries.	

Add NEW

PLEASURE COMBINED TEST (PCT)	Dressage - "r" or "R" CD or DR Judge. Fault Obstacles - "r" or "R" PDJ or Technically qualified Horseman may judge <u>PCT's with fewer than 30 entries</u>	PD "r" or "R" TD Required.
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RCP 3

Article: CD 938.2

Submitted by: Penny Nicely

Current Wording:

938.2 In all ADS-recognized competitions, drivers may carry whatever spares they require.

Suggested Wording:

938.2 In all ADS-recognized competitions, drivers may carry whatever spares they require. **As a minimum, a halter and lead rope must be carried for each horse/pony.**

Reason for Change:

Too many inexperienced drivers are heading out without even a halter and lead rope. This is not being caught by all safety inspections as it is not currently required. This is a safety concern.

RCP 4

Article: CD 937.3.1

Submitted by: Virginia Miner

Current Wording:

The same carriage must be used for Dressage and Cones for all ADS Combined Driving Competitions.

Suggested Wording:

At ADS events, this section does not apply.

Reason for Change:

With cones courses becoming more technical and faster, marathon vehicles are more stable and safer. It would be nice to have the option, while still using a presentation vehicle for dressage.

RCP 5

Article: CD 973.2, 973, Annex 2, 1-6

Submitted by: Richard Nicoll

Suggested Change:

All Articles Concerning and references to CLOSED TYPE MULTIPLE OBSTACLES, Including Annex 2 Drawings.

Reason for Change:

These Closed Multiple Obstacles are never used and have not been for many years. I do not believe they achieve anything, require a lot of setup, and if knocked down take time to repair. My experience with them, as a Course Designer in the past, is that they have not been safe particularly at lower levels.

It would also reduce the Rulebook by many pages.

I do not see any advantage in leaving them in the Rules.

They will, as I know, remain in the FEI Rules, but also never used there, or rarely.

RCP 6

Article: CD 962.1

Submitted by: Jennifer Matheson

Current Wording:

At least five days before Marathon, the entire Course, including the obstacles, must be available for inspection and approval by the Technical Delegate.

Suggested Wording:

At least ~~five days~~ **48 hours** before Marathon, the entire Course, including the obstacles, must be available for inspection and approval by the Technical Delegate.

Reason for Change:

It is unreasonable to expect the course will be available 5 days before.

RCP 7

Article: CD 943.2.7.2

Submitted by: Kristin Whittington

Current Wording:

Para Driving; A Para Driver may be attached on the carriage for support with a lap belt or a 4 point belt, but there must be a quick release system.

Suggested Wording:

Para Driving; A Para Driver may be attached on the carriage for support with a lap belt or a 4 **(or 5)** point belt, but there must be a quick release system.

Reason for Change:

Some of the newer belt systems include 4 or 5 point belts, similar to those used in a racecar. The type of belt system used by a Para should be best suited to their specific situation.

RCP 8

Article: CD 961.3

Submitted by: Marc Johnson

Current Wording:

...depth of 50cm. The bed of any water crossing must be firm. Where water depth exceeds 50cm a substantial fence, firmly fixed, must be constructed to prevent Horses going into deep water.

At ADS-recognized events, Training division, unless specified in the ADS Omnibus, must have a dry, measured, legal, optional route through water obstacle gates.

Suggested Wording:

Delete the dry measured route exception.

Reason for Change:

This continues to be a burden. It seems that the entire membership has failed to remember that it was I that wrote this requirement only because I observed a professional whipping a young animal into a water obstacle. None of the reasons given to keep my rule had anything to do with it. The (ADS) Board of Directors agreed that not having a dry measured route could be listed in the Omnibus. This was not reflected in the 2021 rules. There is no need for this requirement if the officials stop competitors from heavy use of a whip on course. Adding differences of obstacle gating to the Omnibus makes things difficult for everyone and should not be done.

RCP 9

Article: CD 972.15

Submitted by: Marc Johnson

Current Wording:

1.5 The length of the (CONES) course must be between 500m and 800m, for Children it may be shorter.

At ADS recognized events, a size-adjusted course for VSEs may be offered. The length of a size-adjusted VSE course must be between 375 and 600 meters.

Suggested Wording:

Delete VSE exception.

Reason for Change:

There is no need for the shorter distance of the cones course.

RCP 10
Article: CD 928.1
Submitted by: Jo Temple

Current Wording:
None.

Suggested Wording:
Athletes and grooms must wear securely fastened protective head gear.
*This could be limited to Training & Prelim.

Reason for Change:
Safety, above all else. Additionally, the hats are period clothing and detract from the overall athleticism of the sport.

RCP 11

Article: CD 928.1.1.2

Submitted by: Jo Temple

Current Wording:

(Both 1.1 and 1.2)

Jackets or national dress, driving aprons, hats and gloves are obligatory for Athletes.

Suggested Wording:

Jackets or national dress, ~~driving aprons~~, hats and gloves are obligatory for Athletes.

Reason for Change:

The main reason for this suggestion is safety. The second reason is that the driving apron specifically is an antiquated article of clothing that detracts from the athleticism of our sport. From a safety standpoint it makes it challenging to exit/enter the carriage.

RCP 12

Article: CD 955.3

Submitted by: Jo Temple

Current Wording:

General Impression and Presentation

3.1 Appearance of driver Athlete and grooms, correctness, cleanliness harmonizing with or harness and carriage. Fitness, matching and condition of Horse(s), balanced picture of the complete turnout. Cleanliness and fit of harness. Harmony between Horse(s) and Athlete.

Suggested Wording:

Delete completely. What does the underlined portion even mean? The only valuable verbiage here is that last sentence: Harmony between Horse(s) and Athlete.

Reason for Change:

This section of the dressage score is old school and elitist. It's time to judge the driver/athlete on their ability to communicate with their equine partner and not give extra credit for a fancy hat or an expensive carriage. There is no similar scoring for eventing dressage or ridden dressage.

RCP 13

Article: 962.3.7

Submitted by: Hardy Zantke

Current Wording: None

Suggested Wording: Please add new:

962.3.7 **No horse nor carriage may be taken inside any part of an obstacle after it is officially gated by the course designer.**

Reason for Change: To make sure drivers may not practice in obstacles before the marathon.