

Mid-Valley Combine  
Bylaws and Additional Race Rules

Date Revised:  
December 1, 2007

Note: This is the current Bylaws and Additional Race Rules of the Mid-Valley Combine. It contains the language adopted at the July 15th, 2001 combine delegates meeting. It no longer contains a set of the current AU Race Rules as that piece was becoming increasingly difficult to keep current and those rules are now readily available both on-line and in the annual mailing sent to our members by the AU. The combine President shall bring a copy of the current AU Race Rules to all combine meetings to assist in the clarification of disputes regarding these requirements. This document now only includes the combine's Bylaws and Additional Race Rules. These provide more specific shipping, racing, and clock-reading procedures for combine pigeon races that are not adequately covered in the AU Race Rules. Our rules must not conflict with, nor do they supersede, any AU Race Rule. Competitors must comply with both the AU Race Rules and these additional rules adopted by the combine.

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MID-VALLEY COMBINE BYLAWS

ARTICLE I NAME

Section 1: This organization shall be known as the Mid-Valley Combine.

Section 2: The Mid-Valley Combine is an affiliated organization of the American Racing Pigeon Union, Inc. (abbreviated ARPU or AU).

ARTICLE II PURPOSE

Section 1: The objective of this organization is to unite racing pigeon clubs in our area so as

to facilitate transportation, afford its members greater competition, and promote sportsmanship and fellowship among those interested in the sport.

#### ARTICLE III MEMBERSHIP

Section 1: The Mid-Valley Combine is an organization consisting of member clubs. Any person wishing to participate in combine racing must be a member in good standing with the Mid-Valley Combine and a member club. All combine members must be a member in good standing with the California State Racing Pigeon Organization (CSRPO) and the American Racing Pigeon Union (AU).

Section 2: Each new club shall pay a \$500.00 initiation fee with terms to be completed within two (2) years. Payments to be \$125.00 per series of races - old and young. This membership fee, once it has been paid to the combine Treasurer, is not refundable to a club for any reason. Clubs that are inactive for more than four years (pursuant to Article IV Section 12) shall be required to pay another initiation fee of \$500 to rejoin the combine.

Section 3: Application for membership shall be in writing. Included with this application shall be a complete list of club members and their loft locations. All boundaries shall be listed and outlined on a map in relation to present combine boundaries.

Section 4: An application for membership shall require a simple majority vote of approval for acceptance. Any club may reapply for membership after a six (6) month waiting period if membership is denied.

Section 5: Each club shall submit a current membership roster to the combine Secretary-Treasurer prior to March 1 of each year. This roster shall contain the name, address, phone number, name of spouse (if appropriate), signature, and loft name for each combine member. If additional members are added prior to youngbird season, a revised roster shall be submitted prior to the first youngbird race.

#### ARTICLE IV DUES AND FEES

Section 1: Dues are to be established at the November meeting for the next years combine business.

Section 2: All combine membership dues are payable prior to March 1 of each year. If a club has not paid its members combine membership dues by the first of April, it will no longer be considered a member of the Mid-Valley Combine.

Section 3: For new members, all appropriate dues and fees must be paid before they can participate in any races.

Section 4: The total amount of money needed by the combine to cover the cost of hauling and releasing birds for the oldbird race season will be estimated at the March delegates meeting. This cost will be paid by the oldbird flyers as an upfront shipping fee, and paid in two separate payments. The first payment of \$200 per flyer is due (in a single check from each club) two weeks prior to the first night of shipping. The combine President and combine Treasurer will determine the exact amount of the second payment after the first race, when the final count of number of flyers becomes known. Each club will be promptly notified about the exact amount of the second payment. The second payment is due (in a single check from each club) prior to May 1.

Section 5: The total amount of money needed by the combine to cover the cost of hauling and releasing birds for the youngbird race season will be estimated at the July delegates meeting. This cost will be paid by the youngbird flyers as an upfront shipping fee, and paid in two separate payments. The first payment of \$100 per flyer is due (in a single check from each club) two weeks prior to the first night of shipping. The combine President and combine Treasurer will determine the exact amount of the second payment after the first race, when the final count of number of flyers becomes known. Each club will be promptly notified about the exact amount of the second payment. The second payment is due (in a single check from each club) prior to September 1.

Section 6: Any member or club, or individual flyer, that fails to submit shipping fees prior to the deadlines established in Sections 4 and 5 above will not be eligible to ship birds that season.

Section 7: The hauling contract will be considered at the meeting prior to the end of the previous contract. All proposals and bids submitted by potential contract haulers and the terms to be stipulated in the negotiated contracts shall be discussed by the delegates at this meeting. Approval requires simple majority vote.

Section 8: Each club will be responsible for collecting all dues and fees from each club member owed to the combine. Each club shall submit a club check to the combine Treasurer to cover all dues and fees owed by each member. No checks from members will be accepted. The deadline for club payment of dues and fees owed to the combine is as follows:

Membership Dues	March 1
Oldbird Shipping Fees	\$200 per flyer due 14 days prior to shipping of first race
Second and Final Payment due by	May 1
Youngbird Shipping Fees	\$100 per flyer due 14 days prior to shipping of first race
Second and Final Payment due by	September 1
Race Entry Forms	Two Weeks after Receipt of Forms
Youngbird Extra Bird Money	Two Weeks After Night of Shipping of Last Race
"C" Release Extra Bird Money	Two Weeks After Night of Shipping of Last Race

Section 9: Any combine expenses may result in an assessment to the clubs equally to cover the expense.

Section 10: The combine Race Secretary, Secretary and Treasurer may be paid a fee for services. These two fees will be paid through the combine's general fund, generated by membership dues, shipping fees, and extra-bird money. Combine members shall not be assessed a separate fee to pay the race secretary, but this cost shall be included in an assessment of membership dues and shipping fees.

Section 11: The combine may purchase plaques, trophies, and other awards to present to race champions or other purposes. This cost shall be paid out of the combine's general fund, generated by membership dues, shipping fees, extra-bird money, and the proceeds from the raffle at the annual awards banquet. Combine members shall not be assessed a separate fee to pay cost of trophies, but this cost shall be included in an assessment of membership dues and shipping fees.

Section 12: An inactive club may retain its membership in the combine for a limited period of time under these conditions. Any club requesting exemption from combine dues shall be granted an exemption provided they submit a written request to the Secretary by December 1 prior to the year of exemption. Said club must submit a new request for each additional year of exemption required as described above. Exempt clubs will not have any voting rights in combine matters. Exempt clubs cannot participate in any combine races. Failure to comply with the December 1 deadline will require the club to pay combine dues. Failure to pay combine dues by required date will result in loss of combine membership. No club will be exempt from combine dues for more than four consecutive years. Inactive clubs must pay any assessments incurred during the inactive period. Payment due upon reinstatement.

Section 13: The combine established a program for junior flyers. Any junior flyer can fly up to 10 birds per race, and shipping fees are waived. Annual combine membership dues for junior flyers are half the amount paid by adult members. Junior flyers may compete for awards and diplomas and their results will be listed on the combine race report. Any questions regarding eligibility for the junior program will be decided by the combine race committee.

#### ARTICLE V MEETINGS

Section 1: Meetings will be held in January, March, July and December. The regular agenda covered in these four meetings is as follows:

January agenda: count ballots, install new officers and decide race schedules for the year.

March agenda: Establish shipping fee and race secretary fee for oldbird season.

July agenda: Bylaws and Additional Race Rules, and appointment of a nomination committee.

Establish shipping fee and race secretary fee for youngbird season; consider final approval of race results for previous oldbird season.

December agenda: nominate officers, set dues, discuss proposed race schedule and consider final approval of race results for previous youngbird season.

Any changes to the race schedule between seasons must be approved by a 75% vote of the flying delegates.

Section 2: Meetings will be usually be scheduled on the first Saturday of the month to set shipping fees at least two weeks prior to the due date and provide clubs with sufficient time to collect shipping fees from individual club members prior to club payment to combine. The combine Secretary will provide each club with notice of upcoming combine meetings, their location, date, and time. In an effort to avoid holidays, or minimize inconvenience to delegates, and yet complete combine business in advance of deadlines, meetings may actually be scheduled at the end of a previous month rather than on the first Saturday. The combine President has authority to schedule meetings.

Section 3: Meetings shall be conducted on an agenda basis only. Any individual member or club wishing to have an item placed on the agenda will notify the Secretary in writing no later than fourteen (30) days prior to the next combine meeting. The combine Secretary shall submit the agenda to each club prior to the meeting and provide meeting location, time, and date. Clubs can send agenda items to combine meetings with their delegates however these items cannot be acted upon until the next combine meeting. Regular agenda items stipulated in Article V Section 1 A-D and elsewhere in the Bylaws and Additional Race Rules do not need to be included in the agenda provided to the clubs to be acted upon.

Section 4: No action can be taken if the subject is not an agenda item except For The Good of The Sport.

Section 5: A quorum must be achieved before action is taken at any combine meeting. A majority (at least one half) of the available delegates must be present to constitute a quorum.

Section 6: Unless stated differently in the Bylaws and Additional Race Rules, a yes vote from at least a majority (more than one half) of the delegates present shall be required to pass any motion, vote or action taken at a combine meeting, provided that a quorum has been met.

Section 7: Each club must participate in combine meetings by sending appropriate delegates to express the club's wishes and help take care of the business affairs of the combine. If a club is unable to send delegates to a scheduled combine meeting, the club is responsible to communicate necessary information (such as the number of club flyers that plan to ship birds during the upcoming race season, etc.) by contacting the combine President or Secretary. If a club repeatedly fails to meet its responsibilities to attend combine meetings and assist with the duties to complete combine business as specified throughout this document, that club may be suspended from flying privileges or even expelled from membership. Such action would require written notification to the affected club and approval from a simple majority of delegates.

#### ARTICLE VI BOUNDARIES

Section 1: Present boundaries include club boundaries of Mid-Valley Combine Clubs to include the following counties: San Joaquin, Stanislaus, Northern Merced, Tuolumne, Calaveras, Amador, and a portion of Sacramento and Yolo County. The northern boundary is Highway 50. The combine President and Secretary will maintain a map showing maximum boundaries of the combine. The President shall bring the combine boundary map to all combine meetings to assist in the resolution of any boundary issues. Any boundary change, or exceptions granted to individual flyers located outside the boundary, must have combine approval.

#### ARTICLE VII DELEGATES

Section 1: Each club is required to send delegates to combine meetings and vote on matters before the combine. The number of delegates is based upon number of fully-paid combine members at a rate of one (1) vote for every five (5) fully-paid members. Examples: 1-5 members - 1 vote, 6-10 members - 2 votes, 11-15 members - 3 votes, etc. To qualify as a fully paid member, the

membership must be paid by March 1. To acquire the pro-rated amount of delegates for the coming year, a membership roster, showing all fully-paid combine members, shall be submitted to the combine Secretary.

Section 2: Delegates shall be identified at the start of each combine meeting.

Section 3: Combine delegates will have the authority to make decisions to handle immediate combine business. Any changes to the Bylaws and Additional Race Rules recommended by combine delegates will be sent back to combine membership for approval. Proposed changes to the Bylaws and Additional Race Rules submitted for consideration at the July Meeting may be acted upon by the delegates during the July Meeting provided that each club was sent a copy of the proposed changes at least two weeks prior to the July Meeting.

Section 4: Delegates are responsible to attend each meeting. They shall bring to combine meetings an accurate account of their club's wishes. They shall return to their club and relate all business transacted and all details essential to keep their club totally informed of combine activities.

#### ARTICLE VIII ELECTION OF OFFICERS

Section 1: Officers of the Mid-Valley Combine shall be President, Vice President, Secretary, Treasurer, Race Secretary, Liberator, and Transportation Coordinator.

Section 2: All officers shall be elected for a two (2) year term of office. Vice-President, Secretary, Treasurer and Transportation Coordinator shall be elected on odd years. The President, Race Secretary, and Liberator shall be elected on even years. All voting shall be by roll call.

Section 3: The majority of officers shall not come from one club, unless the other clubs agree.

Section 4: A nominating committee with one member from each club shall be appointed by the President at the July meeting. The nominating committee shall present the combine with a list of recommended officers at the November meeting consisting of at least one nomination for each office.

Section 5: Nominations shall be made from the floor at the December meeting.

Section 6: A candidate must receive simple majority of votes to become elected.

#### ARTICLE IX DUTIES OF OFFICERS

Section 1: The President shall preside over all meetings, oversee committees, and other officers, make necessary appointments, and generally supervise the smooth operation of the combine. This is not a paid position, but the President shall be entitled to reimbursement for expenses if so requested.

Section 2: In the absence of the President, or in the event of his inability to act, the Vice President shall, in the order of their priority, preside and assume full charge of the President's duties and powers. The Vice-President shall be master of ceremonies at all combine social affairs and shall be responsible for the presentation of awards at the annual awards banquet. This is not a paid position, but the Vice President shall be entitled to reimbursement for expenses if so requested.

Section 3: The Secretary shall notify all club secretaries of meeting dates and agenda items by the first of the meeting month. The Secretary shall record combine business at all meetings. The Secretary is responsible to update the Bylaws and Additional Race Rules as needed and may appoint a combine member to assist in the task of keeping a current computer file of the combine's Bylaws and Additional Race Rules. All approved changes will be incorporated into the computer file soon after they are approved and the revised document shall be republished and distributed to all clubs prior to the first race season following any approved changes. The Secretary is a paid position. Current reimbursement is \$200 per year. The delegates may adjust this fee as necessary.

Section 4: The Treasurer will keep an accurate record of all financial transactions of the combine.. The Treasurer is a paid position. Current reimbursement is \$200 per year. The delegates may adjust this fee as necessary.

Section 5: The Race Secretary shall be responsible for combine race results and the distribution of same to all clubs. The combine Race Secretary shall assure that member clubs of the combine are operating with the same procedures on race day. This is done through the appointment of a Race Committee (consisting of the race secretaries from all competing clubs) and through regular meetings and correspondence with the Race Committee. It shall be his duty to be aware of truck procedures relative to a race and to ensure the best procedures possible to ensure a fair race for all in the combine. The combine Race Secretary shall be the chairperson of the combine Race Committee. He shall notify the combine Secretary as to the identity of the Race Committee members. He shall be responsible for combine race results and the distribution to each club. He shall make available to the combine secretary the results of each race series for trophies and awards. The combine Race Secretary shall oversee proper timing clock equipment and techniques and ensure that member clubs of the combine are operating with the same procedures on race day. The combine Race Secretary shall meet once before each race series with the combine Race Committee to assure uniformity and understanding of race procedures. The combine Race Secretary shall maintain a file of all combine race entry sheets and clock tapes for at least one (1) year upon completion of a racing season. Decisions of the combine Race Committee will be final, subject only to appeal to the AU or the grievance procedure described in Article X. If the Race Committee should disqualify any bird, flyer, or club, the combine Race Secretary must submit a detailed letter to the combine Secretary explaining all details for disqualification. The combine Race Secretary shall be responsible to prepare a preliminary report of race results for each race and to provide a copy of these reports to each club in a timely manner. A complete electronic copy of the final race results shall also be provided to each club at the conclusion of each race season, after the results have been approved at the first meeting following the race season. The Race Secretary is a paid position. The current payment rate is one dollar per flyer per race. This fee is included in the calculation of appropriate shipping fees. The race Secretary shall receive full payment even if some flyers do not fly all races. For example, in the youngbird series, if there are 50 flyers and 14 races (an "A" and a "B" race each Saturday for the 7-week season) the Race Secretary fee will be \$700 and he is entitled to the full amount even if some flyers drop out. The delegates may adjust this fee as necessary.

Section 6: The Transportation Coordinator is responsible to secure a contract to retain a hauler to ship the birds. He may appoint a committee to assist in this task. The Transportation Coordinator shall insure that the contract hauler fulfills his obligations to the terms of the contract and is responsible for the upkeep of all combine equipment and insure that it is satisfactory condition for all races. He is responsible to coordinate an efficient plan to pick up the birds, allocate baskets to the clubs, and has authority to take action to resolve problems with picking-up club birds. This is not a paid position, but the Transportation Coordinator shall be entitled to reimbursement for expenses if so requested.

Section 7: The Liberator is responsible to make decisions concerning the release of the birds. He shall obtain a listing of the release points from a map and assist the hauler in getting to the correct location, or the nearest safe release point should access to that exact location be blocked. He shall research weather information and consult with the hauler (for reports on on-site weather) to make a decision concerning a scheduled release in questionable weather. He shall assist the hauler in resolving any issues concerning the release and shall promptly notify each club concerning release times and weather at the release point. He shall verify the GPS location information recorded by the hauler at the release site or appoint a designee to check for him. This is not a paid position, but the Liberator shall be entitled to reimbursement for expenses if so requested.

#### ARTICLE X GRIEVANCE PROCEDURES

Section 1: An individual member or club may file a complaint against another individual member or club. It must be submitted to the Secretary in writing no later than fourteen (14) days prior to the next combine meeting. At that time the complaint will become an agenda item and will be acted upon at the next combine meeting. The combine delegates shall make the final decision.

Section 2: Any officer not fulfilling his duties may be recalled by a 2/3 majority vote of delegates.

ARTICLE XI ORDER OF BUSINESS

Section 1: Governed by the Roberts Rule of Order, when procedures are not covered by the combine Bylaws and Additional Race Rules, the President shall preside over combine meetings and use the following sequence in the order of business covered:

- (1) Call to order.
- (2) Reading of Minutes.
- (3) Financial Report.
- (4) Committee Reports.
- (5) Report from Officers.
- (6) Communications.
- (7) Unfinished business.
- (8) New Business.
- (9) For the Good of the Sport.
- (10) Adjournment

## ADDITIONAL RACE RULES

Note: Pursuant to AU Race Rule 2.05 and 17.01, the Mid-Valley Combine has adopted additional race rules to govern combine competition. The rules which follow were developed by the Mid-Valley Combine to provide more specific shipping, racing, and clock-reading procedures for combine sponsored races which are not adequately covered in the AU Race Rules. These have been organized to mirror the organization of the AU Race Rules with the same rule headings in the same order. These additional race rules must not conflict with, nor do they supersede, any AU Race Rule. Competitors must comply with both the AU Race Rules and these additional rules.

### I. COMPETITION STANDARDS

A. For a competitor's results to be considered for AU or combine awards, the race must be held in compliance with both the AU Race Rules and these Additional Race Rules adopted by the Mid-Valley Combine.

### II. COMPETITION STANDARDS COMMITTEE

A. The combine Race Committee, consisting of the combine Race Secretary and the Race Secretary from each club, shall have the authority to review all aspects of any combine race for compliance with the AU Race Rules and the Additional Race Rules adopted by the Mid-Valley Combine. The combine Race Secretary supervises and chairs this committee. A majority vote of Race Committee members is needed to make a decision. The combine Race Secretary shall be a voting member of the race committee.

### III. RESPONSIBILITY FOR FOLLOWING RACE RULES

The combine Race Committee shall be in complete charge of each race. Each club Race Secretary shall supervise all shipping, countermarking, and clock-reading procedures at each club and shall be responsible to ensure that all of the AU and Mid Valley Combine race rules and procedures have been followed. The combine Race Secretary shall hold a meeting with all club Race Secretaries, just prior to the beginning of each racing season (both oldbird and youngbird), to review race rules and procedures and ensure uniformity and understanding of all rules and procedures.

If a club Race Secretary identifies a problem with a competitor's reported time, countermark, seal, clock, or race entry information, or confirms that the AU and/or Mid-Valley Combine Race Rules have not been satisfactorily complied with, or if the required documentation is incomplete, the club Race Secretary shall immediately report the problem or situation to the combine Race Secretary. If the club Race Secretary determines that a competitor, timer, bird, or the entire club's birds must be disqualified, the disqualification shall be made at the club level.

The combine Race Committee shall also have the authority to disqualify any competitor's birds, and must do so if it becomes clear that any of AU or combine race rules and procedures have not been followed. If the combine Race Secretary disqualifies any competitor's birds from a combine race, he must submit a detailed letter to the combine Secretary as stated in Bylaws and Additional Race Rules Article IX, Section 4.

Interpretation and enforcement of these rules and decisions on questions that may not be incorporated herein shall be made by the combine Race Committee. In the event of a tie vote concerning a disputed issue, the combine Race Secretary shall make the final decision. The Race Committee's decision shall be final, subject to appeal to the AU.

The Race Committee shall be empowered to examine any timer and deny the use of any which, due to its current condition, in their opinion, is unreliable or fakeable. The club Race Secretaries shall annually acquaint themselves with the timers being used. Doubtful timers shall be referred to the Race Committee.

Combine officers shall be able to interpret and enforce combine rules without calling for a general meeting with delegates.

### IV. MEMBERSHIP COMPETITION REQUIREMENTS

As stated in AU Race Rule 4.01, a club must have a minimum of five competing members from five separate loft addresses to have an official AU recognized club race and to compete for club diplomas, however, AU Race Rule 4.10 allows a club to ship at a combine race with a minimum of

three (3) competing members from three separate physical loft addresses to assemble and ship the race. If a club has three (3) or four (4) eligible competitors, they may ship and be eligible for combine awards but would not be eligible for club awards, provided that they had three competitors present at shipping and clock-reading knockoff as required in AU Race Rule 4.14. In all cases, at least three (3) competitors (flyers) must be present at both shipping (countermarking) and at clock-reading to be eligible for combine awards.

The combine requires three signatures from three combine members on each competitor's Race Entry Form to confirm that the minimum number of competitors were present during shipping and clock-reading.

If a club cannot assemble the minimum number of competitors to be present at shipping or at clock-reading knockoff, the competitors may ship or knock-off their clocks at another Mid-Valley Combine club location and still be eligible to compete for AU awards.

If a club cannot assemble the minimum number of competitors to be present at shipping or at clock-reading knockoff, and the competitors do not wish to ship or read clocks at another Mid-Valley Combine club location, they may ship the birds but will not be eligible for combine awards and their birds will not be placed in the race results report. The club Race Secretary shall notify the combine Race Secretary, as soon as possible, but no later than one day following the close of the race, if the club will not be competing for combine awards so the combine Race Secretary does not delay the race results report while waiting for the club to report.

Each club must establish a location for the combine trailer to pick up the club's birds and this location must be approved by the combine Transportation Coordinator. This location must be free of hazards to the truck and trailer and provide a safe location to load and unload baskets off the trailer. If a club's pick-up location is more than 5 miles distant from Highway 99 or Highway 5, and the club has fewer than five flyers shipping birds that season, that club may be required to haul its baskets to a closer location or pay the combine for the cost of going to get the birds, at the discretion of the combine officers. The Transportation Coordinator has the authority to take action in the event of repeated problems associated with picking up any club's birds, including but not limited to establishing a new pick-up point or requiring that the club deliver baskets at a designated location at a specified time or be left behind.

## V. RACE SCHEDULE

A. The race schedule, including dates and race stations, shall be established at a regular business meeting for a three-year period.

B. A race schedule may not be changed while a race series is in progress except where the circumstances of such a change are spelled out in writing elsewhere in the race rules or at the time the schedule is adopted.

C. The current race schedule can be changed or modified as needed because of bad weather. Changes to be as follows:

1. Due to predicted bad weather the race release point can be changed.
2. The race can be rescheduled.
3. All changes to be approved by combine race committee which is the combine race secretary and the club race secretaries.

D. A statement regarding the possible changes due to bad weather and a reference to Combine Race Rule Article V, Section C (1-3) shall be included on the printed race schedule.

## VI. AIRLINE SURVEYS

A See Airlines AU Race Rules "GPS Rules".

## VII. RACING

Awards to be presented to participants in the race, or series of races, shall be agreed upon in advance. Preliminary race results shall be published and timely distributed by the combine Race Secretary to each club. The club shall be responsible to distribute the race results to each competitor within the club. All race results are not final until they have been approved by the combine delegates at the first meeting following a race season. The preliminary reports published soon after the races are not the final race results. These must be approved by the combine and

changed, if necessary, before they become final. The race secretary shall indicate on the weekly reports following a race that these are preliminary results.

The combine shall have an "A" release one hour before the "B" release for all oldbird and youngbird races in California, unless the Liberator discriminates otherwise. For those long distance races out of the state of California where the "A" release may actually be made at a shorter station (such as Klamath Falls) and the "B" release made at a longer station (such as Madras, Moro, and Toppenish), the Liberator may at his discrimination change the time between releases. The combine is also authorized to provide a "C" release at any scheduled race station if requested by any member club. Clubs may use the "C" release for special races, futurities, etc. Clubs wishing to initiate a "C" release must do the following:

Mark any "C" Basket with a large letter "S" (S stands for Special Release) in chalk on the place designated for such marking on the front door of the basket (the same place you mark the number of birds shipped in the crate on overnight hauls).

Double-Seal the large front door on all "C" release shipping crates with two (2) zipties. This will provide additional signal to the hauler that these are special "C" baskets to further safeguard against the hauler accidentally cutting these seals when he cuts the seals immediately prior to an "A" or "B" release.

Notify the driver that the club is shipping "C" baskets and request that he release them 60 30 minutes after the "B" release.

Show the hauler the location of all "C" baskets after they are loaded on the truck pointing out whether they are on the driver's side, passenger side, or on both sides.

Give the hauler a sheet of paper that lists the crate number for all "C" release baskets.

The hauler shall release the "C" baskets no sooner than 60 30 minutes after the "B" release. The "A" and "B" releases are the official combine races. "C" releases will not count in any combine race report. No trainers in any "A" or "B" baskets. Trainers only allowed in "C" baskets. "C" baskets shall come from within a clubs basket allocation. The "C" release is purely optional for any member club. All birds shipped in "A" and "B" baskets must have either countermarks or an EBSS band.

When more than one member is flying a team of birds from the same location, each member shall pay dues to entitle him to membership, and each member shall nominate his birds before the first race and fly that throughout the series. Two teams maximum per location.

Beginning with the 2007 young bird series and all subsequent races, the combine has established a shipping bird limit. A competitor may ship up to 15 birds in any "A" race and there is no limit in any "B" race. Any competitor who ships more than 15 birds to a "B" race shall be required to pay an extra bird fee of 50 cents per bird shipped. Each bird shipped by any competitor in a "C" release shall require payment of an extra bird fee of 50 cents per bird shipped. This extra bird fee is to be collected by the club and given to the combine. Payment shall be made to the combine Treasurer, in one check within two weeks after the night of shipping the last race of the season, as specified in Bylaws and Additional Race Rules Article IV, Section 8. Race wins and diplomas will be awarded the same.

1. If the Mid Valley Combine is flying with any other organization, shipping limits may be increased to the limits of the other organizations, subject to available space.

There shall be no limits placed on a member regarding the number of birds that may be clocked in any race.

Unless an electronic band scanning system is used, each bird entered in any combine races shall be countermarked with rubber countermarks, which shall bear two (2) separate and distinct numbers, one which shall be visible. The second number shall be placed so it is unknown to any person or persons handling same at the time it is placed on the bird for shipment to a race.

Except for Electronic Band Scanning System (EBSS) competitors, all competitors must use the four-copy Race Entry Forms approved by the combine. When the information is entered on the form (bird numbers, sex, color, countermark number, and shipping crate number), the club Race Secretary (or in his absence an appointed designee) shall review the form for completeness and accuracy. The form must be signed (or initialed) by the persons that:  
entered the information on the Race Entry Form,

operated the countermark machine and placed the countermark on the birds leg, placed the bird in the shipping crate and confirmed the presence of a countermark.

EBSS competitors may use an alternative race entry sheet (such as a computer print-out of birds entered into the race) provided that the club race secretary verifies which birds were actually shipped to the race (perhaps by lining-out birds not entered) and recording the basket number and required signatures as required on the standard race entry forms. The EBSS race entry sheet procedures shall be approved by the combine Race Committee.

The club Race Secretary or member of the club Race Committee shall collect one copy of the Race Entry Forms for each competitor, place them in an envelope, and place the envelope in the designated location on the hauling truck or trailer at the time the crates are picked up on shipping night.

All completed race entry forms and countermark slips, and the club's supply of extra countermarks and seals will be placed in a locked box and held by the Race Secretary. This box will be sealed in the presence of at least two other competitors (flyers) and the seal number kept by a flyer other than the Race Secretary. This seal number will be verified by at least two flyers other than the Race Secretary prior to the cutting of the seal at the knockoff following a race.

A minimum of two (2) competitors (flyers) at each club shall be present to safeguard the race birds from the completion of countermarking to the time they are loaded onto the hauling truck. This includes any transport of basketed birds to meet the hauling truck or while waiting for the hauling truck to arrive.

If birds that are not countermarked are carried on the conveyer for the officially recognized AU Club race or races, they cannot be released prior to or earlier than thirty minutes after the liberation of the AU club recognized race or races.

No bird shall be shipped in the "A" or "B" race crate unless it is in competition in the club race. Trainers may be shipped in race crates designated for a "C" release.

No competitor shall release or have birds released from same station, on the same day as any club race, except for birds released from the "C" race crates that must be held at least 60 minutes after the "B" release.

#### VIII. CLOCK OPERATIONS

A. Computer clocks without tapes are acceptable, however the combine requires the clubs to submit clocking time information to the combine Race Secretary in printed or written form for verification. This can be accomplished using any of these options:

1. The club may use a printer, designed by the timer manufacturer, to printout the information.
2. The club may download the computer clock information into a personal computer and printout the information. If this method is used, the recorded clock information must be verified and signed by two (2) competitors other than the clock owner.
3. The club may hand print the clock time information on a piece of blank paper. If this method is used, the recorded clock information must be verified and signed by two (2) competitors other than the clock owner. This option may only be used if the first two options in this section are not available due to equipment failure.

The print-outs, or hand-written computer clock time information shall be signed, dated, and submitted to the combine Race Secretary in the same manner required for clock tapes.

#### Setting of Clocks

B. The club Race Secretary shall supervise the setting, inspecting, sealing, and knock-off procedures. A designated member of the club Race Committee may assist the club Race Secretary in the setting, inspecting, and sealing of clocks, but a final inspection shall be made by the club Race Secretary. In the absence of the club Race Secretary, a member of the Race Committee designated by the club Race Secretary shall supervise the clock setting procedures and make the

final inspections. A minimum number of three (3) competitors must be present for clock setting and inspection procedures.

C. Only lead seals approved by the combine shall be used to seal timers.

D. The club Race Secretaries shall inspect all competitors' clocks prior to basketing birds for a race. They shall set and synchronize the date and time of all competitors clocks in accordance with AU Race Rule procedures. Once approved by the club Race Secretary, the timers shall be sealed with numbered lead seals and crimped. The club Race Secretary shall then inspect the seals and ensure that the correct timer seal number is recorded on each competitor's Race Entry Form. A competitor other than the club Race Secretary shall inspect the timer and seal for the club Race Secretary's clock, and record its' timer number on the Race Entry Form.

E. After they are inspected and sealed, all clocks will be simultaneously knocked-off at the time designated by the club Race Secretary.

F. The combine requires all non-computer clocks to be knocked-off a second time prior to clock opening. The second knock-off is not required for computer clocks. This will be done by the club Race Secretary, one clock at a time. The purpose of this second knock-off is to verify the proper mechanical operation of the clock and capsule cylinder or porthole. A competitor other than the club Race Secretary shall make the second knock-off of the Race Secretary's timer, and confirm the proper advancement of the capsule cylinder or porthole.

G. It is the responsibility of each competitor to inspect and verify the seal number and that the clock is properly set for the race.

H. There are several kinds of master timers to use.

1. There is a unit called the "TIMEKUBE" sold in Radio Shack Stores. These are short-wave crystal controlled with push button frequency selectors using a 9-volt battery for power. There two units available, the first is tuned to WWV, Bureau of Standards Station ? Boulder, Colorado on frequencies 5, 10, & 15 megacycles and is sold in stores in the USA. The other unit is sold in the USA in the Northeast and Canada and is tuned to station CHU?Canada on 7.5 & 3.2 megacycles. Time given every minute with a time announcement and a beep on the minute. Timers can be set directly from these transmissions. Sometimes (in a crowded room on race night) the beep is difficult to hear so it is advised that the Race Secretary listen for the beep and have a red light positioned where every one can see it and when the beep is heard the light is switched on and each member can START or KNOCK?OFF his timer.

2. Perhaps the most accurate timer is a quartz watch. These are inexpensive, accurate, and some clubs use the wrist watch style.

3. Master time shall be (Time Cube) from Bureau of Standards Station, WWV Boulder, Colorado or phone time.

4. The combine recommends that all clubs use a TIMEKUBE as a master timer for setting timers and conducting knockoffs.

#### Opening of Clocks

##### I. Clock-Opening Procedures

1. All timers will be opened and countermarks checked by two committee persons, neither one being the timer's owner (competitor). The clock reading and countermark verification procedure shall be supervised by the club Race Secretary, or in his absence, a member of the club Race Committee. A minimum number of three (3) competitors must be present at this knockoff to verify proper clock opening procedures. If the minimum number of three competitors cannot be assembled to open clocks, the remaining one or two competitors may go to another club in the combine to participate in their clock- opening knockoff.

2. The club Race Secretary shall supervise a synchronized knock-off at a designated time.

3. For computer clocks, the clock time information will be printed-out or hand recorded and

times verified before they are opened.

4. For all timers, the seals shall be inspected and the seal number confirmed prior to clock opening.

5. The flyer is not to open their own clock, read their own tape, or record their own information on the race entry sheet at the clock-reading knockoff.

#### Reading of Tapes

#### Checking Countermarks

J. Each countermark in a competitors clock shall be removed, one at a time, and identified on the Race Entry Form. The arrival time, obtained from reading the time stamped on the tape or displayed on a computer clock, for that corresponding porthole, shall be recorded on the Race Entry Form. The position number (1st, 2nd, 3rd, etc.) shall also be recorded on the Race Entry Form. In addition, for the first bird clocked by each competitor, they shall verify the second (inside) number with the inside countermark number on the countermark slip. This inside number must be recorded on the Race Entry Form for the first bird clocked by each competitor to confirm that it was checked and verified by the clock-reading committee.

K. All countermarks in the timer shall be checked for the first outside number and then replaced in the hole of the barrel that it came out of.

L. The countermark in the first barrel for each competitor in each race shall be checked for both the outside and inside countermarks, and then replaced in the hole that it came out of before the next countermark is removed. The inside countermark number shall be recorded on the competitor's race entry form and checked with the paper slip for confirmation.

M. If, during the clock-reading and countermark verification procedure it would appear there might be any question of race results, the following procedures shall be followed:

1. All countermarks shall be replaced in the holes they came out of and the clock shall be resealed and the seal number recorded. The club race secretary shall keep the timer and other evidence until it can be examined by the combine Race Committee with assurance that all of the information is intact as it was presented to the club.

2. The numbered seal that was removed from the clock should be saved in a secure manner, with the countermark papers, so these can be verified.

3. The combine Race Committee shall be quickly assembled to examine the timer, countermark, race entry form and any other documentation or procedure necessary to verify or confirm race results, resolve disputes, or make any disqualifications.

#### Clock Malfunctions

#### Computer Clock Defects

#### Capsules and Countermarks

#### Approved Clocks

### X. CONVEYING AND LIBERATING

A. The race birds should be watered at least one-half hour before all releases, and during holdovers and two-day transports.

B. No refunds for races not shipped.

C. The liberation from all stations shall be in fair weather. The combine Race Secretary shall have the authority to protect his charges whenever, in his opinion, they require it; or may upon relating the particulars to the combine Race Committee, ask for a vote on whether the concourse wants liberation under the prevailing conditions.

D. The hauler shall do the following for all Mid- Valley Combine race releases:

- (1) Make sure all crates are sealed as they are loaded at each club and in their designated location (location on truck).
- (2) Birds must be watered before release on every race at least thirty (30) minutes before release at the release point.
- (3) Feeding and watering on two day races shall be at the direction of the liberator.
- (4) Amount of feed: Feed one (1) heaping tablespoon of feed per bird per day of feed for number of birds in crate. The Race Committee shall decide the type of feed used. The number of birds to be marked on outside of each crate by each club and a crating list be given to the driver for all 2 day races.
- (5) The birds will be fed in metal trays at all times.
- (6) The Hauler must call the Liberator before each race release.
- (7) No birds will be released earlier than thirty (30) minutes after sunrise or at Combine Race Secretary's discretion. There shall be a 60 minute break between an "A" release and the "B" release. Shorter time may be authorized by the Liberator under extenuating circumstances such as bad weather.
- (8) Hauler to check all crates to make sure all birds have been released.
- (9) Collect the copies of the Race Entry Forms or remind club to place in designated location on truck.
- (10) The hauler shall carry a GPS unit (provided by the combine) and record location coordinates at the release point for combine races so verification can be made of the exact point the birds were released. The GPS unit provided by the combine shall have the capability to record the date and time the location plot was collected. The Liberator (or his designee) shall inspect the GPS unit during pick-up on the week following a race to verify location information, date, and time recorded at the release point.

E. The club Race Secretary is obligated to have all crates properly sealed before delivery to the conveyor.

#### XI. TOSSING OF RACE BIRDS

A. Any member of the club has the right to ask the Race Committee to request the owner of any prize winning bird to produce said bird for verification, description, and registration. The bird may also be tossed if deemed necessary by Race Secretary. If such permission shall be denied by the flyer, the bird shall be disqualified and trophies, diplomas. and moneys will be forfeited and the fancier expelled from the club without further notice.

#### XIII. TIME OUT FOR DARKNESS (DEADTIME)

A. Birds clocked after closing time will get credit as day birds, but will be figured as if clocked at starting time the next morning, and will have no effect on flying time of second-day birds.

#### XIV. CLOSING OF RACES

A. The race is closed when all awards, points, and positions have been filled.

B. Maximum time periods: All races up to 260 miles will be two-day races. Races 261 miles to 400 miles will be three-day races. Races 401 miles and longer will be four day races. The short loft to determine the distance.

#### XV. RACE VELOCITY COMPUTATIONS

A. All clubs are required to use the same race-computing software, approved by the combine, to compute the race results for combine races. Prior to the beginning of each race season, the combine Race Secretary shall establish standardized procedures to be used by all clubs to facilitate the task of calculating speeds and producing a race results report for combine competition. The combine Race Secretary may wish to enter the information into the race-computing software from copies of completed Race Entry Forms, or may wish for each club Race Secretary to enter each club's entries and results into the agreed-upon race-computing software, to be merged into a single race report. Should the combine Race Secretary require each club to enter the race information, each club shall transmit the race results in electronic format in the manner requested by the combine Race Secretary. This manner may include: mailing a diskette, transfer by modem, or transfer by Internet, depending upon the manner most convenient for the combine Race Secretary.

B. Should any club be unable to compute the race results using the race-computing software agreed-to by the combine, the results may be calculated using the following procedures:

#### Correction of Clocking Time

This is the first step in the process of speed calculation. As stated in Club Race Rules Article XII, the clock variation (as to how fast or slow) is determined by the last stamp on the tape, i.e., the STOP TIME. (For example, a clock was 44 seconds slow if the last stamp printed 7:29:16 and STOP TIME WAS 7:30).

The correction of clocking time is a simple math problem based on the following decimal figure: the time the clock ran until each bird was clocked (from START to CLOCK TIME), divided by the total time the clock ran (from START to STOP TIME). The decimal figure can be easily determined using a calculator, or you may use the "Black Book". The above decimal figure is then multiplied by the clock variation. If this result is not a whole number, it is: 1) rounded up for SLOW clocks and then added to the time of clocking a bird, or 2) rounded down for FAST clocks and then subtracted from the time of clocking a bird. You now have the corrected clock time(s). (Remember, if SLOW, round up and add...if FAST round down and subtract). The above correction is done automatically if a computer and the AU Race Program are being used.

#### Time of Flight (Elapsed Time)

The second step in the process of speed calculation is to determine the time of flight (elapsed time). This figure is found by subtracting the corrected clock time(s) (see A above) from the time of liberation.

#### Changing Time into Seconds

Step three is to convert the time of flight (elapsed time) into seconds. You can do this manually or by using a conversion chart provided by the AU. Both steps B and C are done automatically if a computer and the AU Race Program are being used.

#### Determining the Speed (Yards per Minute)

The final step in speed calculation is to divide the distance (in 1/60 yards) by the time in seconds (1/60 minutes); the speed derived will be figured in yards per minute. Note: distance in miles is easily converted to the 1/60 yards figure by multiplying the miles number by 105,600 (1760 X 60). Once again, this step is done automatically if a computer and the AU Race Program are being used.

#### Example of How to Manually Figure a Speed

(A) Clock Start Time	8:00 PM	2/14/89
(B) Clock Time of First Bird	3:22:14 PM	2/15/89
(C) Clock Stop Time	7:30:00 PM	2/15/89
(D) Knock-off Stamp Time	7:29:16 PM	2/15/89
(E) Clock Variation	44 seconds slow (difference between D and C)	
(F) Clock Run (start to first bird)	19:22:14	1162 minutes
(G) Clock Run (start to stop)	23:30:00	1410 minutes
(H) Decimal Figure	.84113475	(divide F by G)

(I) Correction (.824 X 44)	37 seconds	(H X E; slow-round up)
(J) Corrected Clock Time	3:22:51	(add I to B)
(K) Time of Liberation	8:15 AM	
(L) Elapsed Time	7:07:51	(subtract K from J)
(M) Elapsed Time in Seconds	25671	(1/60 minutes)
(N) Distance (in miles)	313.008	(from survey)
(O) Distance (miles X 105600)	33053644.8	(1/60 yards)
(P) Speed	1287.586 YPM	(divide O by M)

#### Figuring Average Speed

Method  
The TOTAL DISTANCE divided by TOTAL TIME method is used for this computation.

#### Eligibility

1. Only lofts who enter and clocked on all Average Speed races are eligible for the Loft Average Speed Award.
2. Likewise, to be eligible for a Single-Bird Average Speed, if one is offered, a bird must have entered and clocked in all Average Speed races.

#### How to Calculate

1. Find the total distance by adding the distance in miles, or the distance in 1/60 yards, of each Average Speed race. If the miles figures are used multiply the total by 105600.
2. Find the total time by adding the time of flight (elapsed time), or the time in seconds, of each Average Speed race. If the time of flight figures are used, change to seconds using the conversion chart provided by the AU.
3. Divide the total distance in 1/60 yards by the total seconds; the results is the average speed in yards per minute. If a computer and the AU Race Program are being used, average speeds for short distance, long distance, and all distances are figured automatically.

#### Bad Weather

1. In the event of a long race brought back to a short station, that race will be figured in the long average using the release station mileage.

#### ELECTRONIC BAND SCANNING SYSTEMS

- A. Any person who removes or destroys an electronic band on a bird other than his own will be suspended from the Mid-Valley Combine indefinitely.

#### XVII. ORGANIZATION RACE RULE AMENDMENTS

- A. Amendments or additions to these race rules may be approved at an official combine business meeting, providing the matter is properly noticed on the agenda as required in the Bylaws and Additional Race Rules and they do not conflict with the Official AU Race Rules.
- B. A suggested alteration or amendment must be submitted in writing at one official business meeting and approved by a simple favorable majority of the quorum present. To be final all changes must be verified by a two-thirds favorable vote of the quorum present at the next official meeting, held at least two weeks after the first vote.
- C. Amendments or alterations shall become effective immediately after the second favorable vote of the members, but they are not retroactive and will not apply to a race series in progress.

#### XVIII. AWARDS

(Starting in 2001 Old Birds UPR awards will be calculated per 1998 Guidelines)  
The combine shall issue plaques (or trophies), engraved plates, framed certificates, and diplomas depending upon the type of win. The following 11 category winners each year shall receive a

plaque or trophy for their achievement:

Top Young Bird Calculated as 600 Sum Winner  
Top Old Bird Short Distance  
Top Old Bird Long Distance  
Top Old Bird Marathon  
All Distance Overall Champion  
Old Bird Short Average Speed  
Old Bird Long Average Speed  
Old Bird Overall Average Speed  
Young Bird Average Speed  
General Champion of Old Birds  
General Champion of Young Birds

A. The Race Winner of each race shall receive an engraved plate, which may be affixed to the combine supplied plaque. When a flyer fills-up his or her plaque, the combine shall provide a new one.

B. Diplomas will be awarded for all birds that have finished in the top 5% of the birds entered in the race.

C. Any two birds clocked at the same time shall each be given equal diplomas and shall each receive equal award recognition. This may mean two birds clocked in the same second could each receive First Place recognition. Note: This clarification currently applies to two birds from different lofts with any type of clock, or to EBS-clocked birds in the same loft. The Benzine EBS clock shows clocking time in thousandths of a second so ties are unlikely. For countermarked birds in the same loft AU Race Rule 9.05 applies. That rule states that two countermarks can be placed in a porthole and both birds will be given that time, but the flyer must indicate which countermark was removed first and which was second. They are not given equal ranking. The AU is currently reviewing this policy any direction they provide on this issue will prevail.

D. Champion Loft - The General Champion of Old Birds and Young Birds will receive a plaque or trophy. The Old Bird Middle Distance and Long Distance will receive a framed certificate.

E. Team Champion - The Old Bird Short distance, Long Distance, All distance, and the Young Bird Champion will receive a framed certificate.

F. Ace Birds - The following category winners each year shall receive either a plaque or trophy for their achievement. (Note: Ace bird awards are for best bird, not best hen and cock for each category.): Top Young Bird (600 Mile Sum), Top Old Bird Middle Distance, Top Old Bird Long Distance, Top Old Bird Marathon, Top Old Bird All Distance (1000 Mile Sum).

G. Yearling Ace Bird - A framed certificate will be given to the best middle and 1000-mile sum yearling.

H. Average Speed - The following category winners each year shall receive either a plaque or trophy for their achievement: Old Bird Short Average, Old Bird Long Average, Old Bird Overall Average, and Young Bird average speed winners. For Old Birds only; short average is all races in California and long average is all races outside of California. Average speed winner must have entered and clocked at least one bird in each race for the category (AU rule 5.10).

I. The combine currently pays for these awards from the general fund, however, special fund-raisers are held with the specific purpose to pay for them. This includes the raffle held at the annual combine awards banquet. Funds raised at that event are forwarded to the general fund to offset the costs of the trophies. The combine could collect a trophy fee from each flyer prior to the season if the raffle and other fund-raisers do not collect enough to pay for them. The trophy fee amount would be set at the combine meeting preceding each race season.

#### XX. TRANSMITTING RACE ENTRIES AND RESULTS TO COMBINE RACE SECRETARY

A. All clubs are required to transmit race results to the combine Race Secretary to produce the combine race results report. The combine Race Secretary may wish to enter the information into the race-computing software from copies of completed Race Entry Forms, or may wish for each

club Race Secretary to enter each club's entries and results into the agreed-upon race-computing software, to be merged into a single race report. Should the combine Race Secretary require each club to enter the race information, each club shall transmit the race results in electronic format in the manner requested by the combine Race Secretary. This manner may include: mailing a diskette, transfer by modem, or transfer by Internet, depending upon the manner most convenient for the combine Race Secretary.

B. All clubs shall submit clock tapes (or timer print-outs for computer clocks), completed race entry sheets, and if requested by the combine Race Secretary, the race results in electronic format (as stipulated in Article XX, Section A) to the combine Race Secretary. These may either be delivered in person by the third business day following the closure of a race or may be mailed. If mailed, the materials must be sent first-class, and placed in the mail no later than the end of the first business day following closure of the race.

C. All clubs shall submit the first page of the club race results to the combine race secretary within 24 hours after the club clock-reading is completed. These results may be Faxed, E-mailed, delivered, or phoned to the race secretary. The purpose of this early transmittal of results is to provide the combine race secretary with the opportunity to review results for irregularities and make a decision regarding the possibility of tossing a race bird within the timeframe specified in UA Race Rule 11.03.

D. All clubs shall submit one copy of the race entry form for each competitor at the night of shipping. This copy, which shall contain a complete listing of all birds entered and their countermarks, shall either be provided to the driver or be placed in the designated location on the trailer (such as a locked box if one is installed), depending on the direction of the combine Race Secretary.

E. All clubs shall submit a complete roster of the race team from each competitor to the combine race secretary prior to each racing season. These rosters are due by the first night of shipping. Each competitor's roster shall specify the competitor's name, loft name, and the year, letters, number, color, and sex of each bird on the team. Amendments will be allowed.

#### XXI. DISQUALIFICATION

A. All clubs must abide by all AU and Combine rules or they will not be eligible for combine race results or combine awards.

B. If any of the AU Race Rules or the additional Race Rules adopted by the Mid-Valley Combine are not followed, a competitor, bird, timer, or an entire club's entries may be disqualified from any combine race. The club Race Secretaries, supervising the racing procedures at each club, shall disqualify the competitor, bird, timer, or entries, if the procedural errors are identified.

C. The combine Race Secretary, in consultation with the Race Committee, shall also have the power to disqualify any competitor, bird, timer, or an entire club's entries, should procedural errors not enforced by the club Race Secretary become identified. If the combine Race Secretary should disqualify any bird, timer, flyer, or club, a detailed letter explaining the circumstances of disqualification shall be submitted to the combine Secretary in accordance with Bylaws and Additional Race Rules Article IX, Section 4.

D. The combine Race Committee shall automatically disqualify any flyer or bird for reasons including but not limited to:

1. Incomplete verification on Race Entry Forms that race rules were followed.
2. Failure to provide club race results to the combine Race Secretary within the time frames specified without a phone call to explain the reason for the delay.
3. Failure to provide copy of Race Entry Form to driver (or failure to place in truck at designated location) at night of shipping, or if the copy is incomplete as determined by Race Committee.

E. Expulsion and Penalties for Clubs or Club members withdrawing from a race season without

proper notice.

30 days prior to the beginning of any race season (OB & YB), the Club Race Secretary must submit a list of committed flyers for that race season, to the Combine Race Secretary. If any committed individual or club decides not to fly with MVC and flies instead with another Combine, the following penalties will apply. A penalty equivalent to the fees that would have been collected to fly the season will be imposed on the Club and proportionally the individual. The Club and individual will be barred from flying in any MVC race including any MVC Club sponsored race, until the penalty is paid. Once the penalty is paid by the Club and or individual member, the Club or individual will be allowed to return to the Combine in good standing. Extenuating circumstances approved by the Combine Flying Delegates may wave the penalties.

## XXII. VACCINATION POLICY

A. The Mid-Valley Combine strongly encourages all flyers to vaccinate all the birds in their loft for protection against PMV and Salmonella at least once each year. It also encourages vaccinating youngbirds for POX.

B. Any member that learns that an outbreak of PMV has occurred in their loft must immediately report this to the officers in both the club and combine.

C. As per AU Race Rules birds with Pox legions will not be shipped to combine races. Club members noticing a Pox-infected bird should bring it to the flyer's and Race Secretary's attention, and that bird should be put back in the flyer's basket and sent home.