

North Road Racing Pigeon Association Delegates Meeting

04 JUL 2021

Bill Weima's Workshop, 194 Speedvale Ave. W., Guelph ON

The meeting was called to order by President Bill Weima at 2:00 p.m.

President - Bill Weima

Niagara – Mike van der Jagt and Rick Fyfe

Mississauga – Sam Monardo and Marion Hojsan

Hamilton Central - Jordan Giankos and Stan Rebejko

Flamboro – Cor Ubbels and Norm Armstrong

Central Peel – Delano Polin and Richard Ykema

Pine Valley – Stano Caputo and Rocco Nalli

Other members attending:

Derek Overholt – Niagara

Andre Gomez-Central Peel

Jeremy Tisi-Niagara

Guests

Neil Gonzalez Madawaska Valley Racing Pigeon Club

The first four weeks NRRPA band money cheques were handed out to the winners, Rick Fyfe, Bill Szucsko X 2, Rocco Nalli and Cor Ubbels in the amount of \$919.30 per race. The band payout for the cancelled old bird race will be carried over to the young bird series making each young bird race payout \$1034.21.

The minutes of the last meeting of 20 NOV 2020 were reviewed. Motion to accept Fyfe/Armstrong. Carried

A financial update for the year-to-date income and expenditures was circulated and reviewed by the Treasurer Mike van der Jagt.

Transportation

Pine Valley still needs 5 sets of basket bottoms. Bill Weima will arrange to get them to the Pine Valley Club.

Baskets are still being mixed up on the trailer. Clubs continue to get different baskets in their assigned trailer holes the following week. It was agreed that the baskets will be number 1 to 76 and be kept in the correct order.

There was an exception made to the one hour earlier pickup times when the shipping day falls on a Saturday due to a weather delay. That was a one off and not a policy change.

Motion – Change the NRRPA policy so that pickup times do not shift one hour earlier when a shipping night is delayed until a Saturday. Moved and seconded. M. Hosjan/A. Gomes.

Defeated

The NRRPA policy remains in effect that when shipping is delayed until Saturday, pickup times are 1 hour earlier.

There was general consensus that when the weather allows, the short program birds will be released on Friday morning for all Thursday night shippings. This eliminates an extra 36 hours in the trailer for the short program birds and they don't have to be dragged all the way up to the long release and then all the way back to the short station. It also might be a great spot to exchange baskets with the UNC when there is joint shipping.

If the weather is not suitable for a Friday release, the trailer will proceed to the long station for the normal Saturday release and the short program birds will then be brought back to the scheduled short release as in the past.

Clubs are asked to source out red seals for the baskets that are being shipped on the Up North Combine trailer for the Marathon series (Hearst, and the two Klotz Lakes). Rick Fyfe will ensure the driver is equipped with red nylon ties in the event that a club has not been able to locate any in time for the Jul 10th Klotz Lake. In addition, the very back column of baskets on each side of the trailer have been reserved for the Klotz Lake baskets. That will facilitate the switching of the Klotz Lake birds on to the UNC trailer.

On the two Gravenhurst training tosses, one member asked the President for a separate release for some members of two different clubs. This should never have been allowed and will not be repeated. The NRRPA policy has always been that all clubs liberate at one time. No consideration is given for separate releases for individuals or clubs.

There are multiple examples of two or more trailers being at the same release point on the same day. The NRRPA has voted to joint release with any combine from any station but other combines have different policies and wish to avoid joint releases from some stations. The old rule of the first trailer to arrive releases first does not really work for the NRRPA because other trailers don't honor it, the NRRPA flies the longest distances and should really go first, has no problem joint releasing and it is not always apparent which trailer arrived first.

The NRRPA policy going forward is that the NRRPA liberators will pick the time, all things considered, that they feel is the optimal time for the NRRPA birds to be released, and release them at that time. The other trailer can joint release at the same time or pick a different time. Unless a formal joint release agreement has been made, e.g. the Upper Canada National, the decision of other trailer liberators will not impact the decision of the NRRPA liberators.

After a full and complete discussion, it was unanimously agreed that if conditions are forecast to be inhumane for racing long distances, e.g., forecast highs exceeding 30 degrees, including high humidity and strong head winds, that the liberators have the authority to release both the long and the short race from the scheduled short liberation point 30 minutes apart.

Motion – Start the 2021 Young Bird Schedule on 07 AUG 2021. Moved and seconded C. Ubbels/J. Giankos. Carried.

Driver Training

It was agreed that the NRRPA has been somewhat remiss in providing adequate training for our new driver, Brian Couchie. Rick Fyfe will develop a checklist that he can run through each week that will include the hows and whys of:

- Controlling access to the trailer (locking the rear door);
- Ensuring clubs never remove any basket that is not allocated to them or use a hole that is not allocated to them;
- Feeding and watering e.g. when are the birds fed and watered for each scenario (Friday shipping Saturday release, Thursday shipping Friday and/or Saturday release, hold overs;
- Fan use;
- Parking the trailer in the shade when not underway;
- Camera protocols;
- Release protocols when encountering other trailers;
- Crate exchange protocols when joint shipping with the UNC; and
- Other duties as assigned.

Rick Fyfe and Bill Weima will allocate the baskets for young birds and produce a chart for each club and the driver. The scheduled pickup times for each club will be included on the chart.

On the weekend of 26 JUN the weather was such that the NRRPA trailer did not go to the races. The UNC did ship and since there was a joint shipping with UNC for Hearst, Bill Weima made an executive decision on Thursday shipping day that any NRRPA members wishing to ship Hearst could do so from the Mississauga Clubhouse. The Mississauga Club would then take the NRRPA birds to meet the UNC trailer. This decision was made with the best of intentions, i.e. to give any diehard members a last ditch way to ship the 500. The Marathon series does carry average speed awards and all but 5 members are now out of those awards. Upon further reflection Bill conceded that the last-minute offer to ship from Mississauga excluded most of the NRRPA membership from having a realistic chance to race. A better policy, and the policy moving forward, is that when the NRRPA liberators vote to scrap a weekend of racing due to weather, all races are cancelled.

On the 26 JUN weekend, the Matheson A series race was already cancelled Friday morning. That call could have been made on Saturday morning for a Sunday race. There is no need to jump the gun when cancelling a race. The liberators have until noon of the day of shipping to make the call. Weather forecasts can and often do change. Liberators need to take all the time available before fully scrubbing a shipping.

Jeremy Tisi of the Niagara Club had provided a quote to install a 4-camera system and solar charger on the trailer. He reviewed the quote and added that the trailer really needs a deep cell battery. Marine batteries do not hold a charge well enough for the job of running two fans all

day with the truck engine off. A proper battery for the job retails for around \$1200. Jeremy's price to the NRRPA would be in the ball park of \$700.

Motion – The quote provide for the cameras and solar panel be accepted and to include the battery as well. M. Hojsan/R. Fyfe Carried

Jeremy has recently created a webpage for the Niagara Region Pigeon Racing Club and is making himself acquainted with the NRRPA website and the race calculation software. He has expressed an interest in working with Nick Oud on the NRRPA website as a possible backup or successor to Nick. There was approval given by the BOD for Mike van der Jagt to introduce Jeremy to Nick with the idea that he can shadow Nick for a while and see how the website and merging the race results are done.

Motion to adjourn C. Ubbels/S. Monardo. Carried.