

DRIVE CANADA E-BULLETIN



Canada's National Sport Organization representing Combined, Draft, Pleasure and Recreation driving since 1983
Drive Canada représente au niveau Canadien le sport de l'attelage pour les disciplines suivantes : le combiné d'attelage , les chevaux lourds , la plaisance ainsi que l'attelage de loisirs , et ce depuis 1983 .

PROXY CONFUSION ? PROCURATION

A request for further clarification regarding the use of proxies has prompted this article. In order to protect the right of each member to voice his or her vote at membership meetings, a form known as a "Proxy" was included with the Notice of meeting (as in previous years) for those unable to attend in person. This can be assigned to the President, the Secretary, or any other voting member in good standing to cast on your behalf. The Proxy may stipulate how you wish to vote on any matter by completing the optional line, "I hereby direct..." If that line is left blank, then the person holding the proxy can vote as he or she chooses on all matters before the meeting.

Proxies must be completed according to the instructions on the form itself and registered with the Secretary according to the delivery information contained on the form. The deadline for registering your Proxy is Saturday, November 7, 2009.

Can proxies be revised or reassigned? Yes. The most recent instructions and/or Proxy received prior to the deadline will be accepted as your final wish.

Can I obtain another Proxy Form? Yes. Send your request by e-mail from the e-address we have on file (confirmed on your welcome letter sent with your 2009 membership card) and we will resend your forms by return e-mail or fax as preferred.

Why is it important to send a proxy? If you cannot attend in person, your proxy will be used to count toward the quorum for the meeting, allowing business of the organization to be conducted. It also allows each member to express his or her opinion on specific

Pour les membres qui ne peuvent se présenter à une assemblée dûment convoquée , vous pouvez vous faire représenter en cas de vote .Il s'agit d'utiliser le formulaire Procuration ou * proxy . Vous nommerez alors soit le Président , le secrétaire ou tout autre membre en règle pour vous représenter.

Vous aurez le choix d'inscrire à l'espace disponible votre position sur un sujet donné ou encore , en laissant l'espace libre , votre mandaté pourra l'utiliser pour voter sur tous les sujets traités.

Une procuration doit être complété selon les instructions inscrites sur le formulaire (procuration ou proxy). Vous devez par la suite l'enregistrer auprès du secrétaire , en procédant de la façon indiquée . La date limite pour enregistrer votre procuration est dans ce cas-ci , samedi , le 7 novembre 2009 .

Vous pouvez changer votre position sur un sujet donné ou encore le nom de la personne nommée pour vous représenter . Il s'agit de le faire avant la date limite .

Pour obtenir une nouvelle formule de procuration , il suffit d'en faire la demande par courriel . L'adresse courriel est inscrit sur la lettre de bienvenu qui accompagnait votre carte de membre 2009 .Vous recevrez le formulaire par courriel ou fax , selon vos instructions.

Il est très important de nous faire parvenir votre procuration si vous ne pouvez malheureusement assister à la réunion . Il s'agit en faits , d'obtenir le quorum de l'assemblée , pour que cette réunion puisse faire avancer les choses . C'est aussi l'occasion de vous manifester sur des sujets qui vous préoccupent ce que vous pouvez faire par écrit ou par l'intermédiaire du mandaté.

matters either by written instruction or by allowing another voting member to exercise your rights.

If you have any questions or need another form, contact Drive Canada at drivecanada@shaw.ca.

Si vous avez des questions ou besoin d'un autre formulaire simplement contacter Drive Canada au : drivecanada@shaw.ca.

WHY HAVE TWO GENERAL MEETINGS ON THE SAME DAY ? *DEUX RÉUNIONS DES MEMBRES LA MÊME JOURNÉE*

Drive Canada is required to hold a Special General Meeting to amend bylaws. The Board has considered for some time the importance of increasing the size of the Board and the need to clarify the election procedures. This year, for the first time in many, we have a number of nominees stepping forward to volunteer their time and experience. This was viewed as the opportunity to increase the size of the Board and also clarify the bylaws regarding regional representation.

After considerable consultation, discussion and careful consideration, the Board drafted the necessary bylaw changes for the members to consider that would clarify procedures for future elections, and increase the size of the Board which, at this time, would permit inclusion of all the current nominees. Holding the meeting at the Royal Agricultural Winter Fair in Toronto has proved to yield the greatest member convenience and participation in the past, and would also provide the opportunity for first hand discussion on working toward Equine Canada restructuring of our discipline's representation.

Although there is no requirement to hold the Annual General Meeting before the June 30, 2010 deadline, it seemed only logical to continue with past practice and continue with the meeting, providing of course the recommended proposal is approved by the required 2/3 majority in attendance. The alternative would have been to hold the Annual meeting at another time and location incurring additional expense and unnecessary inconvenience.

What happens should the proposed bylaw change not be approved? In that case we cannot complete our Annual Meeting without respecting the current bylaw where the maximum number of Directors is limited to seven. That would require an adjournment until the question of regional representation has been clarified and an election can be held.

With your support and passing of the bylaws we can conclude our Annual General Meeting and move forward with a new Board inclusive of all the nominees.

To voice your support, see the article above on revising or reassigning your proxy if you cannot attend in person.

Drive Canada doit tenir une réunion générale spéciale pour modifier ses règlements. Le conseil d'administration souhaite augmenter le nombre de directeurs et clarifier le processus d'élection. Cette année, nous avons la chance d'avoir de nouveaux candidats qui souhaitent aider Drive Canada. Il faut bénéficier de l'expérience et de la disponibilité que ces membres nous offrent. Il y aura aussi discussion au sujet de la représentation régionale. La modification des règlements va nous permettre d'accepter tous les nouveaux directeurs qui seront en nomination et de clarifier les procédures de l'élection.

La tenue de cette réunion durant le salon du Royal Winter Fair de Toronto, devait nous permettre de réunir plusieurs membres. De toutes façons, Drive Canada doit tenir une réunion annuelle avant le 30 juin 2010. Pourquoi ne pas profiter de ce salon et faire la réunion plus tôt en novembre, comme c'est l'habitude depuis quelques années.

Et si les propositions du conseil d'administration ne seraient pas acceptés, il y aurait alors ajournement de la réunion. Le CA devra alors réétudier la proposition de modifications des règlements et représenter le tout à une autre réunion avant juin 2010.

Nous avons donc besoin de votre support pour que les membres acceptent nos propositions de changements à l'assemblée annuelle et que les nouveaux directeurs soient intégrés au CA.

Votre participation physique ou par procuration est très importante. Nous avons besoin de votre support.

Les recommandations présentés par le conseil d'administration devront être acceptés par les 2/3 de l'assemblée.

CURRENT ISSUES FACING DRIVE CANADA

POINTS A RÉGLER PAR DRIVE CANADA

In recent weeks there has been more interest to get involved with governance than we have seen in some time. Your Board is very encouraged by this and especially seeing new volunteers come forward to offer their time and experience to our organization.

As discussed in the last bulletin, there are a number of challenges facing Drive Canada in the near future and a long considered desire to increase the size of the Board can actually be realized. This year there are five first time nominees coming forward, one from BC, three from Alberta and one from Ontario who are prepared to devote the many hours required of your Board in considering all the responsibilities we have with programs and our relationship with the national federation as it continues to develop new relationships with the PSOs (provincial horse councils and federations).

As you may be aware, half of the existing federations will be opting out as participating PSOs meaning that memberships, sanctioned competitions and use of EC assets and programs such as Rules, Coaching and Licensed Officials programs will be administered directly by Ottawa.

Although we still do not know the full ramifications of these decisions, there will be changes that will affect our various programs including competitions and Sport Licenses.

If you live in Alberta, Saskatchewan, Quebec, or some maritime provinces, direct membership in EC (a PSO membership will not be required) and will be available with a more comprehensive insurance coverage (for less cost).

Participating PSOs will sell EC memberships and act as agent for your Sport License and other EC services. Coaches and Officials in non-participating provinces will deal directly with EC as driving Competition Organizers from all provinces have been doing in the past 3 years.

How will this affect our regional affiliates is unknown at this time – some have claimed to be empowered by their PSO, so perhaps their ability to represent provincial members within the restructuring may be at issue. We expect and will have to deal with these issues as information becomes available in the next few weeks.

On the matter of privacy of information, you will notice the 2010 membership application mailed with your notice of meeting contains the option not to restrict your personal information. This is to comply with the Privacy Acts of the various provinces based on advice we received regarding publishing names or providing membership listings. The current policy of not providing personal member information has been in effect for a number of years and continually upheld by the both the Board and the membership directives at general meetings.

Récemment, plusieurs se sont intéressés aux affaires de Drive Canada. Ce dont on n'avait pas vu depuis longtemps. Il faut donc se réjouir de cette situation et profiter de la disponibilité et de l'expérience que les candidats veulent nous offrir.

Plusieurs défis attendent Drive Canada et nous devons améliorer nos relations avec les associations et groupes provinciaux. Les 5 nouveaux candidats au poste de directeur nous viennent de différentes provinces dont 3 de l'Alberta, un de la Colombie Britannique et 1 de l'Ontario.

Des changements importants au niveau de Canada Hippique peuvent compliquer légèrement les choses. Le fait que la moitié des provinces se dissocient de la fédération nationale va faire en sorte que Ottawa va gérer directement les règlements les entraîneurs et les programmes de formation des officiels,

Pour les meneurs provenant des provinces de l'Alberta, Saskatchewan, Québec et de certaines provinces des maritimes, vous devrez vous procurer votre licence sportive directement chez Canada Hippique pour participer à une compétition sanctionnée par Canada Hippique. Même chose pour les organisateurs de concours nationaux.

Sur votre formulaire de renouvellement de la cotisation pour 2010, vous aurez à choisir si vous acceptez ou non que vos informations personnelles soient accessibles. Nous avons toujours refusé de divulguer ces informations et même la liste des membres mais certaines provinces ont un règlement touchant la confidentialité, ce qui nous amène à vous demander la permission.

HISTORY LEADING TO THE BYLAW CHANGE PROPOSAL

UN PEU D'HISTOIRE EXPLIQUANT LA PROPOSITION DE MODIFICATION DES RÈGLEMENTS

There have been a few requests for additional information and history regarding the proposed bylaw change. The Board of the Canadian Driving Society (CDS) was made up of 30 directors. Each of the six regions of Canada had the opportunity to fill five director positions – one director each for Recreation, Draft, Combined, and Pleasure driving, plus a director-at-large. The Board almost never had a full slate and it was very difficult to find people willing to commit time to attend meetings. This representation was very ineffective.

Our National Federation at the time, the CEF was also addressing governance issues around the same time and evolved as the new Equine Canada. The concept was driven from the bottom up rather than top down. This meant that the governance would be directed through representation on the material committees by participating disciplines and breed-sport groups.

For example, if your discipline had a coaching program, it had a rep on the Coaching Committee – if a discipline had an EC officials roster, then was entitled to a rep on the Officials Committee; if you competed internationally, then a rep on the High Performance Committee; if your discipline had a section of the EC Rulebook and ran sanctioned competitions, it had reps on the Rules and Competitions committees, and so forth.

These committees elected their chairs and reps to the Sport Council, one of four divisions that provided structure and direction for specific matters such as Sport. Each of these division Councils sent two members to the Board of Directors.

With the new Equine Canada came the opportunity for CDS to reconsider its structure as well. In keeping with the other disciplines such as Jump Canada, Dressage Canada, and Canadian Eventing, we renamed ourselves Drive Canada. The membership authorized extensive revisions to our bylaws, one of which was reducing the Board from 30 members to a maximum of 7 based on material committee representation at the new Equine Canada.

This was a great concept for representation and has served Drive Canada well until now. At the national federation the lack of a workable financial model caused problems and considerable rethinking on the administration, delivery, and compensation for supplying various services to make the organization viable and sustainable.

Unfortunately not all existing PSOs are willing to participate which is causing some uncertainty over how EC programs and services will work in the future.

You will be hearing a lot more about the new national-provincial affiliation agreements. Increasing the size of our Board at this time will bring additional experience and input to find workable solutions to these complex issues.

A l'époque du Canadian Driving Society , nous avions 30 directeurs . Chacune des 6 régions nationales avait 5 directeurs . Soit un directeur pour le combiné d'attelage , un directeur pour les chevaux lourds , un autre directeur représentant l'attelage de loisir , un quatrième la plaisance et un cinquième . Il était tout à fait impossible de regrouper tout ce monde pour une réunion , donc une structure très inefficace . Avec Drive Canada , nous avons réduit à 7 le nombre de directeurs . A ce jour c'était la solutions la plus pratique et la plus efficace . Nous croyons toutefois que nous devons profiter de la disponibilité de 5 autres membres et augmenter notre conseil d'administration à 12 directeurs . Il faudra revoir et probablement redéfinir le rôle de Drive Canada selon ce qui va arriver avec la fédération nationale .

La fédération équestre canadienne avait aussi ce problème de logistique et d'efficacité .

A la formation de Canada Hippique , la structure est devenue beaucoup plus simple et le support des différentes disciplines équestres s'est avéré la solution. D'où la formation de Jump Canada , Dressage Canada , Canadian Eventing et Drive Canada . C'est la base qui dicte à Canada Hippique et non l'inverse . Deux représentants de ces disciplines sont sur le conseil sportif de Canada Hippique .

La fédération nationale a malheureusement d'importants troubles financiers . Ce qui réduit ses activités et ses services. Avec le retrait de certaines fédérations Provinciales , les choses n'iront pas en s'améliorant .

Nous aurons donc besoin de l'expérience et du dévouement de tous nos directeurs pour faire face à l'année 2010

MEET THE NEW NOMINEES *RENCONTREZ LES NOUVEAUX CANDIDATS AGRÉÉS*

Sue Billings - BC



I was born in Alberta and moved to BC when I was twenty years old. Always being interested in animals and nature, it was inevitable that I would have a career in biology,

and I am now retired after 31 years working with BC's freshwater fisheries. I live on Vancouver Island which means I get to spend a lot of time near home as the ferries are far too expensive and time consuming to want to leave this beautiful place very often.

I have driven in combined driving competitions for over 20 years and love my 'ponies'. I started driving in 1986 training my two riding horses using Doris Ganton's book as my guide and the help of a good friend. The following year, I attended a beginner level clinic with Doris who, fortunately, also lived on Vancouver Island and wanted some fellow drivers to play with. There were a few organized fun days but mostly we just drove any road or trail wide enough to get a cart through and often flat out if you have ever driven with Doris. Two years into my driving habit, there was a CDE clinic in Vancouver with Udo Hocheschurz. George Petty was looking for anyone who had held the reins to participate, and funds were provided to pay my ferry cost to Vancouver. I was now hooked and entered any CDE or clinic offered within the Pacific Northwest. The sport was just beginning to really catch on. Tina Knott and I decided to share our enthusiasm for the sport by putting on a Combined Driving Seminar and giving ground driving lessons. There became a small but dedicated following of drivers on the Island who, to this day, are committed to the sport. The same is true of all areas in BC which is widespread and must nourish its own contingent of local drivers.

As our contribution to the circuit, Tina and I organized the first CDE on the Island which, according to today's rules, would be called a driving trial. We named it the Galloping Goose CDE and it carried on for several

years with ADS approval and support from Tom Hilgenberg. This event went on to be a Provincial Championship, which may have just been a ploy to get a provincial grant. Regular training and preliminary CDE's were now taking place throughout BC and Washington State and it was several years before there were enough intermediate drivers to add this level. I was fortunate to be able to take lessons from Sally Grayburn, Bill Long, Bill Lower, Tim Wright, Muffy Seaton, and Kristin Dornan.

Over time, horses changed and I started assessing any new acquisition based on their driving potential. I purchased my wonderful cob from Peter Wilding-Davies as a foal but lost him suddenly in a freak accident in the pasture. Dafydd will be the horse of my lifetime but I look forward to competing again soon with my pair of American Shetlands who are still young but very promising. It is not my expectation to compete at advanced level although I love the excitement and adrenalin rush that comes with competing in a challenging marathon. The best shared stories come from the CDE's we have competed in including relived tip-over's and great laughs.

Over the years, I have been President, Secretary and Treasurer of the BC Carriage Driving Society and my local Vancouver Island Zone. I have been nominated and have the support of the BC members to run for Director of Drive Canada to try and restore the freedom we had at the grass roots level to host training and preliminary combined driving events. Intermediate and advanced level receive tremendous recognition from Drive Canada, Equine Canada and the FEI. The challenge is to determine if Drive Canada is prepared to listen and implement the changes necessary to meet the demands of the driving community that we like to call the 'grass roots'. Changing a few rules will make it possible for lower level CDE's to be affordable. While a few drivers may attain success at the advanced level, remember that their foundation usually started with us. I am the messenger for these drivers and I agreed to do this because I believe their story and share their frustration. I want our new drivers to be able to share the excitement I have.

I know that if Drive Canada ceases to exist, I will continue to drive. If big events such as Bromont cease to exist, I will continue to drive. But if the grass roots

shows cease to exist, I will probably stop because most of the roads and trails that I used to drive on are now subdivisions or the access has been blocked.

Iris Davies – AB



I was born and raised in Banff, AB and was hooked on horses from the time I was 6 years old when my sister took me for a ride at the local stable. My husband and I operate a cow/calf ranch in

East/Central Alberta and have had working draft horses, saddle horses, and kid's ponies for over 37 years.

In 1986 or 87 our youngest son was interested in driving his 4-H horse and when we saw that a local group was having a clinic with Doris Ganton we signed up. At that clinic a gentleman by the name of Al Ridden spoke about driving organizations and our family joined the Alberta Combined Driving Association and the Canadian Combined Driving Society (later to become the CDS, then DC). My husband (Ralph) ended up on the local board of directors and although my son's horse never did enjoy being driven, he participated (Mom as groom) in pleasure drives with a horse borrowed from Lorne Andersen. One of our son's driving highlights was grooming for Al Ridden in cones at the Lloydminster Fair Grounds. At the same time our family started volunteering at the first CDE's held in Lloydminster.

As Ralph and I still farm full time we do not have time to condition horses for competition therefore our involvement with driving has been mainly at recreational drives, occasionally hitching a ride as a groom and as volunteers for CDEs.

In 1994 I attended the Holly Pulsifer CDE Officials' clinic in Okotoks to learn more about the rules etc. and became interested in TDing. Al Ridden encouraged me to pursue my interest and I started shadowing with John MacEachern and Mary Elliott. I applied for and

received my "r" CDTD in 1996. My officials' qualifications now include EC "S" CDTD and "r" CDCD as well as my ADS "r" CDTD, "r" PDTD. I was fortunate to start this journey when there were mentors such as Al Ridden, John MacEachern and Peter Wilding-Davies around. Their encouragement kept me going.

I have been asked to state why I have submitted my nomination for the Board of Directors of Drive Canada.

I have been extremely fortunate in my travels officiating at competitions or attending clinics to meet a large number of wonderful people who make up our Canadian driving community. When I've asked people why they don't belong to Drive Canada their responses have been:

- "What's Drive Canada?"
- That they do not feel Drive Canada is relevant to them.
- That Drive Canada doesn't listen to the membership so why waste the money.
- Drive Canada membership is too expensive for what you get. They receive more value for their money from the ADS

As far as I'm concerned all of these responses are the result of the lack of communication between Drive Canada and the driving community in Canada. In the spring of 2008, after much soul searching, I decided it was time for me to commit my time and energy by running for election to the board. I had hoped that by standing for election that I would be able to encourage like minded individuals to do the same and I was honoured that several very well qualified individuals stepped forward. Hopefully, we can bring about some positive changes within Drive Canada to make it a truly coast to coast driving organization that is responsive to not only the current "paid" membership but to those in the driving community who would like to join.

DR. Rae S. Fischer – ON

Rae and wife Nancy have 3 married children ; Jason (Shandi), Matthew (Amy) and Martha (Steve) and farm north of Listowel Ont.

A Veterinarian, graduate of Ontario Veterinary College, and owner and operator of a family agribusinesses: Fischer Family Poultry Ltd. and Fischer Feeds Limited focusing on Antibiotic free production.

First driving experience was a pony at age 9 and still learning. Has been competing in CDE's for 5 years.

“I have served on several provincial and national organizations within industry and would bring that experience along with an open and willing mind to



Drive Canada. It would be my hope that after an appropriate learning period I could give back to the sport that I enjoy and respect.”

Dr Rae Fischer participe à des concours depuis près de 5 ans . Il offre son expérience acquise auprès d'associations à l'échelle provinciale et nationale . Il veut faire sa part pour aider ce sport qu'il aime et respecte beaucoup.

Gaye McLennan - AB



Ken & I got into driving when my riding horse died in 1990 and the replacement happened to be an OTT Standardbred which had been used for carriage rides. An estate auction provided an antique doctor's buggy and McLaughlin cutter.

We were in the group of founding members of the High Country Carriage Driving Club in 1992 when Marg Ellard decided a combined driving club was needed in the Calgary area and I have been Treasurer since 1994. Marg organized the first High Country International CDE in 1994 and subsequently roped me into organizing. I had a double driving epiphany in 1995 at the ADS Super Clinic in Pomona, California when I was a) privileged to meet Jack Pemberton, and b) as part of the “peanut gallery” finally “got” dressage (in those days, interested persons were allowed and it's a crying shame that the practice hasn't continued.) I organized the High Country International CDE from 1995 - 1997, 2001 - 2004 and have assisted with that competition ever since plus have organized the spring Horse Driving Trial.

In 1995 I attended my first Canadian Driving Society AGM, attended all of the subsequent CDS AGM's as a Director, and then all of the Drive Canada AGM's since except for 2006 and 2008. I was a member of the CDS Competitions Committee from 1997 until 2001 and have been Chair of the Drive Canada Competitions

Committee since then. As Chair, I attended every Equine Canada AGM & Convention except the 2006 meetings in New Brunswick. In fact, during those conventions, Simon & I covered all of the Equine Canada committee meetings representing Driving. Some days entailed our having to cover 3 or 4 meetings each, beginning at 7:00 or 8:00 am and lasting up to 10:00 pm. The EC structure has changed since 2007 and meetings are now conference calls - much easier on the pocketbook.

I volunteered at the resurrection of the CanAm events in 1999 and 2000 at Windedge Farm in St Justine de Newton and at the first one held in Bromont in 2002 as well as Blainville International in 2003. In 2004 and 2006 Ken & I volunteered at the Shady Oaks CAIB in California. I was at Bromont in 2007 for the Officials Clinic - I am an EC “r” TD.

In January of 2002 I travelled with Simon to Charlotte, North Carolina for meetings with the ADS for a possible amalgamation between the two organizations.

My actual driving has been on the backburner, but I did manage to take as many clinics as possible with Ken's big pair up to about 2000. I have a pair of miniature donkeys that I sent to two of our great coaches for training and then sent myself. Lately, they have been complaining bitterly that they are bored.

Oh - just for fun, Ken & I own a manufacturing company and a management company which pay the bills.

Chuck Taylor - AB



My name is Charles (Chuck) Taylor. This is a short note to inform you of my equine history and philosophy to explain my reasons for agreeing to serve on the Board of Drive Canada.

I was born in High River Alberta, raised in the foothills and mountains west of highway number

2. We lived on a small ranch next to the Bar-U and Dad worked for the 4-4 ranch. In the early fifty's he joined the national parks and we lived on numerous park and forest stations in the remote areas of Alberta and BC. The method of transportation in the early days was Horse as there was no, or very few roads. I therefore was raised having to ride or drive horses to go anywhere. As an adult I owned and drove chuckwagons professionally from 1970 to 1987. I have driven any type and size equine I was allowed to from single "minis" to multiples of most sorts up to an eight horse hitch of Belgians.

I have been certified as a small "r" TD and am a member of ADS, AEF, WCWA, ACDA as well as Equine Canada and Drive Canada. I am finishing a term as President of the Alberta Carriage Driving Association. I have served as secretary, treasurer of the association in the past. I also have served on the board of my local Chapter (East – West) of the ACDA as well as have been on the board and President of Lloydminster Real Estate Board. I am no stranger to the duties and trials of helping to run an organization.

My philosophy in life is that nothing is free and if you are to be part of an organization you have an obligation to "carry your load" as it were. I also believe that the board members are elected to their positions by the members to look after the members interests and to keep the members informed as to the workings of the organization. I have been a member of Drive Canada for a few years and believe that it is time that I contributed to the organization if the members agree. Anyone who wishes to contact me can phone me at 780-875-4265 or email cwtaylor@mcinnesappraisals.com

REPORT FROM THE COACHING DEVELOPMENT COMMITTEE

RAPPORT DU COMITÉ DÉVELOPPEMENT DES ENTRAÎNEURS

Although the Learn to Drive student program continues in both English and French, the certification program for driving coaches remains inactive due to the changes in the National Coaching Certification Program (NCCP) and implementation of the Long Term Athlete Development Program (LTAD) by Equine Canada.. There have been no new coaches certified and no progress in the development of the Level II – Learn to Show program.

Isabelle Aubé, Manager of Sport/Coaching is our new Equine Canada representative. The Policy and Procedures manual was recently received for comments. There are a few significant concerns with the manual and the requirements existing Coaches will be required to fulfill as well as the evaluation process.

There has been very little communication from individuals requesting a Coaching Development Clinic or any communication about the status of the Coaching Level II program.

There have been several great clinics to support driving and our current coaches. Alberta hosted Bill Lower, Sterling Grayburn and Hardy Zantke. In addition, there was a variety of horsemanship and desensitization clinics with skilled and knowledgeable horsemen. The Coaching Committee has received very few other pre-approval requests.

Cheryl Fotheringham
Chair, Coaching Development Committee

Le Programme de formation * Learn to Drive ,est toujours aussi populaire , que ce soit en anglais ou en français .

Le programme pour entraîneur est malheureusement inactif à cause de changements au niveau du programme national (NCCP) . Il n'y a eu aucune certification et rien ne bouge en ce qui touche au niveau 2 .

Isabelle Aubé vient d'être nommée à Canada Hippique pour régler tout ça .

Heureusement il y a eu différentes cliniques pour promouvoir l'attelage et aider les instructeurs .

L'Alberta a reçu Bill Lower , Sterling Grayburn and Hardy Zantke pour donner des cliniques.

Cheryl Fotheringham

REPORT FROM THE MEMBERSHIP COMMITTEE *RAPPORT SUR LES ADHESIONS*

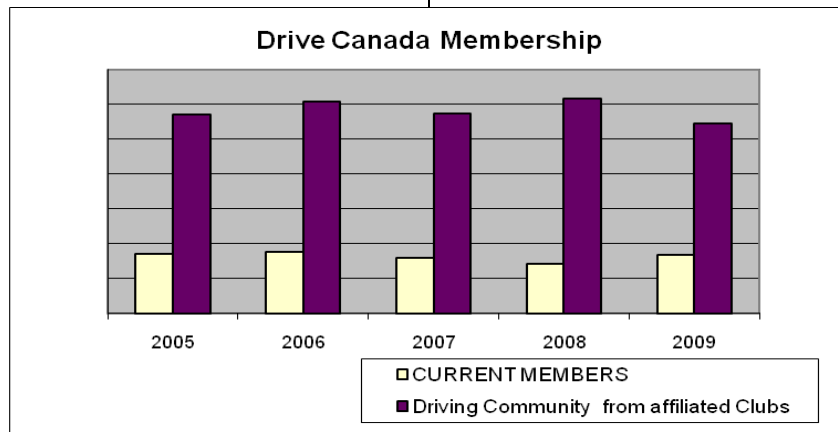
For 2009, the membership was increase from 143 members in 2008 to 167 for 2009 (as of Sept 30). There was a decrease in affiliate club membership across Canada from 616 to 545

Isabelle Denis,
Chair, Membership

En 2009, le nombre de membres a augmenté de 143 membres en 2008 à 167 pour 2009 (en date du 30 Sept) .

Il y avait une diminution dans l'adhésion de club affiliée à travers le Canada de 616 à 545..

Isabelle Denis,
Chaise, Adhésion



REPORT FROM THE COMBINED DRIVING COMMITTEE *RAPPORT DU COMITÉ D'ATTELAGE COMBINÉ*

We had a very positive participation for our major event in Canada. The Bromont International welcomed 58 participants this year participating in 4 divisions (33 American drivers and 25 from Canada participating in Training, Preliminary, Intermediate and FEI classes.

Le concours international FEI de Bromont a connu beaucoup de succès . 58 participants dont 33 étaient des Américains ont compétitionnés dans les différents niveaux : Entraînement , Preliminaire , Intermédiaire et FEI. Le niveau Intermédiaire était présenté pour la première fois .

