

U P N O R T H P I G E D N R A C I N G C O M M B N E M E E T I N G

DECEMBER 18 2011

President: Bruce Mathers

Special Events Chair: Steven Rotiroti

Lakeport R P C: Ron Hastie, Ben Heuvelman

Barrie R P C: Rick Wegman, Anthony Belcamino

Borden R P C: Ellen Sutton, Mike Taylor

Oshawa R P C: Hossam Yassin

Far North R P C: Walter Drobný, Frank Pellicore

York Region Invitational R P C: Rocco Siniardi, Laurence Breckon

Humber Valley R P C: Peter Kamstra, Rob Marshall

North W inds R P C: Charlie Marshall

Oshillia R P C: Drake Richardson, Dave Ottaway

Metrol Homing Society: Claude Rothgesser

Meeting commenced: 10:40:00

Venue: Schomberg Community Hall

Minutes of the previous meeting were distributed to each delegate present.

Motion made by Walter Drobný and seconded by Peter Kamstra to accept the minutes as read. CARRIED

Bruce Mathers wanted to make a point that there was a mistake made at the last meeting. The Oshillia club never was disqualified; they made the choice to not send in their results. This discussion went on regarding clubs with similar issues to those of the Illakina race.

Treasurer Report: Bill Hyder couldn't make the meeting so Bruce Mathers gave a report.

Last year the cost to fly was just over \$52 000. This left us with a gap of \$15000 spent that we did not bring in. Since 2007 our membership has decreased by 40% , gas prices were up, flyers were down substantially. All reasons for why we spent \$15000 more than we brought in.

Race Secretary Report: Ron Hastie has nothing to report. Bruce Mathers let the meeting know , that it is not unreasonable for race results to be submitted to Race Secretary by Tuesday night. This is the year where a harder line will be taken on this. There have been issues with some clubs causing the U N C results to be posted late. If there is a problem with a computer or technical difficulties then let the Race Secretary know .

Transportation Report: Not much to report, we still have to make a schedule for 2012. The trailer needs work and right now we are tight on money. Decisions will have to be made in the new year.

Special Events Chairman: Steven Rotiroti let the meeting know that the Special Events Committee has been meeting and coming up with ideas to generate some interest in Special Events for 2012. Steven presented four main ideas the committee has been working on.

- 1) SEE HAN DO UT FR O M B E N H E U V E L M A N \$ 1 P O O L . A sheet will be made up with the final rules and sent to the clubs before the 2012 racing season starts
- 2) A N U N C B O N D R A C E
- 3) A silent auction of 10-15 breeding pairs at the 2012 AGM
- 4) T h e p o s s i b i l i t y o f h o l d i n g a n U N C C o o k O f f . W h e r e w e w i l l i n v i t e " c h e f s " t o c o o k f o o d t h a t t h e U N C w i l l s u p p l y . C h a r g e t h e g e n e r a l m e m b e r s t o c o m e t o t h e c o o k o f f .

Steven is inviting any volunteers to contact him self if they wish to join the Special Events Committee or sit in on our meeting and help generate ideas

Bruce let the meeting know that the ventures the 2012 Special Events Committee are planning are to help recoup the losses that the U N C endured last year.

Sports Promotion: No report.

Old Business

Vandorf Hall will no longer accept pigeons in the hall, limiting it to the use for pigeon fancier. This leaves the Schomberg Community Hall the only alternative location for meetings. In the foreseeable future the Schomberg Hall will be the venue for I N C meetings.

Mike Taylor commented that he was at a pigeon function yesterday and the rumor has it that the I N C is going under. He explained to the meeting that he has never heard such a make-shift rumor. It is a general consensus amongst the delegates that if we do not make changes from the status quo, that this could be the truth. At this point, it is just rumor and hearsay to make the I N C look bad.

Ron wanted to let the meeting know that there is no way of telling before the season how many members are going to fly. Various flying fees are based on the figures from the year before, with our membership decreasing at a steady pace, and no change to the fees, our current schedule is not feasible.

Bruce Mathers let the meeting know that regardless of what happens today we don't know who's going to fly what series or what's going to happen to the fees. An email was sent to the clubs before today's meeting. Each club was asked how many fliers they expect that they will have. (See handout.) This information will help the Executive determine the price of flying fees for 2012. Based on the information gathered a rough projection of 60 old bird fliers and 85 young bird fliers.

9 schedules were submitted to the I N C Executive to look over and consider at their Executive Meeting. From these 9, they have been narrowed down to 3.

A copy of each of the schedules was handed out to the delegates and Dave Ottaway gave a brief explanation of each schedule.

Rob Marshall asked what the difference will be in the cost for each of the three schedules presented.

Dave Ottaway explained that based on his calculations to be \$276 per member for old birds A and \$115 for young birds C. These are all low balled numbers, and the absolute minimum we can charge.

It costs us \$500 per trailer just to pick up the birds and bring them to Millier per week. This is the reason that a schedule was created with one trailer picking up the pigeons and transporting the pigeons. If the trailers are going up a third full, why do we still have two trailers on the road? Keeping the status quo and our normal schedule will mean a drastic increase in our flying fees.

Motion made by Ben Heuvelman and seconded by Ellen Sutton to remove schedule 1 (status quo) from the table. **PASS ED U N A N I M O U S L Y**

Schedule 2 is based on two trailers picking up the pigeons and one trailer transporting the pigeons to race point. The longer race will be released first and the shorter race released second. The downfall of this schedule is that all the baskets will have to be moved onto one trailer. This leaves room for error still i.e. birds being sent to the wrong station.

Claude Rothgesser and his club were very aware of the expense and the time from first release to second release. The Metro club designed the Schedule 2 and feel that there are no days where the second release will be in jeopardy of not being clocked on the day. The main point of Schedule 2 saving money is leaving out long races from the schedule. Two members from the Metro Homing Society feel that if too many races were removed from the schedule than that would detract members from flying at all. They tried to design a schedule that would be economically feasible and not cut down many races.

Rob Marshall points out with experience from the North Road Trailer that Hearst and Englehart (June 30) would be the only week that would be next to impossible to release the second race.

There are members interested in flying the long distance races and there was a feeling amongst the members that taking long distance races away from the schedule shouldn't be our way to save money.

Rob Marshall points out that he believes if Schedule 2 can be done with one trailer only for pickup and transportation, that it is the best option for our members. The only holes in Schedule 3 are that there are four weeks with no B races.

At this point Dave Ottaway agrees that both Schedule 2 and Schedule 3 can be done with one trailer. What Schedule 3 brings to the table, is race stations on the West Side, catering to one third of our members.

Bruce Mathers let the meeting know that Schedule 3 is based solely on one trailer. The drivers are being paid approx. \$1500 to move crates \$3000 to clean crates and \$500 a week just to get to O'Neill. It will cut down expenses the way we are looking for.

Claude Rothgesser feels that with the empty weeks in Schedule 3 this is the big problem in it. The rest of the meeting feels that races can be added into those holes to make Schedule 3 the ideal choice. As well if Schedule 3 is going to work, there will have to be lesser pickup points.

Motion made by Rob Marshall and seconded by Ron Hastie that we move to a schedule that utilizes only one trailer for transporting the pigeons. **P A S S E D**

With Schedule 3 the Fraserdale race on June 23<sup>rd</sup> can be moved to whichever week the Canadian National Flying Club will be holding the Upper Canadian National.

Motion by Hoss Yassin and seconded by Ben Heuvelman that we accept Schedule 3 as proposed by the U.N.C. executive. Fraserdale to be included in the B Schedule on June 23<sup>rd</sup>; pending constitutional change. **P A S S E D 12-2**

Lunch was served at 12:45

Bruce Mathers brought up that in years past we have locked our schedule in for 3 years at a time. He then asked the meeting their feel on this

Mike Taylor brought up that we don't have a financial guy present today. We don't know how many guys are going to be flying next year. Locking the schedule in now will be premature. The whole reasoning behind our new schedule is to save money, we are not 100% sure how much money this will save. Locking it in when we don't know the true financial data behind the schedule limits our flexibility in years to come.

Motion made by Dave Ottaway and seconded by Steven Rotiroti that the schedule be locked in for two years. It will be open for review by the U N C Executive at year end 2012, and adjusted if need be for the second year. CARRIED

An amendment made by Peter Kamstra and seconded by Charlie Marshall that the schedule be a one year schedule and not locked in. DEFEATED

There are proposed flying fees for 2012 on the Schedule 3 handout which was given to each delegate. The U N C Executive realise that at any point in time there could be substantial increases to our expenses. We need some leeway in case this happens. In years past we have done this through a gas surcharge.

Motion made by Steven Rotiroti and seconded by Dave Ottaway that the flying fees for 2012 will be \$200 for A series, \$150 for B series, \$150 for C series and \$120 for D series and \$550 for all four series. Should the expenses surpass the break-even point the U N C Executive reserve the right to adjust the flying fees accordingly. PASSED

Flying fees for Old Birds are due on or before April 1<sup>st</sup>.

Flying fees for Young Birds are due on or before July 4<sup>th</sup>.

Liberators for 2012 - Old Birds - Steven Rotiroti, Charlie Marshall, Drake Richardson

Young Birds - Joe Ferreira, Mike Valente, Robert Rotiroti

The driver contact is to be decided amongst the liberators themselves

With the schedule now being run on one trailer, it is obvious that not every club can get a pick-up, as we will run out of time to get the pigeons to race point. Oshawaw will be the first pick-up and Ollilia will be the last pick-up. The U N C Executive will contact each club and speak to the members, trying to figure out where the best spot for them to ship will be. After discussing with the delegates, the Goodlad Centre, where the North Wings R P C and the Toronto Central R P C ship now could be a third location.

New Members

John Abreu - Ollilia Racing Pigeon Club - Yes

Brian Simons - Pigeon Club - No they are too far outside of the boundaries

Bob Stewart - Pigeon Club - No they are too far outside the boundaries

The next meeting will be January 29<sup>th</sup> 2012, at the Schomberg Community Hall. It will be a delegates meeting, the N.C. 2012 Annual General Meeting and a Silent Auction featuring 10 pairs of mated breeders. The Delegate meeting will commence at 10:30 A.M. and the birds will be on view starting at 09:00 A.M.

Motion made by Dave Ottaway and seconded by Steven Rotiroti to adjourn at 14:30:00 P.M.