



AMERICAN SHETLAND PONY CLUB, INC.

American Shetland Pony Registry • American Miniature Horse Registry • American Show Pony Registry

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Proposed Rule Changes Due January 1st of the Current Convention Year

Proposed Rule Changes to be brought before the National Convention must be sent to the Director of Operations to send to the Rules Committee who will review the submissions for duplication, clarity and conflict with existing rules.

All submissions must be postmarked on or before January 1 of the current Convention year so that they may go through the appropriate process and be able to be printed in the October issue of *The Journal*. All items **MUST BE** submitted on the following proposal form. All copies must be signed and must include the Submitter's ASPC/AMHR membership number.

NO ITEMS WILL BE INTRODUCED FROM THE FLOOR AT CONVENTION!

Proposed ASPC/AMHR Rule Change (please type or print-Must include Section, Article Part & Item Info)
Section, Article, Part & Item Number: _____ Page # _____

Indicate: Add or Delete: **ADD Create-Carriage Division in Rule Book**

Proposed Rule Change (provide desired language and intent of rule):

Add: General Description:

The Carriage division is opened to any registered ASPC-AMHR-ASPR horse /pony that come from diverse driving backgrounds. Our carriage rules are unique to the ASPC/AMHR and may have some resemblance of rules from other carriage venues.

ADD: Carriage Driving Standard ASPC-AMHR-ASPR-NSPPR:

The main trait for any pleasure driving horse is its ability to give a pleasurable drive. Soundly obedient yet responsive (a horse that would drive out privately on the road) has strong presence. Elasticity in its step, working with a lifted back, flexed at the poll, hind-end engaged and not on the fore-hand, head straight while traveling and keeps its balance while bending in turns. Collected, walk and stands willingly and quietly.

Driver: The driver should be seated comfortably on the seat so to be relaxed and effective. Either one or two-handed methods of driving is acceptable. Common to both methods of driving, 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. Drivers should strive to present an appropriate turnout. “Appropriate” indicates the balance and pleasing appearance of the combination of the 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 county-type vehicle.

ADD: Cross Entering ASPC-AMHR-ASPR:

A carriage horse may cross enter into the following driving classes: Country Pleasure, Pleasure, Western Pleasure, Formal, Harness, Roadster, Draft, Park Harness, and Chariot at the same show.

ADD: Headers: (Note: Adopting Current Safety Rule –Section III, page 81)

- 1. Must be 16 years or older**
- 2. Enter the ring when the line-up is called, a groom acting as a header may come from within a vehicle designed to carry one when headers are called.**
- 3. May assist in setting up the animal**
- 4. Stands two paces back from the pony/horses head and will remain there, except in emergency, until judge’s card(s) are turned in**
- 5. The header should not step back to allow judge in between pony/horse and header**
- 6. All headers/grooms should be appropriately attired**
- 7. For Safety reasons any unruly pony/horse, unsafe carriage, unsafe equipment, or unsafe hitching of ponies/horses may be excused from the ring by the judge, ring master, or steward. An exhibitor cannot protest this action.**
- 8. All Youth exhibiting in any non-youth driving class must have a header**
- 9. In youth and COOL classes where a passenger is used for safety, they may also serve as the header/groom**
- 10. Multiple pony carriage turnouts require at least one passenger or groom capable of rendering assistance at all times**

ADD: Tack and Equipment-ASPC-ASPR-NSPPR

#1. Light harness (breast or collar type)

#2. To be shown in a suitable two or four wheeled carriage pleasure type driving vehicle. Wooden Wheels, Solid Spoke, or Steel Wheels are acceptable, NO pneumatic or wire wire wheels permitted, Boot removed.

#3. Type of bit(s) optional, Snaffle, Liverpool's, French link, Mullen or Myler are acceptable driving bits. No leverage bits, no curb chains and no curb straps are allowed Blinkers appropriate to type of harness.

#4. Martingales and Over checks are prohibited for all vehicles. ADD: False Martingales are acceptable.

#5 Delete: Current 2019 Rule: Breeching or Thimbles are required

#5. Add: Side checks are optional, breeching or thimbles or shaft stops or brakes are preferred. Tying down of tongues is prohibited. Bridles should fit snugly to prevent catching on the vehicle or other pieces of harness. A throatlatch and noseband or cavesson is mandatory. Open bridles are permitted, but are not encouraged.

#6: Whip required to be carried in hand. The thong (lash) of the whip should be long Enough to reach the shoulder of the farther horse.

#7: Braiding of mane and forelock is optional but not required in any carriage driving class. NOTE: ASPC Moderns, ASPC Modern Pleasure, ASPR Show Ponies and NSPPR ARE NOT required to wear braids in the carriage division but MUST wear them in accordance to their other division rules when participating in those other divisions.

#8: Fly Bonnets are optional but not required in any carriage driving class

#9: Spares Kits are preferred, they are optional, but not required

ADD: Tack and Equipment-AMHR

#1. Light harness (breast or collar type)

#2. DELETE: To be shown in a suitable two or four wheeled carriage pleasure type driving vehicle. Pneumatic wheels permitted.

#2 ADD: To be shown in a suitable two or four wheeled carriage pleasure type driving vehicle. Wooden wheels are preferred, Solid Spoke or Steel wheels are acceptable, Pneumatic wheels permitted, Boot removed.

ADD:

#3. Type of bit(s) optional, Snaffle, Liverpool's, French link, Mullen or Myler are Acceptable driving bits. No leverage bits, no curb chains and no curb straps are allowed Blinkers appropriate to type of harness.

#4. Martingales and over checks are prohibited for all vehicles. ADD: False Martingales are acceptable.

#5 Delete Current 2019 Rule: Breeching or Thimbles are required.

#5. Add: Side checks are optional, breeching or thimbles, or shaft stops or brakes are preferred. Tying down of tongues is prohibited. Bridles should fit snugly to prevent catching on the vehicle or other pieces of harness. A throatlatch and a noseband or cavesson is mandatory. Open bridles are permitted but are not encouraged.

#6: Whip required to be carried in hand. The thong (lash) of the whip should be long Enough to reach the shoulder of the farther horse.

#7: Braiding of mane and forelock is optional but not required in any carriage driving class

#8: Fly Bonnets are optional but not required in any carriage driving class

#9: Spares Kits are preferred, they are optional, but not required

HAMES (picture inserted here)

Dress-ASPC-AMHR-ASPR

DELETE: Hat, gloves, and apron required to be worn

ADD: Hat, gloves (brown gloves preferred), apron or knee rug or lap blanket is required; Protective headgear maybe worn without being penalized

ADD: General Rules

ADD

- #1. All carriage classes are open to single or multiple horses unless otherwise specified**
- #2. All carriage driving classes are open to stallions, mares and geldings unless otherwise Specified**
- #3 The Carriage Driving Class in ASPC-AMHR-ASPR-NSPPR is the qualifying class for The Carriage Stake class. Carriage Turnout, Carriage Working, Carriage Reinsmanship, Precision Driving or Carriage Obstacle (Cones class) Are Not qualifying classes for Stakes**
- #4 The AMHR Carriage class maybe split from 38” & Under to 34” & Under and Over 34-38” at any show including all Area shows and AMHR Nationals. Stakes Classes maybe split for singles and multi at all local shows, all Area Shows, ASPC Congress and AMHR Natinal.**
- #5 Failure to comply with these rules will incur elimination**

ADD: Carriage Driving Gates: (Note: These are the correct Carriage Gaits taken from CAA)

Walk: A free, regular and unconstrained walk of moderate extension is required. The horses should walk energetically, but calmly, with even and determined pace.

Slot 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.

Working Trot: This is a pace between the strong and the slow trot and more round than the strong trot. The horses go forward and 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 forefeet. The degree of energy and impulsion display at the working trot denotes clearly the degree of the suppleness and balance of the horses.

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. Contact to be maintained. Excessive speed will be penalized.

Halt: Horses and vehicle should be brought to a complete square stop without abruptness or veering. At the halt, horses should stand attentive, motionless and straight with the weight evenly distributed over all four legs and be ready to move off at the slightest indication from the driver.

Rein Back: Rein back is defined as a backward movement in which the legs are raised and set down simultaneously in diagonal pairs with the hind legs remaining well in line. To be performed in two parts: A) The horse must move backward at least four steps in an unhurried manner with head flexed and straight, pushing the carriage back evenly in a straight line. The driver should use quiet aids and light contact. B) Move forward willingly to former position using the same quiet aids. Road coaches and park drags should not be asked to back.

BREAK IN GAIT: In pleasure competitions cantering is not allowed unless clearly stated in the prize list. Management is strongly encouraged not to allow cantering in any class unless it is held in a securely enclosed area. If cantering is not allowed, a break to a canter is defined as three full strides (an example: hopping around a cone) if advantage is not gained. A break to canter will be penalized by the judge, if in the opinion the judge; entry is gaining an advantage. Prolonged cantering will be penalized according to class specifications. A break to a walk should not be penalized unless it gains an advantage (walking will be penalized in a progressive obstacle class). In a multiple turnout all ponies must break for a penalty to be assessed

DELETE: *The following Classes as currently described in rulebook as is to this new Carriage Division*

Carriage Driving-ASPC-AMHR-ASPR Class Description

Carriage Turnout-ASPC Classic's and AMHR Class Description

Carriage Reinsmanship ASPC Classic's and AMHR Class Description

Carriage Working ASPC Classic's and AMHR Class Description

Precision Driving ASPC Classic's and AMHR Class Description

ASPC Classic's and AMHR Carriage Obstacle Driving Class Description

Add the following new descriptions:

Carriage Driving ASPC-AMHR-ASPR-NSPPR class description:

To be judged 60% on manners, quality and performance, 40% on conformation. To be shown at a walk, slow trot and working trot both ways of the ring, to line up and stand quietly.

- a. The ASPC and AMHR Carriage Driving class will be divided into two (2) separate driving divisions. A Single Pony Carriage Turnout class and a Multiple Pony Carriage Turnout class for the ASPC/ASPR Congress, AMHR Nationals and the split will be optional for all Local and Area shows

Carriage Turnout ASPC-AMHR-ASPR-NSPPR:

To be judged 70% on the condition, fit and appropriateness of the harness and vehicle, neatness of attire and overall impression and 30% on performance, manner and way of going.

Ponies/horses are to enter to the right and be shown both ways of the ring at a walk, slow trot and working trot. Ponies/horses are to be lined up in the center of the ring, stand quietly and back readily. The walk should be relaxed flat-footed walk, a four beat straight movement. The slow trot should be easy going, square with elasticity and freedom of movement.

Carriage Reinsmanship ASPC-AMHR-ASPR-NSPPR:

This class is designed to test the knowledge and ability of the driver. To be shown on the rail at a walk, slow trot and working trot (extended). To be judged primarily on the ability and skill of the driver. To be judged 75% on the handling of the reins and whip, control, posture and overall appearance of the driver and 25% on the condition of the harness and vehicle and the neatness of attire.

In order to evaluate a driver's versatility, the judge may require a test.

A Suggested Test:

1. Back
2. Drive a circle or designated size, at judge's discretion
3. Drive a figure eight
4. Extended trot-intermediate gait.
5. Negotiate simple obstacles, e.g. drive between two obstacles.
6. Stop and Stand
7. Drive with one hand

Carriage Working-ASPC-AMHR-ASPR-NSPPR:

A class in which entries are judge primarily on the suitability of the pony to provide a pleasant drive. To be shown both ways of the arena at a walk, slow trot, working trot and strong trot. To halt, stand quietly, both on the rail and while lined up, and to rein back. 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 a figure of eight. To be judged 70% on performance, manners and way of going of the pony(s)/horses, 20% on the condition and fit of harness and vehicle and 10% on neatness of attire.

Precision Driving- ASPC-AMHR-ASPR-NSPPR:

- A. General: the purpose of this competition is to test the skill of the driver and the obedience and handiness of the animal. Martingales and over checks are prohibited for all vehicles. Side checks are optional. Failure to comply will incur elimination. Entries are required to drive over a course consisting of at least six to a maximum of eight obstacles. The track of the course will be irregular, necessitating changes of direction. Markers indicating obstacles must be at least 12” wider than the outside hub of the wheels of each vehicle. To be judged 80% on the fault system and 20% on manners and performance.

B. Faults:

Displacing markers	1 fault
Each hoof outside marker	1 fault
Wheel outside of marker	1 fault
Canter, each time	1 fault
Not completing an obstacle	8 faults

Refusals: (cumulative though-out the course)

1 st refusal	3 faults
2 nd refusal	3 faults
3 rd refusal	Elimination

C. Elimination:

1. Failing to pass through the Start & Finish Markers
2. Receiving outside assistance
3. Taking any obstacle out of order (off course)
4. Showing an obstacle to the horse

D. Course:

1. Enter at a trot.
2. Through two pair of cones
3. Trot a figure eight
4. Trot a serpentine of five cones
5. Walk with right wheel(s) between poles
6. Walk to four cones and back into square, stop for 10 seconds, trot out
7. Trot with left wheel(s) between poles and exit

ASPC-AMHR-ASPR-NSPPR Carriage Obstacle Driving (Cones Class):

- A. To be driven over a prescribed course of numbered obstacles (traffic cones with balls to similar objects placed on top). The numbers are to be placed on the right side of the obstacles. The number of obstacles to be proportionate to the dimension of the driver area, not to exceed 20 obstacles.
- B. After passing the starting line, the driver shall proceed through each obstacle in order to the designated finish line.
- C. 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. Tie for first will be decided by a drive-off.
- D. Suggested width for obstacles are 10 inches wider than the carriage from outside hub to outside hub. Should cones be set up and carriages not be measured, obstacle widths are to be set:
 1. For ASPC-ASPR-NSPPR-66 inches (5 feet 6 inches) apart.
 2. For AMHR-60 inches (5 feet) apart.
- E. The decision to allow cantering for this class is left to the discretion of show management. It is not allowed unless clearly stated in the prize list. If cantering is not allowed, breaks in gait on the course will be penalized.

F. Penalties

1. Knocking over start or finish marker 5 seconds
2. Knocking down or dislodging obstacle 5 second
3. 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 Elimination
 - Prolonged canter Elimination
4. Disobedience or groom(s) dismounting (cumulative over course)
 - 1st incident 5 seconds
 - 2nd incident 10 seconds
 - 3rd incident Elimination
5. Starting before signal Elimination
6. Failure to cross starting line within one minute
Of signal Elimination
7. Off course Elimination
8. Outside assistance Elimination
9. Failure to carry whip Elimination
10. Use of martingale or over check Elimination
11. Breakage of harness or vehicle Elimination

Delete:

**All mention of the NSPPR carriage verbiage and rules from the NSPPR section of rulebook
Moving it under this new carriage section.**

Reason/Justification for Rule Change (provide brief description of why this needs to be changed/added)

**By bringing all Carriage divisions together under one section in rulebook will make is
cohesive and easier for drivers to confer with.**

Proposed Effective Date: Extra Ordinary-1-1-2019 -2020

Committees/Rules that will be affected by change: Carriage & Rules

Submitted by (please provide best contact info for questions/clarifications)
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