



Central Coast Racing
Pigeon Association
Incorporated
CONSTITUTION

Rules Updated Mar 2025

GENERAL RULES

1. The name of the Association shall be the Central Coast Racing Pigeon Association Incorporated.
2. Racing Pigeon Association means any Club or Society formed or established for the promotion of the sport of homing pigeon racing.
3. Association means any Homing Society of Club affiliated with the Association in a manner hereinafter provided for.
4. (A) The objects of the Association are the provision of a central organisation for Homing Societies established on the Central Coast.
(B) The promotion and regulation of the sport of racing homing pigeons.
(C) The protection and advancement of the interests of its members in all matters connected with the said sport.
(D) The establishment of a system of better liberation, and reliable liberators to attend to the pigeons in transit and at different selected race points. Refer Liberation Protocols.
5. (A) Only Clubs within the Gosford and Wyong Shire and within the boundaries of the Newcastle Hunter club areas voted on by the association members in 2008 shall be eligible to compete in any races flown under the rules of the Association.
(B) Any flyers outside of these boundaries before 2013 are eligible to compete in Federation races, but those after the start of the flying season 2013 are not eligible to compete. (Boundary closed 2013).
6. (A) All Clubs affiliated with the Association shall pay a fee of \$10.00 per annum, payable at annual meeting or on admission. Affiliated Clubs failing to pay affiliation fee at the annual general meeting or within 14 days thereof shall not be entitled to vote.
(B) Clubs eligible to vote at Annual General meeting must be flying or competing Clubs of the previous season with the Central Coast Racing Pigeon Association.

(C) That there be no smoking in the Association Club Room.

7. (A) The Association shall be governed by a council consisting of two (2) delegates, only one of whom shall vote on any one matter, from each of the Shire Clubs affiliated. Should any delegate not be present to vote then a proxy can be nominated by the provision of a signed paper to the federation Secretary. From whom shall be elected the Officers of the Association, President, Vice President, Honorary Secretary, Assistant Secretary, Ring and Race Secretaries, Treasurer and one Auditor.

(B) (Delegate's means members appointed by the respective Clubs affiliated with the Association.

(C) The Chairman and or President shall not be a delegate but may be a member of an affiliated Club. It shall not be necessary for Vice Presidents, Secretaries, Treasurers or Auditors to be members of an affiliated Club. The Chairman or President shall only have a casting vote in the event of a deadlock.

(D) The Chairman shall announce all votes and decisions and shall have the power to call to order any members whom he considers is obstructing the business of the Federation and should such member persist in doing so, after being called to order, his case shall be referred to the governing body who shall have the power to caution or expel such member of the Federation.

(E) The Chairman/President to have the power to expel any person who is under the influence of Liquor from the rooms and the power also to stop any persons bringing any liquor to the Federation Rooms.

(F) The duty of the Central Coast Racing Pigeon Association Chairman/President is to control the meeting only, unless requested by the Secretary or Race Controller for assistance in an emergency.

8. (A) The general meetings of the C.C.R.P.A. shall be held once a month, starting at 7.30 pm, on the first Tuesday of the month from February to November, unless otherwise decided by the Association.

(B) A special meeting of the C.C.R.P.A. may be convened at any time by the General Secretary, or in his absence, the Assistant Secretary, or by

requisition to the secretaries, duly signed by not less than four (4) delegates representing 4 different Clubs. At such special meetings the matters of which notice has been given by requisition shall only be dealt with by that special meeting.

(C) Four delegates each from a different Club shall form a quorum.

(D) The Budgewoi Pigeon Club is officially recognised as the Headquarters for the Central Coast Racing Pigeon Association.

9. The annual general meeting of the C.C.R.P.A. shall be held on the first Tuesday in November for the receipt of the Annual report, the election of officers and the transaction of any such business as may affect the interest of the Association. Such meetings to commence at 7.30pm. Balance sheet shall be presented at the February meeting with the financial year being 1st January to 31st December.

10. (A) The General Secretary is to attend all meetings of the Association and receive all monies, which he in turn will hand to the Treasurer, and to attend to all business of the Association.

(B) The Assistant Secretary to assist General Secretary.

(C) The Race Secretary to make provision for all races, etc.

(D) The Ring Secretary is to keep a record of all Association rings issued and to notify all Club Secretaries of affiliated Clubs, of members birds that have been reported found.

(E) The Secretary Treasurer shall bank all monies in the name of the Association within seven (7) days of receipt of same.

(F) In the event of the President and Vice President being absent the Chairman for that particular meeting to be elected by the delegates present.

11. Any person or persons carrying on any fraudulent practices shall be expelled from the C.C.R.P.A. for a period named by the Association and may be prosecuted.

(A) Any Club disqualifying a member shall report same to C.C.R.P.A. within seven (7) days.

(B) Any member who has been disqualified has the right to appeal within seven (7) days.

(C) No Club shall be admitted to the C.C.R.P.A. who has amongst its members any person who has been disqualified for fraudulent practices.

12. The VOTING for the RACE DIRECTION (NORTH, SOUTH, NORTH WEST OR SOUTH WEST) shall be taken before the Young Bird Derby. Only flyers that pay the Federation membership of \$30 and have flown this year are eligible to vote. This membership fee is for the following years race season.

13. The Association shall, as soon as possible, draw up a schedule of races. Proposed race schedules to be submitted by Affiliated clubs by the AGM. Such schedule to be decided by the February meeting.

14. The transport costs are to be shared equally by all people using this facility. The equation used to arrive at a cost per head will be the season transport budget, divided by the number of baskets ordered by clubs. Flyers can fly teams of five birds, ten birds, fifteen birds and twenty bird teams. Baskets are to hold up to 23 birds.

15. There shall be a quorum of four flying members from different clubs of the C.C.R.P.A. present at any basketing of pigeons, ringing of clocks and checking of tapes in an Association race.

16. Each affiliated club shall supply a complete list of member's names and address' to the Secretary of the Association prior to the first race.

17. Any question not specified in the rules shall be decided by C.C.R.P.A. COMMITTEE whose decision shall be final.

18. Protests shall be dealt with by the Committee. All protests must be made in writing to the Secretary and be in hands within seven days of the alleged grievance taking place. A fee of \$5.00 to accompany protests and be returned if protest is upheld.

19. Secretary to provide each club and new member with a copy of the constitution and rules for a fee set by the committee.

20. These rules cannot be altered, amended or rescinded, only at the Annual General Meeting, unless a months' notice be given in writing and then must obtain a majority of seventy five percent of the delegates present.

21. NOTICE OF MOTIONS: Shall be lodged on or before the last race of the season. These motions shall come from clubs and not from individual members.

22. Voting members shall be those who have paid a fee of thirty dollars (\$30.00) and are flyers of the current flying season, Flyers for the forthcoming season shall pay a transport deposit of \$70.00 at the April meeting, at which the transport budget shall be calculated. Balance of which fees are due prior to the first race. If a member fails to pay this balance then the flyers club shall pay same.

23 A committee made up of an elected person (transport manager) and each clubs senior delegate, shall form the transport committee. This committee shall make decisions to govern the general use of the truck transporter. The transport manager shall run the day-to-day duties for the transporter and prepare the annual budget of bird cartage costs.

24. A POINT SCORE shall be conducted each season with the highest placed flyer to receive 1 point down to the lowest placed to receive the number of flyers in each race. If a flyer fails to time in then they shall receive the number of flyers in the race. The point score to be conducted over short, and long distance, plus an overall. Flyers who do not fly shall receive total number of flyers.

25. (A) PRIZE MONEY FOR SPECIAL RACES AND COMBINES: Prize money for these races to be paid at one prize in every seven flyers. Combines are Individual with flyers electing to participate at each event at \$10.00 each and payable at basketing night. A flyer can only take one prize in these races with the exception of the Breeders Plate and Futurity. Multiple prizes can be obtained in these races. Entries for Futurity and Fed \$10.00 Ring. Race close on basketing night of first race.

From the commencement of the 2025 season the number of Birds eligible to compete in the Young Bird Derby shall be a maximum of 10 per flyer.

The cost of entry shall be \$5 per bird.

(B) The Futurity race shall have a entry limit of 30 birds. With only 20 birds to go to the race. Fee is \$2.00 per bird.

(C) The \$10 ring race shall have a limit of 10 birds with a fee of \$10 per two birds. If 10 entered, only five to go to race.

(D) All flyers sending birds to the Young Bird Derby weekend and the National weekend are all eligible for the Loft Auction.

26. SURPLUS BASKETS: If available, will be at \$10.00 each for flying members or \$20 per basket for Federation members that are non flying within the Federation Truck. Flyers utilizing the Federation Trailer will be \$12 per basket for Federation members or \$22 for federation members that are not flying . Birds will be released from the 1st race point to the distance under Coffs Harbour or (equivalent distance) 5 baskets or less to go up with race birds. From then onwards distance from Coffs Harbour (or approximate distance) all surplus on truck to be released with race birds. If trailer is used, then all surplus to be released 30 minutes after race birds. If bad weather or other circumstances occur then these may be released with race birds. Fee to be collected by Club Secretary and passed on to Federation Secretary at the NEXT Federation meeting.

27. All baskets to be in good order.

28. Birds to have access to water on race baskets, during the time of Basketting at Federation Clubs. Birds to have access to water on race baskets, during the time of Basketting at Federation Clubs.

29. Flyers who do not vaccinate all their Racing & Stock birds for PMV will not be allowed to compete in any Racing or Tossing conducted by the C.C.R.P.A.

30. The C.C.R.P.A. HAVE A WEB SITE:

www.ccpigeons.com for race results and other general information.

31. (A) C.C.R.P.A. shall invite JUNIOR FLYERS to participate in all schedule races. JUNIORS will be able to race free of any fees.

(B) Juniors must be of school age or if older with approval of C.C.R.P.A.

(C) Juniors may send 5 birds of any age as part of the senior flyers team.

(D) All juniors are to receive a Merit card for a bird timed in on the day of the last prize taken in their club.

RACE RULES

32. All birds competing in Club or Association races shall be the bona fide property of the competitor and shall carry a rubber race ring, or electronic chip ring and must be rung with a perfect and intact recognised Homing, Club, Society, Association or Federal metal ring. Birds may also be wing stamped.

33. Winning birds in all Association races to be proved the property of competitor and same will be released by the President or Secretary (of Competitors own Club) up to 400 meters from loft within 48 hours of clocking in. Placed birds may be released if desired by the Committee.

34. Birds flying in a race under 226km must be home on day of liberation, over 226km and under 615km two days, over 615km and up to 807km three days, over 807km four days. Such distances to be to the Long Jetty Post Office.

35. All races to be decided on velocity system.

36. The duration of a day shall mean period of time from 60 minutes before sunrise to 60 minutes after sunset. Sunrise and Sunset to be regarded as occurring as stated by the Bureau of Meteorology. The period of time between 60 minutes after sunset to 60 minutes before sunrise shall be termed

HOURS OF DARKNESS and are to be omitted in calculations of velocities in the event of a bird or birds homing in the house of darkness, when race is

more than one day's duration. Then position or positions of such bird or birds in the race to be calculated by velocity system on actual flying time, i.e. taking into account the hours of darkness up to timing in.

37. Birds homing on that day or during that day's hours of darkness cannot be beaten by a bird homing on any subsequent day.

38. The committee may refuse the entry of any bird.

39. All competitors shall be allowed but one prize in any race in which all places are filled, except the Breeders and Futurity races and any other race that may be decided.

40. (A) The use of race sheets (including printed race sheets where ETS System is used), shall be compulsory in all races controlled by the Central Coast Racing Pigeon Association.

(B) That on Federation race sheets the letters CC will be sufficient to indicate Central Coast.

41. In the event of only one bird homing before the close of a race time such bird to take all the prize money. If fewer birds home than prizes allocated, the remaining prize to be divided on a pro rata basis between bird's homes. In the event of no birds homing before the close of a race, prize money to be returned pro rata after expenses.

42. Any member wishing to fly more than one team of birds will be required to nominate a separate team of birds with a club and only those birds nominated will be accepted in any CLUB or COMBINE RACE. Each team to be nominated shall be given to both club and Association Secretaries.

43. Young Bird Derby birds to be released 30 minutes after open race birds.

National birds be liberated with open birds.

44. Following commencement of basketing, the flyer is not permitted to go home and get or replace another bird, nor have a bird bought to the club. Flyers are allowed to replace with a surplus bird or other bird already at the club.

45. Performance Enhancing Drugs.

Members who bring forward concerns regarding the use of Performance Enhancing Drugs should firstly report this to their Club Secretary who is then to report the concern to the Federation Secretary.

The delegates are to discuss and if agreed are to undertake Agreed Protocols. These are yet to be Protocols drafted, but it is considered that those undertaken by South Australian Federation could be a guide.

CLOCK RULES

46. Only continuous running clocks approved of by the Association shall be used in any Association Race.

47. All timing clocks, both Club and private, shall be thoroughly overhauled by clock committee and certified fit for use, a minimum of 1 week prior to first race.

48. Members are not allowed to have clocks in their possession after being overhauled unless sealed prior to race.

(A) A time for production of clocks be fixed prior to each race, 6.55pm for 7.00pm kick. Any late birds will be allowed two hours after timing in to get to clocking centre.

(B) Clocks to be kicked with secret device five minutes prior to hour nominated.

(C) At setting, clocks must be running when struck against the radio time signal and are to be started against a master timer any time within a half hour prior to the scheduled time. All buckets either side of race rubbers must contain a ball or secret device so that no buckets are empty between the initial setting and final checking. The sequence of prints should be (1) set, (2) check, (3) ball, (4) bird or birds, (5) ball, (6) check.

(D) In the event of a clock being accidentally double kicked, and in the opinion of the Disputes Committee "No fraudulent practice has taken

place”, the corresponding print to the empty bucket will be disregarded and the clock tape read.

(E) Any print associated with an empty bucket shall be disregarded, provided that there is evidence of a rubber race ring in the clock. The clock remains in competition allowing a second competing race rubber to be read.

(F) Should a flyer have an empty bucket because of double kicking, or not being able to insert thimble in that bucket, he must notify committee before ringing off.

(G) After the ring off, the clock is to be opened, the head handed to the Tape Reader who will record information from the Head, run up, Kick on, Rubber, empty bucket, etc, in door, Kick off. Once this information is recorded, contents of the Head should then be removed. Note.....head is not to be turned upside down until information has been recorded.

(H) All clocks to be returned intact, whether used or not.

(I) Boxes or thimbles of their respective clocks shall be used. Thimbles to be inserted with opening face downwards and must contain rubber ring of bird timed in. Rubber ring to correspond with duplicate tag in every way and any infringement of this rule will entail disqualification.

(J) Rubber ring to be wholly and solely in buckets of thimbless clocks.

(K) All clocks must be started and checked by master timer. Master timers to be set to by ringing 1194.

(L) Association to allot basketing and clocking stations to best advantages of Clubs.

(M) Association shall not be responsible for Club or individual property during progress of Association races.

(N) All clocks to be reset every 72 hours in the event of a holdover. Except quartz clocks which do not have to be reset.

49. (A) In the event of a clock gaining at the rate of more than five minutes in 24 hours, the time registered will be taken as time of arrival.

(B) In the event of a clock losing at a rate of more than five minutes in 24 hours, the double of the variation shall be added to the registered time. When the variation is inside five minutes it will be added or deducted the usual way.

(C) In the event of a clock gaining or losing at a rate of more than 10 minutes in 24 hours, such clocks to be definitely out of competition.

50. In the event of a clock stopping after competitor timing in he may take his clock to a recognised official, approved by the Central Coast Racing Pigeon Association, and have time registered in second clock, provided such clock is competing in the Association race. If clock has to be reset two (2) members signatures must be on tape.

51. (A) Should a member's clock stop prior to timing in, such clock may be taken to clocking centre to be reset or another clock may be obtained, or the member may time in to another member's clock.

(B) Should a member overturn a bucket so that a thimble cannot be inserted he will place a piece of paper in that bucket, turn it away and time in to the following bucket. He must then notify the committee before kicking off.

52. In the event of a member timing in a wrong pigeon in the first thimble he will be allowed to time in the second thimble and in such case must notify Secretary of same prior to clocks being checked. He will be allowed one mistake.

53. Two or more competitors may time in to one clock.

54. A competitor shall have the right to view another competitor's clock at any time during the progress of a race. Any competitor taking his clock to another place to time in, whereby he may gain an unfair advantage, shall be disqualified.

55. Should a rubber ring number not correspond with the number as stated on the race sheet or with the tab retained by the Club for that entrant, the pigeon credited with that number shall be disqualified from that particular race.

56. Only 3/16 of an inch on Benzing Iscus 4 points, STB 4 points, Junior Jundes 4 points will be allowed on clock dolometers. Any other clocks must be shown at Association meetings before an allowance be given. Any clocks showing more than the amounts allotted will be disqualified. Any competitor will have the right to inspect any clock roll or sheet before prize money is paid.

57. Any day that two races are on the same day shall be as follows:
CLOCKS only opened if both race teams home. If only one team home then clocks to be rung at 8.00pm and not opened. On the next day, clocks rung at 7.00pm. (This rule is exempt for electronic clocking systems, E.G. CABOOLTURE AND TIN CAN BAY.

ELECTRONIC TIMING RULES

58. (A) ELECTRONIC BAND SCANNING SYSTEMS (EBSS) BRICON, BENZING, ETC. to be approved by the C.C.R.P.A.

(B) In the event that the C.C.R.P.A. Committee determines that an EBSS system or a system design does not provide adequate security or presents a potential security question, the C.C.R.P.A. may disapprove of the use of that system.

(C) The C.C.R.P.A. reserves the right to withdraw the approval of any EBSS system if lack of security occurs.

(D) If any race Secretary or race Official determines that a lack of security exists with a flyer, he must notify the C.C.R.P.A. Secretary. The race Secretary must provide a written statement of the reason for concern.

(E) The use of an EBSS system by a flyer, must be accepted by each club and the C.C.R.P.A. Secretary must also be notified stating the type of system to be used. The use of EBSS systems is optional and all costs are to be paid by the flyer.

(F) Each member is free to purchase any EBSS system they choose, but it is recommended that each club use the same system to enable the hardware/software to be compatible.

(G) The serial number of each EBSS and the serial number of each antenna must be recorded by the club Secretary and the C.C.R.P.A. Secretary before being used.

(H) Installation of an EBSS system in a flyers loft must be inspected and approved by the club Secretary with the C.C.R.P.A. Secretary prior to racing and at least one club seals fixed to each antenna.

(I) All antennas must be installed wholly within the confines of the flyers loft. This means within the face or wire front of the loft and cannot be placed under a landing board unless that part of the landing board is within the face of the loft.

(J) Point of fixture of each antenna must be documented and remain in that point (unless approval by Club and C.C.R.P.A. Secretary is granted) for the entire race season.

(K) Users of EBSS Systems must:

(K1) Use an electronic band scanning system that has a re-programmable electronic band.

(K2) Use electronic bands that have read/write chips. Currently the use of 64/128 bit chips.

(L) After all EBSS bands have been securely placed on each bird, the race Secretary or a race official shall scan or read a flyer's bird band number prior to a race in which the bird may be entered in one or more races and print out a list of all bird band numbers. The list shall be signed and retained by the Secretary. This list shall become the flyer's race sheet.

(M) EBBS Systems are to be set by use of the World Clock from a RE-set Phone

(N) Basketing of birds shall be done in the normal way but with a race official checking that each bird is corresponding to the EBSS system display and printout. A printout of the race list shall be signed and retained by the Secretary and another given to the flyer. These printouts will serve as a race list.

(O) In the case where the electronic clock shows a tie then the first bird on the list will be deemed the highest placed.

(P) If the data contained in an EBSS becomes defective, erases, or corrupted between race entry and return of birds to the loft, then the flyer will be disqualified from the race. The Club Secretary will verify the system failure.

(Q) If electronic timer becomes faulty, flyer is permitted to put chip ring into a manual clock.

(R) When reading printouts of clocked birds time recorded is to be taken as the full seconds only not any part thereof.

59. C.C.R.P.A. to allow flying members to use the Benzing Live System where the flyer can do an evaluation at the loft. Members wishing to use Benzing Live are to advise the C.C.R.P.A. Secretary before commencing official use. Member's are responsible to send the evaluation list showing trap birds and loss and gain by email to the Federation race secretary and administrator responsible for entering the results on the C.C.R.P.A. website on the official night of reading of clocks. The C.C.R.P.A. result system is the only accepted velocity calculator and is the source of all official results. Flyers using the Benzing loft evaluation must have their basket list and evaluation list to the Federation race secretary within 7 days of official reading of clocks.

LIBERATION PROTOCOL

1. Objectives.

1.1. To optimize race returns using best practices within our control.

1.2. To identify and avoid liberating the birds in conditions that could jeopardize their chance of returning home safely.

1.3. To set parameters within which the Liberation Committee and liberator are required to operate, to avoid foreseeable and therefore preventable losses from occurring.

2. Liberation Guidelines.

2.1 The liberation committee to consist of 3 members from the C.C.R.P.A. One member from the Northern Boundary, One from the Centre, and One from the Southern end of the Federation Boundary. One of the members to be the Federation Secretary of the day

2.2 The Liberation Committee shall, prior to the release of birds, examine the current and forecasted weather conditions which are along the expected line of flight during the flight time.

2.3 The use of current weather reports and forecasts are to be obtained from the Bureau of Meteorology and Weather Zone and are to be used in conjunction with the liberator's observations at the liberation site.

2.4 The liberation committee shall make every effort to avoid clashes with other federations where possible by taking into consideration factors such as forecasted weather conditions, liberation times and liberation locations.

2.5 Confirm weather conditions on the ground by seeking advice from local contacts along the flight path, where available.

2.6 The Liberation Committee shall then determine whether liberation will be undertaken.

2.7 The Liberation Committee shall not liberate the pigeons for any race unless all Committee Members agree to do so.

3. Liberation Conditions

3.1 The birds will not be liberated unless confirmed ground observations along the flight path indicate that the forecast conditions are correct, or the weather conditions are moderating quicker than forecasted.

3.2 Extreme caution shall also be exercised if the defined temperature conditions (Temperature: The temperature at the race point shall not be

lower than 4°C and not exceed 30°C at ground level at the liberation site at the time of liberation.

3.3 Fog at liberation point or fog along the line of flight. Delay the liberation time by up to 2 hours to allow fog to clear.

3.4 Rain or low and heavy overcast at race point or along flight path clearing. Delay liberation time by up to 2 hours.

3.5 Where clearing rain is forecast along the flight path, birds may be liberated provided that the rain(s) encountered are light and of a sufficiently short duration that shall not impede the progress of the birds.

3.6 Analysis of weather conditions will consider the estimated flying time, which is outlined as follows: flying time is the time between liberation and the anticipated arrival home of the majority of the pigeons (this will be calculated by using a velocity of 1200mpm) for races less than 800km. For all races more than 800km the weather for the day after liberation shall also be taken into account before birds are liberated.

3.7 Favourable or neutral weather conditions are defined as: those which are known to be helpful or have no known effect on the pigeon's ability to navigate their way home and will result in the liberation of the pigeons. Is a day with patchy cloud not associated with rain. 6.6 A tail wind or gusts:

(a) Is wind or gusting winds heading in the same direction as the birds and is 49kph (27 knots) or less. (Weather Bureau forecast is a fresh to strong breeze).

(b) A headwind or gusts: Is wind or gusting winds heading into the expected line of flight which do not exceed 29kph (17knots). (Weather Bureau forecast is moderate to fresh wind strength).

(c) Wind other than a headwind: Is wind or gusting wind in any direction other than a headwind that is less than 29kph (17 knots) especially as a cross wind on coastal routes (Weather Bureau forecast is a moderate to fresh wind strength).

3.8 Unfavourable Weather Conditions are those conditions which are known to obstruct or affect the ability of the birds to navigate their way

home. Should any of the following conditions be detected or be predicted during the flying time the liberation shall be postponed or cancelled.

(a) Fog, dust storms or smoke haze: At the liberation site or near the expected line of flight, at any pass or mountain range on the expected line of flight.

(b) Overcast conditions: With one hundred percent low cloud coverage, poor visibility, no wind and without sun being visible or no shadows cast.

(c) Poor visibility: A clear line of sight that is less than 5 kilometres.
Rain: Should it be raining at the liberation site or over moderate stretches on expected line of flight.

(d) Stormy weather or lightning: Predicted anywhere on or approaching the expected line of flight.

(e) Temperature: Should temperature along the expected line of flight be predicted lower than 4°C or higher than 30°C at ground level.

(f) Wind or gusts in any direction: Wind or gusts, except for tail winds, more than 29kph (17 knots) from any direction, especially as a cross wind when racing on coastal routes.

4. Bird Transport and Liberation Times

4.1 The trailer to be stationary for a minimum of 4 hours prior to any liberation except when the trailer has been moved to an alternate liberation site, in which case the birds shall have at least 1 hour rest for every 2 hours of travel time.

4.2 In the event there is 2 races on the last weekend of racing the longest race of the weekend will be liberated first, weather permitting.

4.3 Early as possible (E.A.P) is defined as: liberating birds no earlier than 30 minutes after local sunrise.

4.3 Birds held over shall be liberated from 8.00am but can be liberated up to two hours later than scheduled time except when stipulated earlier as per the schedule.

4.4 Holdovers.

If birds are not released by the Second day, in all races except Y.B.DERBY, National and Long race weekend, they will be returned to clubs.

6. Role and Responsibilities of Liberation Committee

5.1 The Liberation Committee has the authority to alter basketing days as defined on the Race Schedule, for the safety of the pigeons, to allow liberation on any day from Thursday to Monday, inclusive.

5.2 Should a liberation look unlikely because of a locked in weather pattern and where there is only a remote chance of a liberation occurring, the liberation committee shall undertake discussion to bring the birds back to a shorter race point on the same route or change to an alternate direction whereby a liberation can be made possible.

5.3 Should liberation look unlikely because of a locked in weather pattern, and where weather predictions show no foreseeable chance of liberation, the Liberation Committee shall have the authority to cancel the race and bring the bird's home.

5.4 Should a liberation look unlikely because of a locked in weather pattern and where weather predictions show no foreseeable chance of a liberation, the Liberation Committee shall have the power to abandon and/or reschedule the race prior to basketing, provided such information is advised on the Federation telephone number and website by 5.00pm on the night of basketing.

5.5 That in the instance where we have a truck driver who is not familiar with the requirements of racing pigeons, the necessary arrangements be put into place for a liberator, that is a pigeon person who does understand the requirements of racing pigeons and the hygiene and health that should be associated with same, to accompany the truck to the races.

6. Role and Responsibilities of Liberator

6.1. It is the liberator's responsibility to care for and maintain the birds whilst they are being loaded, enroute to the race point, at the liberation site and should the need arise to arrange pick up of any lost birds on way home.

6.2 To identify and avoid liberating birds in conditions that could jeopardize their chance of returning home safely.

6.3 Loading. To help supervise loading of baskets onto the truck from and to ensure Clubs load in the correct position.

6.4 Airing, the truck & trailer. To be opened whenever the truck is stopped for any length of time (minimum 15 minutes) e.g., such as the driver's meal break, sleep, breakdowns etc. For Security Purposes the liberator will remain with the trailer while ever the trailer is open. e.g., such as the driver's meal break, sleep, breakdowns etc. To always remain open while ever the trailer is stopped, while being loaded with birds, unless unfavourable weather is experienced.

6.5 Upon arrival at the liberation site, the truck & trailer to be opened and all birds watered. The water shall be topped up when possible later that morning.

6.6 Thursday night basketing. a. Upon arrival at liberation site the trailer is to be opened and all birds watered. At 12.00 noon the birds to be fed). Feed troughs to be removed at 3.00 pm and any excess feed re-bagged as waste. Water to be checked regularly and topped up as required.

6.7 Wednesday night basketing. a. The truck shall stop at a suitable spot Thursday. Upon arrival at this suitable site, the trailer will be opened, and all birds are to be looked after as follows: The birds are to be watered, and feed to be placed in each feed trough. Feed troughs are then to be checked and should any be empty further feed should be added. Feed troughs are to stay on until the truck is to move and then removed. Water to be topped up regularly.

6.8 Holdovers.

(A) Should the birds be held over they will be fed. Feed troughs to be removed 2 hours after the completion of feeding. In the event of a holdover the water is to be changed every second (2nd) day. Note: Birds are not to be fed prior to 12.00 noon Saturday

(B) Should any unforeseen problems arise the Liberation Committee shall contact the Federation Secretary immediately.

(C) Should birds seem extremely quiet and look fluffed up or unhealthy the Liberation Committee shall be contacted immediately by the liberator. At no time are the birds to be liberated in this condition

6.9 Liberation Day

(A) At least 75 minutes prior to the scheduled liberation time, the liberator will be contacted by the nominated Liberation Committee member and asked to give a full description of the weather at liberation site as well as any poor weather encountered en route. The nominated Liberation Committee member will provide the liberator with a brief description of the forecast weather for that day.

(B) Sixty (60) minutes prior to liberation time, the liberator will be contacted by the nominated liberation committee member, who will ask for weather at liberation site again. Weather permitting, the liberator will be told to get ready to liberate. e.g., cut seals and unlock doors and mark the liberation zone with warning cones as provided.

(C) Following liberation, the liberator will take note of what birds do. e.g., how many mobs they break into, which direction they head, how long each mob takes to leave or anything else relevant to liberation.

(D) UP to Twenty (20) minutes after liberation, a nominated member of the Liberation Committee will contact the liberator requesting information regarding the liberation. e.g., How many mobs the birds broke into, which direction they head, how long each mob took to leave or anything else relevant to liberation.

7. Health and Wellbeing of Birds.

7.1 The Federation Secretary or his nominated delegate, in conjunction with the liberator, reserves the right to remove from the trailer any pigeon/pigeons or basket of pigeons that appear unhealthy or have any visible sign of injury, disease or parasites; this shall be done to ensure the health and wellbeing of the remaining pigeons.

7.2 The Liberation Committee, after consultation with the Federation Secretary, reserves the right to instruct the liberator to remove from the trailer any pigeon /pigeons or basket of pigeons that appear unhealthy or

have any visible sign of injury, disease, or parasites; this shall be done to ensure the health and wellbeing of the remaining pigeons.

7.3 All birds shall be accepted by the Federation and the Club entirely at the owner's risk once they leave the owners hands.

8. ROLE and RESPONSIBILITIES of CLUBS and MEMBERS

8.1 Club Requirements. Baskets, security, health and basketing numbers:

8.2 (A) The race basket ideally should have weldmesh on the long sides one being a weldmesh side door with a small metal door inside the side door, the end door should also be of weldmesh. This will allow for more air flow between baskets and give the pigeons the best access to the water and feed, as the water supply is on the long side of the basket and the feed is supplied through the end door.

(B) The basket should not have broken wires or hinges for security reasons and be square to fit easily into trailer. Note: Any basket not fitting easily into trailer on loading night will be marked "Not to be used for races".

(C) The release door shall be sealed in the top centre and the small side door shall also be sealed. The seals should be an electrical cable tie approved by the Management Committee.

(D) Every basket is required to have a wire insert and it should fit properly and be in good condition.

(E) Each basket must have a bottom lining of absorbent material.
E.g.: Cardboard, butchers' paper etc

(F) Each basket must have the club initials clearly marked on each side.

(G) Every basket must be cleaned prior to pigeons being basketed for any race.

(H) Pigeon numbers per basket are set by the federation to be adhered to. and are as follows: Friday night basketing: 23 birds per basket. Thursday night basketing: 21 birds per basket. Wednesday night basketing: 18 birds per basket

(l) No basket is to contain a mixture of hens and cocks.

9. Members Commitment.

9.1 It is the responsibility of every flyer within the Federation to make sure the pigeons being basketed in their respective Club(s) or at a Federation race are healthy and free from any visible sign of disease or parasites.

9.2 Should any flyer present a pigeon or pigeons that appear unhealthy, and/or have any visible signs of disease or parasites, the controlling body will be required to refuse entry to such birds.

9.3 ALL FLYERS ARE NOT TO ASK THE TRUCK DRIVER QUESTIONS REGARDING TRANSPORT AND LIBERATION OF BIRDS. These queries can be directed to FEDERATION SECRETARY or to club Secretaries to go to Federation Meetings.

COMPLEMENTS can be accepted by the driver.