



# Keeping the tradition alive

## Introduction to the Sporting Day

The purpose of a Sporting Day of Traditional Driving is to preserve and celebrate the carriage-driving style of bygone days, which encompasses horsemanship, driving acumen, care and preservation of carriage and harness, and the intangible qualities of good sportsmanship.

The Sporting Day focuses on traditional driving and includes three phases: a Turnout Inspection, a Country Drive, and the Cones Course. Traditional driving, as we define it, makes use of one of the recognized styles of driving—English Classical (or its German modification, known as Achenbach), Hungarian, or American—whichever is appropriate for the type of carriage, horse, and harness being used. All types of carriages are accepted, but antique vehicles or traditional reproductions of the same are preferred. In the same vein, traditional leather harness that is appropriate to the vehicle is preferred over synthetic harness.

Drivers must carry a whip throughout the day while driving.

Although intended—for participants and spectators alike—more as a celebration of traditional driving than a competition, the Sporting Day of Traditional Driving does contain competitive elements. Each turnout, however, is competing against an ideal, rather than against the other turnouts in attendance. The optimum score of 100 is broken down among the three phases as follows: a possible 50 points for the Turnout Inspection, 25 for the Country Drive, and 25 for the Cones Course. The organizers may choose to present any number of awards; one winner per class is the standard.

Any situation not covered in these guidelines will be referred to the judge(s), and the judges' decision is final. Anyone who is clearly unqualified to drive in company or who is driving dangerously or recklessly will be asked to leave.

## The Turnout Inspection

*The CAA publishes standard references for traditional drivers. Please refer to these for specific information on turnout or for explanation of any terms used here.*



# *Keeping the tradition alive*

The turnouts are judged at the halt and in motion, by one, two, or three judges.

At the halt and on the move, turnouts will be judged on the quality, cleanliness, safety, and general impression given by the horses, driver (and passengers and grooms), harness, and carriage. Particular attention should be given to the driver's secure and well-balanced position on the box.

The English Classical or Achenbach style of driving is expected for drivers of all carriages, except that the American style is appropriate for American runabouts or road wagons, and the Hungarian style is appropriate for carriages of a typically Hungarian style. If the Hungarian style is followed, the harness—particularly the reins— must be of a Hungarian pattern.

Harness should be suitable for the carriage. It must be heavy enough, and it should employ the correct kind of collar and saddle. Harness must be clean, complete, in good condition, and properly adjusted. All types of harness (leather / synthetic) are accepted, but traditional leather harness is preferred.

Horses/ponies must be clean. No boots or bandages may be used during the Turnout Inspection.

All types of carriages are accepted, but antique vehicles or replicas of traditional vehicles are preferred. Turnouts should be placed into classes on the basis of type and size of vehicles and equines being driven.

Some pointers on a few of the many types of turnouts:

- Park or town turnouts should preferably use black leather harness. Passengers should be dressed in town attire. Grooms should be in formal or stable livery, depending on the type of vehicle being driven. It is strongly recommended, but not required, that single turnouts carry one groom. Pairs require one groom, tandems require one groom, and four-in-hands and unicorns require two grooms.
- Country turnouts may use black or russet leather harness. Passengers should be in country attire. Grooms should be in stable livery or dressed as a family member in country attire.



## *Keeping the tradition alive*

- The drivers of coachman-driven vehicles must be suitably attired as coachmen. Black or russet leather harness may be used to suit the vehicle. Passengers, drivers, and grooms should be dressed appropriately for the turnout.
- Family carriages may use black or russet leather harness to suit the vehicle. Passengers must dress in accordance with the vehicle and its turnout.
- Park drags use black leather harness with full collars; breeching on the wheelers is permitted. It is appropriate to use bright metal pole chains and Buxton bits, and harness furniture of the same metal as the door handles on the coach. Bearing reins are optional. The coachman and passengers should be appropriately dressed for the park drag, and two grooms in livery should be carried.
- Road coach harness is sturdier than park drag harness, and many straps are single (not lined and stitched). Full collars are used, which may be black leather or russet leather, or basil-lined and faced. Coaching bits include Liverpool bits with bars, or elbow bits. Pole chains, which may be painted black (in which case the pole head should also be black) should be used. The driver should wear a gray top hat and appropriate clothing. Passengers should wear hats and country clothes. The guard wears a guard's outfit with a top hat, which may be brown long-hair beaver or gray. Another groom in undress or stable livery may also be carried. A private road coach may be turned out as a park drag or road coach, and it will be judged as presented.
- Hitch wagons and other wagon turnouts (with heavy horses, especially) should be turned out with harness appropriate to the use for which the wagon is intended. The driver does not wear a driving apron but is required to carry a whip in hand and to wear gloves and a hat.

If lamps are carried, they must be in good usable condition and suitable in terms of pattern and size.

The judges' score for general impression will take into account the cleanliness of the whole turnout, the suitability of the horse(s) to the vehicle, and the dress and deportment of the driver and grooms/passengers.



# Keeping the tradition alive

## Scoring the Turnout Inspection

The optimum score for the entire Sporting Day of Traditional Driving is 100 points. A possible 50 points may be earned in the Turnout Inspection. Each of the five categories (horses/ponies, harness, carriage, driver/grooms/passengers, and general impression) will be given a score ranging from 1 to 10, with 10 being “of exemplary quality” and 1 being “extremely poor.” The total number of points earned will be that driver’s score for the Turnout phase. If there is more than one judge, their scores will be averaged.

## The Country Drive

*This phase allows participants to demonstrate their ability to drive safely in a variety of conditions and situations. The rules of the road (using signals, asking permission to pass, etc.) are to be observed.*

### General Guidelines

- Drivers may halt, walk, or trot at will. Walk and trot are the acceptable gaits for the Country Drive, and drivers should choose the gait that is appropriate for the terrain. Anyone driving recklessly or unsafely will be asked to leave.
- Drivers will demonstrate their ability to keep their horses at a steady, safe pace so as to complete the course within the time allowed. Times allowed, and the allowable margin (two to four minutes) will be set by the organizer.
- The route should be suitable for all the turnouts participating.
- The recommended distance is at least 3 miles, but no more than 7 miles.
- The course may include up to five simple Drivers’ Tests, either man-made or natural. Any passages or tests should be at least 10 feet wide. Each test is to be completed within the overall time allowed and should not be hazardous in any way.
- There will be numbered mandatory course gates on the Country Drive. The purpose of these gates is to maintain the integrity of the course and to prevent drivers from taking shortcuts. The gates must be at least 10 feet wide, with a red flag on the right side and a white flag on the left side.

### Suggested Distance and Speeds

The recommended overall distance for the Country Drive is 3 to 7 miles. The length of the course will vary, depending on the terrain, weather, and types of turnouts in atten-



# Keeping the tradition alive

dance at any particular Sporting Day. Modified or shortened courses may be used for specific classes (types of turnouts), such as coaches or vehicles drawn by donkeys or very small equines (VSEs).

In the same vein, the organizers may modify the following suggested speeds to suit the terrain, weather, conditions, and types of turnouts in attendance. The following speeds are recommended.

<b>Turnout Type</b>	<b>Recommended Speed</b>
Horses . . . . .	between 7 and 9 mph (approx. 11–14 kph)
Ponies . . . . .	between 6 and 8 mph (approx. 9–13 kph)
Coaches . . . . .	between 5 and 7 mph (approx. 8–11 kph)
Heavy Horses . . . . .	between 4 and 6 mph (approx. 6.5–9 kph)
Donkeys . . . . .	between 3 and 5 mph (approx. 5–8 kph)

## Drivers' Tests

Some examples of possible Drivers' Tests:

- Drive up to a red carpet, halt, and take up or let off a passenger.
- Drive up to a gate, stop, put a groom down. Groom opens gate, turnout drives through and stops, groom closes gate and remounts vehicle.
- Rein back for a specified number of steps.
- Demonstrate appropriate road signals.
- Drive over a bridge.
- Execute a whip salute.
- Signal and execute a turn.
- Demonstrate a repair, in case of a breakage.
- Drive at a fast trot up to a cone, and stop with the front hub in line with the cone.
- Drive a figure-8 indicated by cones.

## Scoring the Country Drive

The optimum score for the entire Sporting Day of Traditional Driving is 100 points. A possible 25 points may be earned in the Country Drive. From the starting point of 25, points will be deducted as follows:

- 2 points for each failed Drivers' Test.



# Keeping the tradition alive

- 5 points for not completing the course within the margin of time allowed.
- 5 points per occurrence for not going through a mandatory course gate (with a maximum of 25 points).

Anyone driving unsafely or recklessly will be asked to leave.

## The Cones Course

*This phase allows participants to demonstrate their ability to drive through a set course of cones, and to demonstrate the training of their horse(s). The Cones Course need only be completed within the prescribed time allowed; it is not a speed test.*

### General Guidelines

- It is recommended that the Cones Course follow the Country Drive. However, if time or space is limited, the course can be incorporated into the Country Drive.
- The prescribed pace for the Cones Course is a trot. Anyone driving recklessly or unsafely will be asked to leave.
- The organizers will determine the length and speed of the course, and the order of go. This information, along with a course map, should be posted several hours before the Cones Course phase.
- The Cones Course should be on a flat area. A nearby warm-up area of sufficient size for several turnouts to drive at the same time is recommended. The footing in both areas should be suitable for carriage driving.
- A minimum of 5 gates (but no more than 10) is recommended. The first set of cones will be the start, and the last set of cones will be the finish.
- Axle widths will be measured during the Turnout Inspection. The cones will be set at 18 inches wider than the axle width for two-wheeled and shorter-based four-wheeled vehicles. For larger vehicles (four-wheeled vehicles longer than six feet from front axle to rear axle), the cones will be set 24 inches wider than the vehicle's axle width. For drivers with three horses abreast, the distance between the cones will be set at a minimum of 84 inches.
- Each driver should salute the judge(s) before beginning the course, but it is not necessary to salute at the end of the course.
- The judge(s) will ring the bell when the driver may begin the course. The bell may also be rung if the driver breaks part of his or her equipment or if the harness



# Keeping the tradition alive

requires attention on course, whereupon the driver may halt, make the necessary repair and continue the course, at the discretion of the judge(s). The judge(s) will adjust the time accordingly.

## Suggested Speeds

The organizers may modify these speeds to suit the terrain, weather, conditions, and types of turnouts in attendance at any particular Sporting Day. Modified or shortened courses may be used for specific classes (types of turnouts), such as coaches or vehicles drawn by donkeys or very small equines (VSEs).

The following speeds (shown in *feet per minute* [fpm] and *meters per minute* [mpm]) are recommended.

<b>Turnout Type</b>	<b>Recommended Speed</b>
Horses	between 615 and 790 fpm (180–230 mpm)
Ponies	between 525 and 700 fpm (150–215 mpm)
Coaches	between 440 and 615 fpm (135–180 mpm)
Heavy Horses	between 350 and 525 fpm (110–150 mpm)
Donkeys	between 265 and 440 fpm (85–135 mpm)

## Scoring the Cones Course

The optimum score for the entire Sporting Day of Traditional Driving is 100 points. A possible 25 points may be earned in the Cones Course. From the starting point of 25, points will be deducted as follows:

- 2 points for knocking down a ball from the cones.
- 2 points for cantering (each occasion).
- 5 points for exceeding the time allowed.
- 5 points for repairable equipment breakage (continuing on course is at the judge's discretion).
- 10 points for taking a set of cones out of order.
- 10 points for failing to go through a set of cones.

Anyone driving unsafely or recklessly will be asked to leave.



# Keeping the tradition alive

## Recommended-Reading List

*These modern books and pamphlets (all in print now and all available from the CAA) may be beneficial to you in your study of driving and in your participation in the Sporting Day of Traditional Driving.*

- *The Art of Driving*, by Max Pape
- CAA Guides to Turnout and Appointments, edited by Tom Ryder
  - #1: Long Island Carts (Meadowbrooks) & Runabouts
  - #2: Dog-cart Phaeton & American Trap
  - #3: Park Drag & Private Coach
  - #4: Livery
  - #5: Carriage & Harness Care
  - Definitions
- *Carriage Terminology*, by Don Berkebile
- *Drive Smartly . . . Drive Safely*
- *The Essential Guide to Carriage Driving*, by Robyn Cuffey & Jaye-Allison Winkel
- *The Hungarian Driving Style*, by Tibor Petko-Szandtner
- *Make the Most of Carriage Driving*, by Vivian & Richard Ellis and Joy Claxton
- *A Manual of Coaching* (2006 reprint of the original 1901 volume), by Fairman Rogers
- *Notes on Coaching*, by Tom Ryder
- *On the Box Seat: A Manual of Driving*, by Tom Ryder
- *The Principles of Driving*, by the German National Equestrian Federation