

Rules and By-Laws

of the

LONG ISLAND COMBINE (LIC)

of

HOMING PIGEON FANCIERS, INC.

Previous Issue - November 2000

Amended and current through March 2011

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ARTICLE I – NAME AND OBJECT

- Section 1** The name of the organization shall be “The Long Island Combine of Homing Pigeon Fanciers, Inc.”, a non-profit organization whose member are affiliated with the International Federation of American Homing Pigeon Fanciers (IFAHPF).
- Section 2** The object of this organization is to promote the breeding, training, racing and exhibition of homing pigeons for sport; to assist our Armed Forces with the service of homing pigeons, if needed, during national emergency; to instruct beginners; to organize clubs; to impart such information to promote the sport, perfecting through organization a closer association of pigeon fanciers for their protection and for the development of good fellowship among them.

Article II – MEMBERSHIP

- Section 1** Any club within our boundaries (counties of Richmond, Kings, Queens, Nassau and Suffolk) who wish to join the LIC must send an application with the name of the club and its membership list to the Combine Secretary or attend a Combine meeting with the information required. (Rev 3/93)
- Section 2** Applications will be presented and read at the regular meeting and , if accepted, the Secretary will give each member club a set of By-Laws by which they must abide.
- Section 3** All moneys, dues, etc., Combine and club, must be paid before a member enters birds in any competition. A member belonging to more than one club in the Combine shall pay only one dues to the Combine. He shall be listed as a Combine member only in the club to which he pays his dues and no other. He shall be entitled to the same Combine privileges in all clubs. Annual Dues per member shall be in the amount as determined at the annual Combine meeting. Dues shall be forward on standard LI Combine membership forms to the Secretary/Treasurer not later than the first Old Bird Club Race.
- Section 4** Any member owing band moneys or pledges to any club or Combine will, upon proper notification by club or Combine, be held responsible for payment. Pledges must be signed to be valid.
- Section 5** When a member resigns from a club, he will automatically forfeit Combine membership and will not be eligible to compete for Combine honors in club races until such time as he joins another Combine member club.
- Section 6** Any club comprised of five or more fanciers may become affiliated with this organization upon application and approval by the Long Island Combine.
- Section 7** Honorary membership may be conferred upon any fancier when circumstances warrant such action.
- Section 8** Junior members shall be defined as a club member who is under 18 years of age as of the date of the first race of the season. A junior member will be

eligible to compete for trophies and diplomas. Annual Dues for junior members will be as determined at the annual meeting.

Section 9 Each loft is entitled to one vote. The word “loft” implies a dues paying member owning a structure conforming in size and specification and in keeping with the aim of harboring, breeding and racing of homing pigeons. A member cannot delegate his vote to a non-dues paying member.

Section 10 Each club may appoint a committee for the good and welfare of the club and Combine to inspect newly proposed or established member lofts for unsightly or unsanitary conditions. The committee will make any recommendations deemed necessary.

Section 11 All fanciers are required to show proof of ownership of all pigeons in the loft.

Section 12 In the event of any emergency, a member will be entitled to ship his birds from another member club; however, the shipper must appear at his club first. If he missed the Combine truck, then that club Secretary will instruct the member as to which club he is to meet the truck in order to ship that race-for Combine honors only.

ARTICLE III – MANAGEMENT

Section 1 The officers of the Combine shall be President, First Vice-President, Secretary-Treasurer/Race Secretary and Home Liberator.

Section 2 A Race Committee consisting of one (1) member from each club will be established to review and vote on any appeals or protests.

Section 3 All officers, whether elective or appointive, shall have been active members of the Combine for at least two years.

Section 4 All officers shall be elected for a period of two years.

Section 5 Vacancies of offices caused by death, resignation or suspension will be filled by presidential appointment. Appointees shall serve until the next regular election.

Section 6 Each club shall elect the number of delegates they are entitled to, plus two alternates. The Combine Secretary shall be informed in writing of the names of the elected delegates and alternates. A delegate’s authority can be transferred to an alternate in case of incapacitation of the elected delegate or delegates. Each club shall elect delegates and have voting power as follows:

One (1) vote (delegate) for first twenty –five (25) members.

Two (2) votes (delegates) for twenty-six (26) to forty-five (45) members.

Three (3) votes (delegates) for forty-six (46) to sixty-five (65) members.

Four (4) votes (delegates) for sixty-six (66) to eighty-five (85) members.

Section 7 A Trustee Committee consisting of three (3) Combine members will be appointed by the President and approved by the Combine delegates at the Annual Meeting. The Trustees shall look after the property and business affairs of the Combine. They shall audit the accounting records of the Combine semi-annually. The Trustees shall be empowered to take over all Combine business of an emergency nature. The term of office for these men will be two years and will coincide with election of officers.

ARTICLE IV – ELECTIONS AND VOTING

Section 1 Election of officers shall be by ballot. The results of the election shall be announced at the January meeting by the Chairman of the Trustees Committee, and all newly elected officers shall assume their duties immediately.

Section 2 Ballots for the election of officers shall be mailed to each member not later than ten (10) days after the Annual Meeting in December and will be counted at the regular January meeting.

Section 3 Amendments can be put in the by-laws or changed by being brought up at the Combine Annual Meeting (December), returned to clubs for approval, and then returned to the Combine at the January meeting and accepted or rejected by a majority vote [amended 3/2011] of the clubs present.

Section 4 A special meeting may be called by the President for revision of race rule (s) if the situation so warrants.

ARTICLE V – MEETINGS

Section 1 The Annual Meeting shall be held in December, at which time the following year's race Schedules and nominations of officers shall be submitted, discussed, and voted upon. Amendments to by-laws proposed at the annual meeting must follow the procedure as stated in Article IV, Section 3 above and returned to the member clubs and voted on by the delegates at the January meeting.

Section 2 Regular Combine meetings shall be held in the following months:

January

March

July

December [Annual Meeting]

Meeting time is 8:30 p.m. at a place designated by the Combine-Secretary.

Section 3 Special meeting may be called at any time the President feels it is warranted. The usual order of business will be modified as necessary to meet the purpose for which the special meeting was called.

- Section 4 The order of ascendancy to the Chair, for the purpose of conducting a meeting, shall be as follows: President, 1st Vice-President, Secretary/Treasurer. In the absence of these officers, a temporary Chairman shall be appointed from the Trustee Committee.
- Section 5 Delegates from a majority of clubs shall constitute a quorum.
- Section 6 Parliamentary Procedure shall be followed at all regular meetings and the order of business shall be as follows:
- Roll Call
 - Reading of previous minutes and correspondence
 - Treasurer's Reports
 - Committee Reports
 - Old/Unfinished business
 - New Business
- Section 7 Voting on any motions at regular or special Combine meetings shall be executed by the voting power of each club as stated in Section 6 of Article III of these by-laws. Authorized delegates/alternates must be present in order to vote.

ARTICLE VI – DISBANDMENT

- Section 1 The dissolution of the Long Island Combine of Homing Pigeon Fanciers, Inc. cannot be done without a two-thirds majority vote of the entire membership. All assets shall be divided equally among the clubs in good standing, pro-rated on the basis of current years' paid-up memberships.

ARTICLE VII – DUTIES OF OFFICERS AND COMMITTEES

- Section 1 The President – He shall preside all Combine meetings. He shall exercise the usual function of a presiding officer, countersign all checks and bills or claims approved by him. He is the ex officio member of all committees and must be notified of all meetings. He shall instruct the "Trustee Committee" when to draft ballots, regarding nominations or any other business transactions.
- Section 2 Vice-President – He shall assume the duties of the President in case of his inability to act.
- Section 3 Secretary/Treasurer – He shall conduct the general correspondence of the Combine, keep a record of all minutes of the regular and special meetings, keep the minutes book in good order and up-to-date. He shall receive all income of the Combine and pay all the bills. He shall be responsible for the purchase of all supplies and be the custodian of these supplies. He shall keep a correct list of all members and collect dues. He shall make a report of the records on hand at each regular meeting and have his records on hand and available for inspection at each regular meeting.
- Race Secretary – He shall be responsible for receiving, collating and publishing all Combine race results. In addition, he shall issue all Combine diplomas (including average speed diplomas).
- Section 4 Home Liberator – He shall have charge of and full responsibility for all liberations. Through weather reports and information received from the Truck Liberator, the Home Liberator shall

notify all club secretaries of the time of liberation. The Home Liberator shall inform club contacts if a race is being held for a later liberation. The Home Liberator has the flexibility to revise the distance of the race, if he determines the weather conditions will not allow for a liberation within 48 hours at the scheduled point of liberation. He also has the authority to change the shipment of a race from the scheduled night (typically a Saturday) to a Sunday, Monday, or Tuesday night – the latest; and/or move up shipping to an earlier day [e.g. a Friday]. He must, however, contact the President and Race Secretary of the Combine and discuss the situation prior to moving the shipping ahead or delaying shipping of a race.

The home liberator will be paid a stipend per race for his services (Rev 12/19/06). The home liberator has complete authority pertaining to changes in shipment of a race, revising distance of race (Rev 1/22/09).

Section 5 **Truck Liberator** - He shall be responsible for the safe conduct, proper handling, watering and feeding of the birds, and also the imparting of proper information and weather conditions at the liberating point to the Home Liberator. The driver/truck liberator will call-in the GPS readings to the home liberator (Rev 3/12/07)

Section 6 **Ballot Committee**
The Ballot Committee consists of three members appointed by the President, subject to approval by the other combine officers, for a term of three years. The President also appoints one of the members as Chairperson.

The Chairperson of this committee is charged with the duty of soliciting from the LIC clubs nominations for LIC Officers not later than November 30th, and to receive and count ballots in accordance with the following provisions:

- (1) Provide to each Club Delegate or each member of the LIC a ballot card;
- (2) Collect and tabulate the votes and report the results of the election at the January Annual Meeting.
- (3) Preserve the secrecy of the ballot and the confidentiality of how individual members voted.

(See Article IV - Elections and Voting for more information).

Section 7 **By-Laws Committee**

The By-laws Committee shall consist of three (3) members appointed by the President. for a term of three years. The President appoints one of the members as Chairperson.

It is the duty of the Chairperson of the By-laws Committee to act as consultant to the President, the Vice President and other officers or combine officials on matters related to the By-laws, and, upon request, to provide them with an interpretation of the By-laws affecting any question or matter.

If an infraction of the By-laws comes to the attention of the By-laws Chairperson or if, at any time, he or she has reason to suspect a violation may be impending, the Chairperson is specifically charged to call the matter to the attention of the President, in writing, with a copy to

each member of the Trustees committee, and to recommend appropriate action to be taken to rectify or prevent such infraction of the B-laws.

It is the duty of the Committee to arrange in proper order in the By-laws the various amendments voted upon and passed by delegate or member vote, and to make changes and re-arrangements of other sections of the By-laws so as to fully implement the overt intent of the changes effected by the delegate or membership vote. All such changes must be approved by the Combine Delegates and communicated to the membership.

It is the duty of the Chairperson of the Committee to offer suggestions, recommendations and comments pertaining to the Bylaws, and to recommend changes to the President and other combine officers which are deemed beneficial to the present and future welfare of the LIC and its members.

ARTICLE VIII - EXPULSION

Section 1 Any member having been charged with dishonorable conduct or conduct not becoming a gentleman or sportsman, or of conduct tending to bring discredit upon the sport or upon the club of which he is a member, or of a fraud of cheating, shall be requested, in writing, to appear before the Combine in a specially called meeting, or before its legally constituted committee, to answer such charge. If charges are found to be true and warranted, the member shall be penalized as the majority of the delegates shall decide. Such penalty may vary from temporary to permanent expulsion from participation in any contests sponsored or approved by this organization. The Combine Secretary shall notify the IF and the AU National Secretaries of such expulsion and the National Secretaries shall, in turn, notify the Secretaries of other member clubs and other National Organizations.

ARTICLE IX – RACE RULES

Section 1 Race rules of the Long Island Combine will govern all members and member clubs will be final.

Section 2 All races will be liberated from the truck conveying the pigeons to the race situation.

Section 3 The race schedule shall be agreed upon at the Annual Meeting. No member club will sponsor a special race on the same day as a club which has asked and received permission from the Combine to sponsor same. This permission will not interfere with the drawing up of the regular Combine race schedule. No open weekends will be inserted on a Combine schedule other than for Combine sponsored races. Race schedules will not be changed to accommodate any race that is cancelled.

Section 4 The maximum number of pigeons which may be entered from any loft location in a contest in the Combine for any Club or Combine honors is as decided at the annual combine meeting. Any member exceeding the current Combine shipping limits in any race shall be disqualified from both club and Combine honors for that particular race. (Rev 1/93). Each LIC member Club will load a minimum of twenty (20) birds per crate. No Training Birds are allowed on the LIC truck at any time.

Section 5 All crates must be properly sealed before leaving the club; using at least one seal for each small door or opening (8" x 8" or less) and two seals for each larger door opening (10" x 36" or less) – one seal to be placed at or near either end of the top edge of the door or enclosure. In shipments involving pigeons from more than one club, each crate shall be inspected at the shipping point to assure that crates are properly sealed. Any crate not properly sealed or broken shall be refused shipment. Such crate may be returned to the club for complete checking and listing of each pigeon therein by band number and countermark, after which it can be properly sealed and returned to the shipping point before the hour previously set for dispatch of the shipment. Excluding derby races, any Club, Combine, Concourse or other Special race using the LIC Truck will be liberated with the LIC race (e.g. one liberation) (Rev 8/25/03)

Further inspection of the shipment shall be made at the point of liberation, and pigeons in any crate found improperly sealed or broken shall be checked. The liberator will inspect, check and make a record of all birds (full band number) of the club whose crate is found broken. No race birds will be liberated until the record is completed by the liberator. The record (list of birds) will be submitted to the member Club Race Secretary, upon the liberator's return. Subsequent measures deemed necessary will be acted upon by the Combine Race Secretary and Combine delegates, if required.

Section 6 A spare crate will be carried at all times on the vehicle transporting the LIC race birds to the point of liberation.

Section 7 All shipping crates must be in good, serviceable condition and must be free from any openings, breaks and other damage, which is capable of permitting the removal or escape of a pigeon from the crate. All LIC and any other club, combine or concourse will use corrugated cardboard liners in-place of saw dust, wood shavings or straw liners in all shipping crates (Rev 3/20/06) Each Combine Club shall have a maximum of nine (9) crates in the racks in order for it to be equal for all clubs (Rev 8/7/02). Voted to color code the truck rows/racks (Rev 3/2/04). A chart will be distributed to each club prior to the first race which will list the row into which each club will load their crates. One third (1/3) of all crates starting at the first pick-up will go in the aisles. The driver will fill in the rows/racks after the last pickup. One person from each club will assist the driver in the loading of the crates on shipping night.

Section 8 No pigeons shall be accepted for entry in any contest if found to be sick or suffering form any form of visible disability.

Section 9 Any crates that are condemned by the Truck Liberator or by the Race Secretary shall not be used until repaired. Either the Truck Liberator or the Race Secretary shall be in the final authority to declare that the crates are or are not in serviceable condition.

Section 10 Any member of the Race Committee or officer of the club, upon instructions from the club, has the authority to enter the loft of a member at a reasonable hour during the day of the race to ascertain that the winning bird is settle in the loft from which it was entered. The winning bird can be tossed or inspected by a member of the Race Committee, a member appointed by the Race Committee or a committee appointed by the President of the Combine. Winning bird must be tossed the same day, weather conditions allowing for the same.

- Section 11** To compete in Combine races, each flyer is responsible to show proof of ownership or written permission to fly birds with bands owned or issued by another club or person. The secretary of each club shall be authorized to question and verify ownership.
- Section 12** Any error or omission in making out the race entry sheet is the owner's responsibility and shall result in disqualification of the entry/s if the full band number (national affiliation, year, club, number) is not listed. In addition, the color and sex must be listed; however, accidental omission of color/sex will not be grounds for disqualification.
- Section 13** Continuous running timers or electronic clocks shall be used for Combine honors. All timers using countermarks must have a barrel cover.
- A battery or windup timer shall be disqualified for the following reasons: Stopping before check bump, having an unsigned tape, having a seal removed or tampered with, if the shaking device is not in working order, having a torn tape (two pieces) – exceptions: tape torn after check 2nd bump is acceptable, if the time stamp is legible.
- Section 14** A timer (including Quartz), which runs more than 12 seconds per hour fast or slow, with a limit of five minutes (no matter how long the timer runs), shall be disqualified. (Rev 11/95)
- Section 15** In the event a flyer's clock is disqualified, he will be given a yard behind the last man in the combine (within his section).
- Section 16** If a timer stops before the race birds arrive, a member may have his timer reset or he may place the countermark in the timer of another member. If the timer is reset by the Race Committee or other persons designated for that purpose, it must be set by a designated member plus clock owner. The same master timer (Atomic or GPS) used in setting the timer originally shall be used in resetting the timer, and the correctness of the master timer shall be verified before resetting the member's timer. A club may set up extra timers for use by a member, in the event of a problem occurring. See Article XIII for information on EBSS systems/clocks.
- In the event his own timer is out of order, any shipper shall be permitted to use a clock of his neighbor who is also flying the same race and whose clock has been set up for this particular race.
- A pigeon must come home to its own loft in order to receive any honors in the race.
- Section 17** The Race Committee has the authority to inspect and reject any timer or entry in a special, club or open race.
- Section 18** On reading tapes where there is a split second, all tapes will be read back.
- Section 19** All tapes must be signed by a member of the Race Committee or said timer shall be disqualified. If a race committee member only writes distance or date with no initials on the tape it is a legitimate signature.
- Section 20** In order for all clubs to have the same means of setting up their master timer/clock, it is now a requirement that every LIC club must use an Atomic clock or GPS device as a Master Timer. As

a result of the above rule, some clubs may need to invest in an Atomic or GPS timer that has a plug-in connection directly into the Club unit. (Rev 8/7/02).

- Section 21 The requirement to use capsules in LIC races on bump clocks is eliminated provided that there is a complete plastic or metal cover or plate over the barrel in which the countermarks are dropped (Rev 8/20/01). For all EBSS users, the location/installation of the sensor pad(s) must be within six (6) inches from the loft entrance where the birds are clocked. (Rev 8/20/01).
- Section 22 A timer can be opened only by a member of the Race Committee and in no case shall a member be permitted to open his own timer. A log of the hole number up on each clock shall be kept by the Race Committee and checked on reporting day.
- Section 23 Numbered seals are no longer required for use in sealing all timers in Combine races.
- Section 24 Any timer, including winning timers, to be checked (slow or fast) by the Committee can be knocked off with the master timer, then allowed to run one hour to check to see if they are running the same as they did during the race.
- Section 25 All clocks that are set fast or slow from the start must be adjusted to each print after set. If set fast, time is subtracted from the tape. If set slow, time is added to each print.
- Section 26 All variations in time shall be adjusted by the use of the computer equipment/timing system (e.g. WinSpeed) (Rev 2/16/02)
- Section 27 In the event there is a wrong countermark in the hole up, the next eligible pigeon will be allowed. In the event a man accidentally bumps his clock, he must call a designated officer or officers of the club involved immediately after bump and tell him of the situation.
- Section 28 All clocks must be given a check bump by the Race Committee after initial bump-off on shipping night. On clocking-in day, all clocks must be given a double check bump at the club before opening clocks.
- Section 29 Any timer on which the dole meter is off over five (5) points shall be disqualified. When the timer is shaken to determine whether the dole meter is working, it has to move at least ten (10) points to be eligible.
- Section 30 Quartz Paloma Timers and Computer Clocks are accepted for use. Start-stop type timers with no dole meter are not acceptable. STB Timers must be pinned.
- Section 31 When a clock is surrendered to designated members of the club's Race Committee and found to be in order as far as visual parts (dole meter and seal) that can be seen without opening the clock, it will be the Race Committee's responsibility.
- Section 32 All timers must be reset after running 72 hours (excluding Quartz and EBSS timers).
- Section 33 All clocks winning prizes (including board birds) shall be shaken at the end of the figuring of the race to determine whether the dole meter or shaking device is in working order.

The owner will shake his own clock unless he requests the Race Committee to do it. The timer limit for the dole meter or shaking device to work will be fifteen minutes. Capital prizes and board only-to be shaken.

- Section 34 Reporting Time – the following are guidelines for member clubs to follow: Reporting time shall be figured on the basis of one (1) hour for clocking time for races up to 200 miles, 1 1/2 hours for 250 and 300 mile races, and two (2) hours for races 400 miles and over. Travel time will be one (1) hour for all races. If questionable, reporting time shall be determined by the Race Chairman of the club. This time limit (clocking and travel) shall not apply to Combine sponsored races shipped from one central point. Time limits for these races shall be posted in a conspicuous place on shipping night.
- Section 35 In contest in which no “day birds” or not enough birds are clocked to complete a race, time out for darkness (TOFD) shall be deducted in computing the race speed. The TOFD shall be the length of time between one hour after sunset to one-half hour before sunrise of the night the bird was out. However, clocking time will be extended an additional hour to two (2) hours after sunset.
- If no birds are clocked in the second hour after sunset, the time out for darkness will be figured from one hour after sunset to one-half hour before sunrise. If birds are clocked in the second hour after sunset, the time out for darkness will be figured from the time the last bird was clocked within the second hour to one-half hour before sunrise.
- The “Newsday” listing of sunrise and sunset is to be used in calculating the TOFD. The Combine Race Secretary will notify each club as to the hours and minutes to be used for TOFD.
- Section 36 In a contest in which all awards are not won in one day, a member may have his timer reset.
- Section 37 A race shall remain open until all “awards” have been won. The word “award” shall include diplomas and average speed. The term “average speed” implies an additional 24 hours after the end of the race day.
- Section 38 A pigeon returning from a race without a countermark or an electronic chip ring shall be disqualified.
- Section 39 Young and Old bird races shall be liberated 48 hours after scheduled day of liberation or returned to the clubs.
- Section 40 Abnormal or questionable speeds shall be grounds for possible disqualification. A special meeting may be called by the President at which the circumstances surrounding the abnormal speeds will be discussed and a decision will be made by the delegates.
- Section 41 Races shall be liberated at the discretion of the Home Liberator. However, a 100/150-mile Combine race will not be liberated before 8:00 a.m. In young birds the 100/150-mile races can be liberated as early as 7:30 a.m. All other races will not be liberated any earlier than 1/2 hour after sunrise at point of liberation. (Rev 11/94). The Home Liberator shall inform club contacts if a race is being held for a later liberation (Rev 1/27/03).

- Section 42 Any fancier who is a member of a recognized club and in good standing is eligible for Combine honors.
- Section 43 Any participating club of the LIC may request and be allowed to ship their birds on the LIC truck for a derby race. Maximum crates allowed will be ten (10) crates.
- | | |
|-------------|-------|
| 100/150 | \$300 |
| 200/250/300 | \$375 |
| 400/500 | \$450 |
- Holdover-additional \$50 per day.
- Section 44 Any IF, AU or CU banded pigeons may be flown in the Old Bird or Young Bird series of races by any member.
- Section 45 No permanent type name bands are allowed on a pigeon's leg- only a recognized band from a national organization [e.g. IF, AU or CU] can be used.
- Section 46 No bird banded with a current year's band (YB) shall be eligible to be entered in competition with birds banded from previous years (OB) and vice versa.
- Section 47 All clubs who print their Special/Band/Bond/Futurity Races on the LIC race schedule must adhere to the LIC race rules.
- Section 48 No flyer will be allowed to basket his birds in one race crate on shipping night. All entries are to be divided as equally as possible into the total crates a club ships to a race.
- Section 49 -Reserved-
- Section 50 The LI Combine approved the use of Electronic Band Scanning System (EBSS) Timing Devices [aka "e-clocks"] effective in the 2001 OB races (Rev 3/26/01). The WinSpeed program shall be used as the means of computing the speed of all lofts. All clubs will use the WinSpeed Program with Global Positioning System (GPS) measurements only. (Rev 2/1/06). After reasonable attempts by the club race committee to get a print-out from an EBSS clock of arrival times from a given flyer fail, the clock [flyer] is disqualified from the race.(Rev 10/27/01 Special LIC meeting) The GPS unit used by the LIC driver/liberator shall be returned to the Transportation Coordinator. The driver will call-in the GPS readings to the home liberator (Rev 3/12/07) See Art XII for more detail on GPS/Loft Measurements.
- Section 51 Overall results of races will be printed on all LIC races in addition to section results. Diplomas will be given on a one per five loft basis.
- Section 52 Fifth Tip Rule – Any YB shipped must have the first four (4) flights fully molted and the 5th tip at minimum to be budded out. (Rev 8/9/2010) Each Club will police this requirement on shipping night.

ARTICLE X – TROPHIES, DIPLOMAS AND REPORTS

- Section 1 One diploma shall be awarded for every five lofts competing. A member's name will appear more than once on the reports only if the speeds of his reported birds are entitled to a diploma. After all diploma positions are won, a member's name will appear only once unless he competes in more than one club.
- Section 2 Club Secretary shall send reports of each race to the Combine Secretary so that they will be received not later than 24 hours after the first bird reported. The reports shall be sent via fax or email to the Combine Secretary.
- Section 3 In order for an individual bird to receive Combine recognition for trophies, diplomas or appearing on race reports, an official Combine Report of Arrival sheet must be filled out completely, including complete band number, in ink, for each individual bird desiring recognition. The Print-out from an EBSS may be used to satisfy the above requirement.
- Section 4 All moneys pertaining to the race shall be received by the Treasurer not later than 120 hours after the first bird reported. Failure to comply with this requirement will result in a given member Club NOT TO BE PICKED UP by the Combine truck for the next race.
- Section 5 A trophy will be given to the winning bird of each race in Section A (Nassau/Suffolk) and Section B (Richmond, Kings, Queens). Average speed trophies will be given within each section for club, special and overall races. Effective in OBs 1999, cash awards will be given to Section A and Section B Overall Average Speed winners. \$300 for 1st place, \$200 for 2nd place and \$100 for 3rd place. (Rev 1/26/99)
- Effective 1/96, loft location determines section within which a loft can compete for Combine honors. If a loft is located in Section A member must belong to a Section A club to be eligible for Combine honors. Likewise, if a loft is located in Section B, member must belong to a Section B club to compete for Combine honors. However, members may compete for club honors only if he participates in a section outside his loft location and the club accepts individual as a member. (Rev 11/95)
- Section 6 The Section (A & B) which has the best speed shall be listed first in the Combine race results. The overall totals (lofts and pigeons) shall be engraved on the trophy of the bird with the best speed.
- Section 7 --Reserved--

ARTICLE XI – APPEAL

- Section 1 A member or members can appeal to the Combine on the grounds that charges against them were untrue or that they were dealt with unfairly. Appeals or protests shall be reviewed by the Race Committee, consisting of one (1) member from each club, to decide upon the validity of the protest or appeal. The Committee members shall be selected at the beginning of each year. If a protest involves one of the members of the Committee, he will be excluded to vote at the Race Committee meeting. The Race Committee shall review the facts and pass judgment. Failure to

comply with the decision of this group can result in disqualification of the club or clubs involved for the race in question and in suspension from the race series.

- Section 2 Any man leaving a member club cannot join another club unless he leaves said club in good standing.
- Section 3 Any protest of a race must be submitted to the Secretary within 72 hours after completion of the race. All protests must be sent certified mail/return receipt to the Combine. Protest shall be in writing and state specifically and in detail the basis for the protest. The protest shall be considered first by the officers of the Combine, to decide whether a special meeting is warranted. If a meeting is called, the decision of the Race Committee shall be final and binding.
- Section 4 All decisions made and actions taken by the governing body of the LI Combine as a result of an appeal by a member(s) are final and binding. After its ruling or decision, no member or members shall be entitled to make a review or an appeal of any kind or nature, including but not limited to, any legal actions or proceedings, against the LI Combine.

ARTICLE XII – MEASUREMENTS

- Section 1 Measurement Requirements. No flyer can compete for prizes or diplomas in the LIC without official measurements taken by an approved GPS (global positioning system) device showing latitude and longitude. No competitor may use another flyer's measurements. Each member must have an official copy of his or her measurements on file with the club and the LIC Race secretary. Only a club officer or race committee is permitted to take measurements of a fancier's loft. Two or more club officials must be present at the time measurements are taken, unless measurements are taken by GPS unit, then only one official is required.
- Section 2 GPS Measurements. GPS is a very accurate system of surveying lofts and is acceptable as long as all flyers in the clubs/Combine are surveyed using GPS. All member Clubs must use GPS measurements, no paper [e.g. Bowens] surveys are allowed. The following are guidelines for taking GPS loft surveys:

The GPS unit used must be a WAAS enhanced unit, *with WAAS Enhancement enabled*.

The unit should be on for a minimum of 5 minutes prior to the survey being read and must have good satellite reception.

The survey should be done on a clear or partly cloudy day. Surveys may be conducted on overcast days if good satellite reception exists.

The latitude and longitude will normally be set to read in degrees, minutes, and thousands of minutes (i.e., DDD MM.mmm). These are the units accepted by WinSpeed for GPS readings. Note: The settings on both WinSpeed and many GPS units can also read out in DDD MM (Degrees and Minutes. These readings are just as accurate and acceptable as long as all readings are input into race software in the same unit format. Ensure the units are properly set by following the directions of your particular GPS unit.

The GPS Unit should be placed or held as close to the stalls as possible, normally on the landing board, taking care to place the unit out from under an overhanging roof for good satellite signal reception. If more than one set of stalls are used, then the unit should be placed in a central location between the sets of stalls. If it is necessary to move out from the stalls to get a good fix, this distance should be kept to a minimum, and be no greater than 10 feet.

Once at the loft, if the GPS unit has a margin of error reading, this should be observed to ensure that the lowest margin of error possible is obtained. Frequently, a margin of error below 10 feet can be obtained in most locations. Allowing the GPS unit to steady up for a few minutes (normally less than 10 minutes) before reading, will often bring the margin of error down. If the margin of error is still above 25 feet after 10 minutes, moving the GPS unit slightly to unblock satellite reception may help. Sometimes trees or other objects will block the signal. Raising the GPS unit up above the loft roof line, or slightly to the right or left, while keeping it as close to the stalls as possible will often dramatically improve reception. Readings with 25 foot margin of error are acceptable if this is the lowest margin of error obtainable after all of the above have been tried. If the margin or error is greater than 25 feet, the reading should be attempted on another day with less cloud cover. If the reading is still above 25 feet margin or error, this should be reported to the club along with the reading and the actual margin of error obtained for their review and acceptance.

Record the latitude and longitude. The latitude and longitude should be provided to the loft owner to record at the time of the survey. The club secretary should maintain a record of all GPS readings for club members. For existing locations, lofts that are moved thirty (30) or more feet, or if a flyer moves his loft to a new location [property] a new GPS survey is required. Failure for any flyer to notify the race secretary of a movement as described above, may be disqualified from any competition until a new GPS reading/survey is obtained and validated.

ARTICLE XIII – ELECTRONIC BAND SCANNING SYSTEMS (EBSS)

- Section 1** The use of certain Electronic Band Scanning Systems (EBSS) has been approved by the LIC. In the event the combine Executive Committee determines that a system or system design does not provide adequate security or presents a potential security question, the LIC may disapprove the use of that system. LIC member clubs are free to buy any of the approved EBSS systems indicated in section 9 below that they choose. Individual members within the organization are responsible for ensuring system (hardware/software) compatibility with other systems in use within the organization.
- Section 2** The antenna shall be installed at the loft entrance. This shall be the entrance to the loft by the outer wall within six (6) inches from the entry point from where the birds enter the loft for clocking. System antennas shall only be installed in the loft entry of the competitor using the system. The majority (more than one-half the width) of the Electronic Band Scanning System sensor/antenna must be within six (6) inches from the entrance of the loft where the race birds are entering the loft. (This may be an entry into an aviary or into the face wall of the loft, as long as it is considered the entrance). The race bird does not need to be contained.

Section 3 Clubs or users of Electronic Band Scanning Systems shall be required to use electronic band scanning systems that have a re-programmable electronic band (read/write chips) and to use EBSS bands as approved or supplied by the scanning system manufacturer.

Section 4 All EBSS operating and reading units shall be reported to the LIC Race Secretary for each individual member.

No antenna or electronic band scanning system may be employed or placed at the loft of another competitor without prior notice to and approval by the LIC Race Secretary.

Section 5 System control modules or system keys and administrative software used in EBS Systems shall be purchased or procured by the system owner. The Race Secretary of each club shall secure all individual system control modules or system keys during competitive events. The use and operation of these security controls shall only be permitted by the individuals specifically authorized by the Race Committee or the organization during competitive events.

Section 6 A member club may require that it's Race Secretary or members of the Race Committee affix or attach electronic bands to a pigeon, or inspect the bands, in order to ensure the band's locking mechanism is securely engaged. This process may be performed at the first shipping, or earlier, as required by the member club. The member Club may allow a competitor to affix or attach electronic bands to a pigeon subject to verification by the Race Secretary or a Race Committee member that the bands locking mechanism is securely engaged.

After all electronic bands have been securely placed on each bird, prior to a race season in which the birds may be entered in one or more races, the Race Secretary or a Race Committee member shall scan or read a competitor's bird band numbers and print out an assignment report of all his birds' electronic band numbers. The report shall be signed by the Race Secretary. The member Club shall retain a copy of the report in its records and another copy shall be delivered to the competitor as his verification of the eligibility of each bird.

Section 7 Electronic banded pigeons may not be handled by the competitor or representatives of the competitor during the race entry logging or shipping process. During the logging process, all band data must be reviewed to ensure band data accuracy by the Race Secretary or a Race Committee member.

Section 8 After all race birds have been entered in EBSS system administrative software, the Race Secretary shall print a list of all the competitor's entrants for each race. The printout should be signed by the Race Secretary or designated person and the competitor. The printout serves as a race entry list. An additional copy shall be delivered to the competitor. In the case where an electronic clock race sheet shows a tie, the first bird listed will receive the highest ranking of the tied birds, and so forth, down the list.

When closing the race, the Race Secretary or his designee shall print out all data prior to transferring data from the EBSS system to the computer. The printout will serve as a back-up document for later reference, if necessary. All data files should be stored on a back-up diskette, or other storage devise, in the event data reconstruction becomes necessary.

Section 9 Electronic bands/chip rings shall *not* be placed in counter-mark clocks. An EBSS electronic scanning clock that malfunctions and cannot be read at knock-off after reasonable attempts by the race committee is disqualified. Reasonable attempts in the club the birds were basketed should be made before disqualifying the clock.

Section 10 The following Electronic Band Scanning Systems indicated below have been reviewed for use by the LIC. Each competitor using EBSS Technology is responsible for any software, or hardware upgrades which may be required for the system(s) to remain in approved status with respect to developing Competition Standards.

A. UNIKON Deister Electronic GmbH N Unikon and Unikon Light (effective January 2000)
Versions: 1.9, 2.0 or Higher. Race Antenna: 2.0 or Higher

B. TIPES Diehl Ident GmbH
Version: 3.00 or Higher. Race Antenna: ESA 400 or Higher

C. TauRIS RUTER EPV - Systeme GmbH, Minden
Version: 5X or Higher. Antenna: ES2 or Higher

D. Benzing Technische Uhren GmbH N **Atis** and, **Atis Express**
Version 1.21 or Higher Victory N Basch Electronics, **M-1** and **G2**

E. Bricon, models 1 and 2

ARTICLE XIV – EXHIBITS

-Reserved-
