

**Approved: June 11, 2017 – Denver, CO.**

**General Table of Contents**

**Introduction**

(1.00)	Competition Standards
(1.08)	Section Awards
(2.00)	AU Nation Race Committee
(3.00)	Responsibility for following AU Race Rules
(4.00)	Membership Competition Requirements
(4.01)	Club Level
(4.03)	Partnerships General or Family
(4.10)	Combine, Concourse, Association Level, Etc
(5.00)	Race Schedules
(5.10)	Average Speed Requirements
(6.00)	Airline Surveys
(7.00)	Racing
(7.04)	Clocking Limits
(8.00)	Clock Operations
(8.08)	Basketing and Knock-off Time Reference
(8.09)	Setting of Clocks
(8.20)	Opening of Clocks
(8.27)	Reading of Tapes
(8.31)	Checking Countermarks
(8.40)	Clock Malfunctions
(8.56)	Computer Clock Defects
(9.00)	Capsules & Countermarks
(9.09)	Approved Clocks
(10.01)	Conveying and Liberating
(11.00)	Tossing of Race Birds
(12.00)	Competition Division Rules
(13.00)	Time Out for Darkness (Deadtime)
(14.01)	Closing of Races
(15.01)	Race Velocity Computations
(15.04)	Figuring Race Speeds

(15.06)	Start to Clocking Time
(15.09)	Time of Flight (Elapsed Time)
(15.10)	Determining Mileage (or Airline Survey)
(15.13)	Calculation Summary
(15.13)	Calculation Assistance
(16.00)	Electronic Band Scanning System
(16.06)	EBSS Antenna Placement
(16.18)	Approved EBSS systems
(17.00)	Local Organizational Race Rule Amendments
(18.00)	Organizational Compliance Format
(19.00)	Race Release and Transportation Guidelines

## Introduction

The American Racing Pigeon Union has developed these rules as a national set of standards for all competing organizations (Clubs, Combines, Associations, etc.) to:

1. Maintain organizational consistency and the highest standards of honesty, integrity and sportsmanship in our competitions;
2. To make for fair competitions within our affiliated organizations;  
and,
3. To ensure that all AU members are competing on a level playing field for AU national awards, thereby ensuring the absolute integrity, honor and esteem of those awards.

Please note: All organizations should also be familiar with the AU Rules of Conduct and Disciplinary Rules pertaining to racing and competition to familiarize themselves with expected standards of honesty, ethics and integrity, in particular as they apply to resolving disputes pertaining to race matters.

The AU Race Rules may not cover every conceivable incident or issue, consequently, the AU Board is receptive to and always encourages new ideas and input on suggested changes or improvements. If you have suggestions or recommendations, please submit your ideas in writing to the AU National Race Secretary to your Zone Director, or to any other Board Officer for presentation to the Competition Standards Committee for review.

## AU Sanctioned Races

An **AU Sanctioned Race** is a race where all AU race rules and AU Policies are followed and enforced in the race. Failure to follow all AU Race Rules shall disqualify the race from any recognition by the AU for diplomas or National Awards.

1. The Club, Combine, Concourse or Federation By-laws and local race rules must be on file and up to date with the AU office in Oklahoma before March 1, of any year. (Or shall default to the AU model for club, combine, concourse or federation.)

2. It is the responsibility of each organization to maintain an up to date signed copy of its By-laws and Race Rules with the AU Office in Oklahoma or as above default to the AU model. The Race Secretary and President of each organization shall be responsible to sign all required items.
3. Only Official AU Diplomas may be used as awards in an AU Sanctioned Race. (7/09)

#### **Note**

The Annual AU Convention Race is an AU Sanctioned Race.

**Compliance Statements** must be signed by the Race Secretary and President and returned with club rosters, which are due by **March 31** of each year. **See Compliance Statement in Race Rule 18.00.** (7/09)

The AU Race Release and Transportation Guidelines Section (19.00) are included at the end of these Race Rules as a guide for all Organizations. **Dec 2011**

#### **1.00 - Competition Standards**

**1.01** Any auxiliary, club, center, combine, concourse, association, federation or other organization affiliated with the American Racing Pigeon Union, Inc. shall be hereinafter referred to as an "organization." **They shall be governed by all AU rules and policies. The AU shall maintain full authority over all organizations that award diplomas and/or report to the AU National Database. The AU shall have authority and jurisdiction to hear all infractions and grievances brought against any level of organizations affiliated with the AU such as clubs, combines, concourses and federations by the membership of the AU.**

A Combine is created when two or more clubs join together for the purpose of increased competition and/or for economy of operations. A Concourse is created when two or more Combines are joined together for purposes of increased competition and/or for economy of operations. A Federation is created when two or more Concourses are joined together for purposes of increased competition and/or for economy of operations. An Association may be considered the same as a Federation or in many instances an Association may be classified as a statewide or regional area of competition. (7/06)

Starting in 2009 Combines, Concourses and Federations wishing authority over AU Race Rule (4.03) and (5.0) must be an **\*AU Chartered Organization** following the requirements listed below. Contact the AU Office in Oklahoma for an application.

#### **The minimum requirements to qualify as an AU Chartered Organization**

- All clubs must be 100% current AU members.
- All Combines must be made up of a minimum of two 100% AU membership Clubs.
- All Concourses must be made up of a minimum of two 100% AU membership Combines.
- All Federations must be made of a minimum of two 100% AU membership Concourses.
- Each Club, Combine, Concourse and Federation must send in with their application a copy of their By-Laws and Constitution and any addition race rules, none of which may conflict with AU Race Rules.
- Each newly AU Chartered Organization shall agree to keep their By-Laws and Constitution current with the AU Office.
- Each AU Chartered Organization shall have in their By-Laws how they will handle (4.03) Partnerships and (5.0) along with an appeal process for its membership.

Any AU Chartered Organization not meeting the minimum requirements shall lose their AU Chartered Organization status. **Effective 2009**

1.02 The AU Race Rules provide the official standards, practices and procedures by which all AU races are to be conducted to be sanctioned for qualification for AU diplomas and national awards.

1.03 The AU Race Rules are effective for all organizations (Clubs, Combines, Associations, Concourses, etc.) conducting AU races whether or not these rules have been officially adopted by the competing organization.

1.04 AU-affiliated organizations participating in racing competition with non-AU-affiliated organizations shall follow AU Race Rules.

1.05 A.U. Diploma's and AU National awards are to be issued only to AU Members. Moreover, for a competitor's results in a particular event to be considered for AU diplomas or national awards, the race must be held in compliance with A.U. Race Rules and Competition Standards Policies as adopted by the A.U. Board of Directors. (7/08) (To become effective with 2009 Old Birds.) **See AU Race Rule 4.04.** (7/09)

**1.06** All races conducted by AU-affiliated organizations shall be conducted in accordance with AU Race Rules, except as otherwise may be provided for herein. No result for any race not conducted in accordance with AU Race Rules shall be used, submitted, or considered for any AU national awards. AU diplomas shall not be issued for any race that is not conducted in accordance with AU Race Rules. AU diplomas will be awarded on a basis of 1 (one) diploma for every 20 (twenty) birds plus any fraction of twenty or 1 (one) diploma for every 5 (five) lofts plus any fraction of five, whichever is greater, that have been duly entered in a race. (Examples: A race with 410 birds would warrant 21 diplomas ( $410/20 = 20 + 1$  for the 10-bird remainder would total 21 diplomas). A race with 18 birds and 18 lofts would warrant 4 diplomas ( $18/5 = 3 + 1$  for the 3 loft remainder for a total of 4 diplomas). No result for any race not conducted in accordance with AU Race Rules shall be considered for any annual or race series award made by an AU-affiliated organization, including but not limited to: Average Speed Winner; Champion Loft; Champion Bird; or, other similar award. (1/2000) (11/04)

**AU Organizations may vote by a majority of the competing members not to issue AU diplomas, however a competing member that desires and requests diplomas shall have the right to have the Race Secretary issue them.**

1.07 AU National Awards will be computed from the single, merged race sheet which lists the total number of birds and lofts for the entire liberation. (7/03)

Special provision: Events such as special races, futurities, one-loft races, or other designated special races, are exempt from this rule provided that all participants are notified prior to entering birds for shipping in the competition that the special competition will NOT be flown under AU Race Rules. Loft or bird records resulting from races that are excluded under the provisions of this exception to these rules may NOT be used for any AU Diploma or official AU National award. (7/10)

1.08 Club/Combine Section Awards (Diplomas). A Section is a geographical area or boundary (approved by the parent organization) that competes against each other within that organization.

Diplomas may be awarded for the winners of a Club section as well as a Combine Section.

Each Club in the Section must maintain the minimum number of three (3) competing lofts per section to award a Section Award. (10/15)

Example:

Each Combine must maintain at least two (2) Clubs with 3 competing lofts in each Club to award Combine Section Awards. (10/15)

1.09 Only AU approved methods, programs, and electronic band scanning systems may be used to upload race results into WinSpeed and the AU National Data Base. All AU race rules must also be followed to do so. Any organization that is found to be in violation of this rule shall have their race results and birds removed from the AU national Data Base. (10/15)

## **2.00 – AU National Race Committee**

2.01 In accordance with the AU Constitution and By-laws, the AU Board of Directors shall select and appoint a AU National Race Committee and National Race Secretary.

2.02 The duties of the AU Nation Race Secretary shall be to maintain a true and correct copy of the official rules governing any competitive race, show, or other event sponsored by the Union or by any Union affiliated organization, and as needed to recommend modifications or amendments to those rules for adoption by the Board of Directors.

2.03 In the event of any dispute or question about an interpretation of Union rules applicable to any particular event, the interpretation of the AU National Race Secretary and Committee shall be final and binding. If the AU National Race Secretary and Committee determines that any AU-affiliated organization has knowingly violated the rules of the Union, it may file a complaint with the Infractions Committee and request that appropriate action be taken.

2.04 The AU National Race Secretary and Committee will provide, upon written request, assistance to members and organizations seeking interpretations that cannot be resolved at the local level via organizational channels.

2.05 No organization may have a race rule which conflicts with an official AU Race Rule, unless a proper exemption has been requested in writing, granted and approved by the AU Board of Directors. Organizations may develop and adopt additional race rules as long as those rules do not conflict with or purposely contravene the spirit and intent of these official AU Race Rules. (See rule regarding exceptions.)

2.06 In the event the Union elects to regulate any area of activity within the sport of racing homing pigeons it shall be presumed that the Union's policies and rules shall have control over any and all inconsistent policies or rules made by any affiliated organization with respect to the same subject. All affiliated organizations, and their members, are bound by Union policies, rules, and procedures.

**2.07** The Official AU Race Rules may only be amended or revised by majority vote of the AU Board of Directors. These amendments may be made and adopted at any regular or special called meeting or by official teleconference. Amendments considered by the Board will usually be those previously considered by the AU National Race Secretary and Committee and submitted for full Board review and action. Proxy voting shall not be allowed by any Organization affiliated with the AU.

2.08 Any changes, updates or amendments to the official AU Race Rules shall be updated on the AU website, and/or published in the next issue of a designated Union publication clearly indicating when the rule changes shall be implemented and be in effect the following calendar year OB and YB season.

2.09 Proxy Definition: A written appointment given by a voting member of an organization to another person allowing the proxy holder to attend a specific meeting on the member's behalf, including the exercise of the member's voting rights. (06/15)

## **3.00 - Responsibility For Following AU Race Rules**

3.01 It is the responsibility of an organization's officers (whether it be at the level of the Club, Combine, Association, Federation, Centers, etc.) to ensure that the AU Race Rules are followed and enforced, and it is the responsibility of the organization members to elect officers that will accept these responsibilities and uphold the intent, the standards and principles these race rules engender.

3.02 Each organization shall elect one person as the Race Secretary. This person shall be responsible for supervising and ensuring the integrity of each race.

3.03 The Race Secretary shall have the authority to audit, verify, question or halt any action that might compromise the integrity of any race.

3.04 A Race Committee shall be elected or appointed by the President, consisting of the Race Secretary and a minimum of two other members. The Race Secretary shall chair the Race Committee. The Race Committee members will assist the Race Secretary with the supervision of each race. The Race Secretary or a member of the Race Committee should be available for assistance during each race. (11/13)

3.05 If any member of the Race Committee stands to benefit or to be penalized by a decision of the Race Committee, he or she must absent themselves (abstain) from the decision process, with the exception of providing informational input to the Committee, if requested.

3.06 Interpretations and enforcement of the AU Race Rules and decisions on questions that may not be addressed herein, shall be made by majority vote of the organization Race Committee members. The decision of the Race Committee members shall be final, unless the organization has adopted procedures for appeal to the organization officers or members and those procedures are followed. **Exception: See AU Race Rule (2.06) (7/10)**

3.07 Each organization shall adopt a procedure by which a race rule interpretation can be appealed to the organization officers or members. In the event a race rule interpretation is appealed to the organization officers or members, a written response shall be provided within fifteen (15) days of receipt of such complaint. A failure of the organization to provide a timely response shall be interpreted as a ruling in favor of the complainant. Note: Organization officers and members are encouraged to seek AU assistance on rules interpretations when an appeal has been filed. The AU National Race Secretary and Committee stand ready to help in these matters. **See AU Race Rule (2.06) (7/10)**

3.08 If a member files a complaint that their organization is not abiding by the AU Race Rules, the AU National Race Secretary will forward an affidavit of compliance to the accused club's officers and Race Secretary for their signatures. If the organization fails to obtain the required signatures and return the affidavit verifying compliance within 21 days, the AU National Race Secretary will duly notify the AU Awards Chairperson that the organization's races do not meet minimum national standards and their members' race results are therefore not eligible for diplomas or other AU national awards. See Section 18.00 below for the Compliance Statement to be used if requested by the AU National Race Committee and/or Board of Directors. (10/2009)

Each organization is required to retain their member's basketing and arrival lists for each race for a minimum of 90 days and to make them available upon request to the AU National Race Committee to make sure the organization is in compliance with AU race rules. (10/14)

3.09 The procedure identified in section 3.08 may also be used when one organization files a complaint against another organization.

3.10 AU members are required to be familiar with and abide by the most current "Best Practices for Pigeon Releases." (7/14)

#### **4.00 - Membership Competition Requirements - Club Level Competition**

4.01 The AU will recognize as an AU race, competitions in which race birds are entered by three (3) individual AU members with surveyed lofts at three (3) separate, physical loft locations.\* Within the scope of this rule all of the members need not clock birds in the particular competition for it to be declared as being official. Separate loft location is defined as an address as commonly recognized by the US Postal Service as a mail or parcel pick up or drop off location or one that is a regular scheduled delivery point for the mails. An Individual AU Member is defined as either an individual member or partnership whose birds are registered and countermarked to compete in a particular event sponsored by an AU-affiliated organization. Under this rule and for the purposes of determining a count for Official race status, a partnership (regardless of the number of members in the partnership) constitutes ONE (1) member. \*(See section 4.03 governing more than one team from the same loft.) (10/15)

**Also See Section (4.04) for exceptions to the 3 lofts needed for AU awards.**

**4.02 Club Participation** A minimum of three (3) competing members from three (3) separate physical loft addresses are required to assemble and ship the race.

However, as stated in in section 4.01 three (3) competing members must be entered in the race for it to be recognized as an official AU club race. Clubs that enjoy combine, or similar affiliation, may ship a race for awards at the combine level provided the club has assembled a "minimum-presence" of three (3) competing members from three (3) separate physical loft addresses. In such cases, the three (3) competing members from three (3) separate physical lofts addresses must be present to complete the shipping process at the Club. (6/17)

When a team's owner cannot attend assembly/shipping of a race, an AU member from the same competing organization may substitute for the owner. The substitute (if a non- competitor) shall contribute to minimum three (3) presence. (6/17)

Exception: If the Club Race Secretary and Committee are still present after shipping another regular club race and supervising the basketing and shipment of races with less than three (3) lofts shipping, those lofts participating may ship at the combine level.(07/16)

#### 4.03 Partnerships General, Family, Juniors

##### **Partnerships**

**A.** Allowing any kind of partnership(s), General, Family or Juniors, is strictly determined by the highest level of an \*AU Chartered Organization.

Only one shipping limit shall be flown from one postal location unless the AU Chartered Club, AU Chartered Combine or other AU Chartered Organizations competing membership vote to allow a higher shipping limit. Voting should be done before each series of the race season.

Chartered Organizations may also determine how the shipping limit is divided up among the partnerships.

A Partnership is equivalent to one vote, regardless of the size of the partnership. A change from this standard is a decision a club must make before the race series starts.

**B.** If more than one loft partnership (per location) is allowed by the club or \*AU Chartered Combine, the club or \*AU Chartered Organization will determine how many maximum loft partnerships can be flown from one location. The Club shall determine how long a partnership must stay in effect to be a valid partnership.

Example: A club or \*AU Chartered Organization may allow a partnership for just the YB series of races. A club may require the partnership to remain together for

both the YB and OB series. Specifics of the partnership shall be up to the club. A season is defined as both the YB and OB series of races for the calendar season. An example is a 2006 season includes the YB and OB series of races. (7/06)

**C.** All loft partnerships and Junior flyers must have a separate list of birds; each competitor must pay all dues (club, state, national, etc.). Each competitor must pay shipping for each team.

Birds from Partnerships or Junior flyers not finishing the series of races for any reason are disqualified for the remainder of the series, YB or OB. Those birds may be redistributed for the next series of races.

**D.** It is also a club or \*AU Chartered Organization decision regarding manual clock requirements, i.e., 2 lofts/2 clocks, or 2 lofts - 1 clock, OK for both. If an electronic clock has the ability to differentiate and separately clock each partnership, it shall be allowed.

#### Family Partnerships

The AU encourages families to participate in our sport together, therefore, a husband and wife, father and son, or father and daughter, or other family or adult and junior member combination, may compete (with the approval of their club or \*AU Chartered Organization) from separate lofts, or even the same physical loft so long as ALL the following conditions are met:

1. Each competing family member must be a current dues-paid AU member and be of sufficient age to handle and clock his/her own birds;
2. Each competing family member must be a current dues-paid club member and pay all fees for shipping and related expenses as the organization may require;
3. Each competing family partnership must compete under a different, unique loft name or identifier.
4. Each competing member of the family partnership must submit a separate list of the birds with which they intend to compete to the Race Secretary or \*AU Chartered Organization Race Secretary or Race Committee prior to the first race of the race series in which they intend to compete. No transfer of birds from partnership lists will be allowed.

CROSS- COUNTER-MARKING (a "team A" counter-marked bird in a "team B" clock) disqualifies that counter-mark, and therefore disqualifies the missed-clocked bird from receiving any race position.

5. All members of a family partnership must compete in each race. If one member stops flying, those birds designated for that particular team cannot compete on another team flying to that loft for the remainder of the young bird or old bird schedule. See 4.03 **A, B and C** above for club requirements which may stipulate more stringent conditions of the partnership.

6. Per club or \*AU Chartered Organization requirements, the organization may require that separate clocks be used to time each of the separate teams birds. If an electronic clock has the ability to differentiate and separately clock each team it should be allowed.

7. Clubs or \*AU Chartered Organization may have other reasonable requirements to help them ensure the integrity of the clocking and reporting at the loft with the extra team/s. Within the scope of this rule, there is no intention to allow one member to ship more birds than his fellow club competitors and this rule in no way should be construed to condone or support any such action or attempt by anyone. Any such manipulation of this rule for that purpose to circumvent a club or \*AU Chartered Organization shipping limit will result in the loss of all eligibility for AU diplomas and national awards for the teams involved. Within the scope of this rule, a group will NOT be allowed to form an AU-chartered club at any one loft location.



8. As in a General Partnership, a Family Partnership is equivalent to one vote (regardless of the size of Family Partnership) in race matters. (7/06)

Within the scope of this rule, there is no intention to allow one member to ship more birds than his fellow club competitors and this rule in no way should be construed to condone or support any such action or attempt by anyone. Any such manipulation of this rule for that purpose to circumvent a club shipping limit will result in the loss of all eligibility for AU diplomas and National awards for the teams involved. (1/2000)

**\* An AU Chartered Organization is one that holds an AU Charter for the level of that Organization. All AU clubs hold an AU Charter but Combines, Concourses and Federations do not. Combines, Concourses and Federations wishing to exercise authority over (4.03) must apply for AU Chartered Organization status.**

**See AU Race Rule (1.01) for the minimum requirements for Combines, Concourses and Federations to qualify for an AU Chartered Organization status. Effective 2009**

Again, within the scope of this rule, a group will NOT be allowed to form an AU-chartered club at any one loft location.

4.04 If a club fails to meet the three (3) member minimum competition requirements for club competition, the race shall not be recognized for AU National Awards or AU Club Diplomas. (10/15)

For the purpose of competing for AU local diploma awards, competing lofts are not disqualified from continuing to pursue AU awards such as Average Speed, Champion Loft, Champion Bird, etc., as long as:

1. The club met the 3 member minimum loft competition requirement at the start of the scheduled series of races. (10/15)
2. At least 3 competing lofts finished the scheduled series of races. Effective OB 2010

4.05 To close a race, organizations (a club, in this example) must have a minimum of three (3) competing members present, representing three separate loft addresses, in order to knock off clocks. The three competing members must be from the same competing organization, i.e., the same club, combine or federation, etc. When a team's owner cannot attend closing of a race, an AU member from the same competing organization may substitute for the owner. The substitute (if a Non-competitor) shall contribute to minimum three (3) presence. (6/17)

If a loft is flying more than one club, the first knock-off may be used by the second club for the official results, if approved by the second club. (7/07)

4.06 The closing of races shall be decided by the local organization sponsoring the race. For Example: Based on overall race distances, the club may establish whether the race shall be a one (1) or a two (2) day race.

4.07 Note: For Definition Of "Active Participant" and the eligibility of members to vote on race related matters see Race Rule 5.00 (7/05)

4.08-4.09 Left Blank Intentionally.

4.10 Combines, Concourses, Associations, & Federations Competition

Regarding verification of the minimum number of club level flyers and lofts, as set forth in Rule 4.02 above, combines, concourses, federations, associations, etc. (i.e., combined level and higher) shall have the authority to verify compliance by any club or lower level organization that is countermarking and shipping birds for competition in their races, or using the combine level transporter for shipping their races. Should a combine or higher organization deny recognition of the club based on violations of the membership competition requirements, the club may appeal the decision to the AU National Race Committee for the appropriate reviews. (7/2001)

4.11 Where more than one member is flying from the same loft location in a non-partnership status, the club shall determine the voting rights of the individual flyers. (11/04)

4.12 Members that are required to move to another competing club to satisfy the "minimum presence" rule shall be eligible for AU National awards and diplomas at the combine or similar organizational level.

When moving to another club, both basketing and knock-off must be completed at the same club supervised by that club's race secretary and two other members of the club's race committee. (7/10)

4.13 Although in person voting is preferable, a member may exercise their voting rights by other methods **if allowed by their organization**. These methods may include voting by phone, by email, and by a signed statement mailed or delivered by another person to the official recording the votes. (10/15)

4.14 If a club fails to comply with the three (3) members "presence" rule, the club's race results shall not be included in any combine or similar organization's race results and shall not be considered for AU National awards or diplomas at either the club level or at combine level. (7/10)

4.15 A Combine and/or Concourse that fails to enforce minimum competing club requirements may forfeit all rights to AU national awards or Diplomas. (7/10)

## 5.00 - Race Schedules

**5.0** Only active racing members are eligible to vote on an organization's race-related matters. An 'Active Racing Member' is an organizational member who has shipped, clocked and reported in at least 2 races of the same regular series the previous year. This rule is a minimum requirement although local organizations may adopt a rule requiring higher levels of participation as a qualification to vote on race-related matters. (10/14)

Example: A club or **\*AU Chartered Combine** may allow a partnership for just the YB series of races. A club or **\*AU Chartered Combine** may require the partnership to remain together for both the YB and OB series. Specifics of the partnership shall be up to the club or **\*AU Chartered Combine**. A season is defined as both the YB and OB series of races for the calendar season. An example is a 2006 season includes the YB and OB series of races.

Proxy voting shall not be allowed by any Organization affiliated with the AU.

G. In the event an organization does not possess Procedures For Changes with respect to average speed calculations, then for example, if a Average Speed race is brought back (for whatever reason) and released at a shorter surveyed station, the results will still be used to calculate awards in the Average Speed competition division provided that the release station is within an appropriate distance measurement for the division. **If not, then it shall be declared a "No Contest" and not used as part of any average speed calculation.**

5.01 The race schedule, including dates, race stations, closing of races, shipping times, shipping limits, and procedures for changes, shall be established at a regular or special business meeting.

5.02 A race schedule may not be changed in any way while a race series is in progress, except:

- A. Where such procedures for changes are spelled out writing in the organization's constitution and bylaws or race rules at the time the schedule is adopted; or,
- B. Unless deemed necessary by the Race Secretary for the safety or welfare of the birds; or,
- C. If agreed to by 2/3 of the competitors competing in the race series, or (7/14)
- D. In the event a special meeting is held to amend the race schedule, such meeting will be held with reasonable notice of the meeting being given to the competing membership in advance. (7/06)

5.03 The organization shall state in writing, prior to the start of the season for the benefit of the membership, how race schedule changes will be handled in the event of inclement weather, procedures for holdovers, delayed releases, or for possible outbreaks of disease.

5.04 Intentionally Left Blank. (10/09)

5.05 For the purposes of AU National Awards, the number of regional open races that are marked Special is limited to no more than two open races per organization per race series. In the event that more than two regional opens are flown per race series, they must be submitted for AU Awards as if they were their own separate organizational level of competition and not marked Special in the WinSpeed© race program. The AU Awards Committee reserves the right to disallow any race marked Special that, in their opinion, does not meet the intent of this definition. (10/05)

5.06 Intentionally Left Blank. (7/08)

**5.07** Stacking of club results is not allowed. Stacking results is defined as merging a club's results with another club's results and then with still another clubs, etc., results sequentially until reaching the final combine/concourse result. (10/05)

Stacking is defined as: When a member belongs to two or more clubs, reporting the same race team results from the same release in both clubs. This is not allowed.

A member may fly two or more teams in the same club or two or more clubs in the same combine on the **same release** provided: 1) This practice must be provided for in the organizations' race rules along with how to handle any bird limits that are imposed. 2) The member must make distinct and different lists of birds for each team. No individual bird may be listed on two or more teams, i.e., no "crossing". 3) For each team flown the member must use his real name but different loft names. Each loft name must have a different letter prefix for their AUID in WinSpeed such as AU, AA or AB, etc., and followed by the correct numerical part of the AUID.

Members are allowed to fly in two or more clubs **without** providing separate and distinct bird lists **provided that the clubs are not flying the same releases. Nov 2012**

5.08 When reporting the vote on race-related matters to a higher organization, clubs must, along with the results, name the active racing members present and voting, along with the tally of how these members voted.

Example; Eligible active racing members voting on the measure, six; Jose Baca, Bob Trove, Ivana Crowe, Eddie Bly, Samuel Clemens and Mary Vasquez. Two voted for schedule A, one voted for schedule B and three voted for schedule C (12/ 16)

5.09 Intentionally Left Blank.

5.10 Average Speed Requirements

The AU National Awards standard does not mandate average speed competition; however, organizations electing to compete for average speed awards must meet the following conditions:

A. Eligibility. To remain eligible for the average speed award, each competitor must ship birds in every scheduled average speed race in a particular distance or division, and this requirement applies even if the race is later cancelled, ruled to be a No Contest, or the birds are brought back from the originally scheduled release point. Note: A No Contest is described in AU Race Rule 10.04 and 10.07.

B. The choice of a competitor to NOT ENTER an average speed race is effectively equivalent to his/her forfeiting eligibility for the award at the given distance category.

C. A competitor must clock an eligible return, (a bird countermarked for that scheduled race) and receive a documented speed in every released average speed race to remain eligible for the award at that given distance division.

D. A competitor to remain eligible for any average speed competition or award must compete from the same surveyed loft location for the entire schedule of average speed races.

E. The results of a race declared by the race secretary, or race committee to be a No Contest shall not effect average speed calculations at any distance. Note: AU Race Rule 10.07 declares under what circumstances a race must be declared a No Contest.

F. In the event a race is liberated at a different station than originally scheduled, the local organizations Procedures For Changes referred to in AU Race Rule 5.01 to 5.02 will dictate how the liberation will be treated with regard to average speed calculations.

G. In the event an organization does not possess Procedures For Changes with respect to average speed calculations, then for example, if a Average Speed race is brought back (for whatever reason) and released at a shorter surveyed station, the results will still be used to calculate awards in the Average Speed competition division provided that the release station is within an appropriate distance measurement for the division. **If not, then it shall be declared a “No Contest” and not used as part of any average speed calculation.**

6.00 - Airline Surveys

6.01 All competitors in any given race must use airline surveys, which have been calculated by an organization approved by the AU Board of Directors, or by GPS as specified below (see 6.06). A new loft survey is required if a loft is moved 30 feet or more. (7/2003)

6.02 When using **surveyor measurements** a two (2) member committee, neither of whom will fly from the location in question, shall make a location diagram of the property on which the loft sits, clearly showing the loft position with pertinent reference measurements from at least three points. This diagram, with the competitor's approval, shall be mailed to the surveyor by the Race Secretary or authorized representative of the organization. Measurements shall be taken off the electronic trapping device (pad) in the case of electronic clocks and as close to the trap as possible when using a stall trap. (Surveyor), Bowen and GPS loft measurements shall not be mixed in a Club.

Organizations above the club level may have mixing of Bowen and GPS as long as within each club, the measurements are either all GPS or Bowen. (7/10)

6.03 The airline distance measurement to the competing members' lofts must be from the same release point for each competitor.

6.04 Airline distances will be figured on the basis of the shortest distance (a straight line) between the release point and the competitors' lofts. **When a race team is flying from more than one loft at a location, the loft entrance with the shortest GPS coordinates shall be used in all distance calculations.**

6.05 "Bent" or modified airline surveys. Organizations desiring to use a bent airline survey shall submit a written request to the AU National Race Committee requesting an exception for the use of bent airlines. The request must contain justification for the exception. The AU National Race Committee by majority vote may grant an exception for bent airlines. Race results of organizations using bent airline surveys will NOT be accepted for AU national awards; however, race results shall be eligible for AU club diplomas. **Effective OB 2011.** (7/10)

6.06 When using **GPS measurements**, a two (2) member committee, neither of whom will fly from the location in question, shall take coordinates using only WAAS-enabled GPS units. Measurements shall be taken off the electronic trapping device (pad) in the case of electronic clocks and as close to the trap as possible when using a stall trap. (Surveyor), Bowen and GPS loft measurements shall not be mixed in a race.

GPS Measurements at race stations may be taken by one committee member or a designated person such as the truck driver or liberator if trained in the proper use of the GPS. (7/10)

## **7.00 - Racing**

The AU Race Release and Transportation Guidelines Section (19.00) are included at the end of these Race Rules as a guide for all Organizations. **Dec 2011**

7.01 All AU races must be conducted under the sponsorship of an AU-affiliated organization such as a club, combine, concourse, federation, association, etc.

7.02 Organizations composed of clubs may join together to increase competition and/or for economic advantages.

7.03 All pigeons participating in a race or series of races must be released simultaneously at each agreed race liberation point/station.

7.04 Race Result Accuracy

A. Each organization shall establish its own procedures and deadlines regulating competitors seeking to correct race result/award data and place their procedures in its constitution and by-laws. If the organization has not established procedures governing petitions for award data correction, then a competitor has 15 days from publication of the awards data to appeal to the Race Secretary in writing. The Race Committee will then issue a written reply within 15 days to the protesting member as to why the awards data will stand as published; otherwise, the Race Committee will refigure the race results/awards data for accuracy. (AU Race Rule 3.07)

B. Race Results shall be published and distributed to the race participants by the organization's Race Secretary or Race Committee in a timely manner. Race results shall include as a minimum:

1. The true top 20% of the entered birds in the true order of their finish and the speed each has achieved; (Note: per UPR Guidelines)
2. The name or loft name of the competitor;
3. The number of birds the competitor shipped;
4. The competitor's survey distance;
5. The timed bird's color and band number (and sex for old birds); Where vanity bands might produce a duplication of the first 4 letters, the race secretary shall insure the correct bird is credited for diplomas and National Awards.

NOTE: It is not practical to enter a complete vanity band in electronic clock systems. Clock systems will only allow the first four characters. Phone numbers are not considered as part of a band number.

**# 5 Effective OB 2012**

6. The time of the birds clocking;
7. The speed the bird attained in yards per minute; and
8. Clocking limits will not be permitted in AU sanctioned competition. (7/03)

C. For those organizations that allow flyers to call or email in their race times for the convenience and then knock off the clocks at the next club shipping, the initial race results are not official and are not to be uploaded to the NDB until all clocks have been knocked off and all arrival times have been printed and verified against the race results. For any race to be an official race each club must have a printed copy of the basketing and arrival times for each flyer. (06/15)

7.05 No bird may be entered in a race if the competitor entering the bird cannot show written proof of ownership. If written proof is requested, ownership documentation must be provided within a reasonable period of time.

7.06 The Race Secretary and/or the Race Committee has the authority to issue requests for written proof of ownership.

7.07 A bird that does not home to the loft of the competitor entering it shall not be included in any race results.

7.08 Only birds with unaltered seamless racing pigeon size bands, with size approved by the AU, may be entered in an AU recognized race. (See Rule 7.09)

A. Any member that is found to be using AU bands for the new year prior to Jan. 1<sup>st</sup> shall lose the privilege of purchasing specialty or vanity AU bands for a period of three (3) years. (06/15)

**7.09** A member may fly alien banded birds as young birds without paying a registration fee. However, if a flyer opts to fly alien banded birds (IF, CU or FMC) as old birds, they must be registered as follows. (Effective OB 2009)

No bird may be entered into an AU sanctioned race if it is banded with more than one (1) AU or AU recognized band. (12/16)

Birds banded only with AU, I.F., CU, FMC may be entered or released in an AU race and be eligible for AU national awards and diplomas, providing: (11/04) (7/05)

The handler must be an active AU member;

All non-AU bands recognized by the AU: IF, CU, & FMC, must be registered with the AU office, prior to competition to be eligible for AU awards. (11/04)

I.F., CU, and FMC bands must be registered by the flyer prior to January 15, with the AU National Office. (7/07)

Only those bands registered by the above date, and prior to competition shall be eligible for any AU award. (7/07)

The cost of registration is \$1.00 (one dollar-U.S.) for each registered bird. This is a permanent registration for the alien banded bird. (Note: The Initials FMC cited above are the initials used by the Federacion Mexicana De Colombofilia.) (11/04) (7/05) (7/08). (Effective OB 2009)

**Organizations at their option, may require the use of AU bands in AU races. Organizations shall grandfather (as approved above), non-AU bands for birds registered with the AU previous to an Organization adopting this rule. Organizations may have reasonable exceptions to this rule. Effective 2014 band year.**

7.10 AU Organizations may release both Young Birds and Old Birds together in one release. At knock-off, the race results are then broken out as a separate YB race and a separate OB race. All other YB and OB races although released together such as B races and special races must still be released 30 min. or 35 miles apart. **Effective 2009**

Special races such as club futurities may be released within an A or B race. A race within a race.

7.11 Sick pigeons will not be shipped. Pigeons which appear unhealthy or contagious shall not be sent on a race or on an organization sponsored training release. Enforcement shall be by the Race Secretary and the Race Committee as stated in Section 3.06. For purposes of this rule, this will include pigeons which are showing symptoms of diseases which are known to be communicable, such as:

- Uncoordination, such as that associated with paramyxovirus;
  - Standard wing boils associated with paratyphoid;
  - Pox lesions on the skin or mucous membranes;
  - Seriously soiled vents which is associated with serious intestinal infections;
  - Outward symptoms of respiratory disease complex, such as swollen eyelids, a nasal discharge or discolored nasal ceres;
  - Any pigeon that is injured and appears unable to make the flight;
  - Any bird with an active external infestation of parasites.
- (10/2007)

7.12 The maximum number of birds that may be entered in a given race by competing members shall be determined by the organization's membership at the time the race schedule is adopted, if the limit is not stated in the organizational constitution and by-laws or other race rules.

7.13 Clubs, Combines, Associations, etc. may not impose bird clocking limits on AU races.

7.14 Each competing organization shall establish its own rules and procedures for particulars with regard to shipping young birds or old birds, the separation of cocks and hens, liberation times, etc., providing they do not conflict with AU rules.

7.15 Birds must be at the designated place and time for countermarking/basketing or they may be barred from competition in a given race. (7/06)

7.16 Each race bird must have placed upon its leg an official race countermark OR an EBSS band, which will trigger an electronic scanning, sensing device as approved by the AU. (See Section 16.00 for Electronic Band Scanning Systems.) Competing organizations will NOT require countermarks on either leg if a competitor is using an electronic band scanning system to time his/her birds. (1/2000)

For investigative purposes, the race committee if it deems necessary may require a flyer to replace an EBSS band with another EBSS band supplied by the club at the time of basketing. Refusal to comply will disqualify the bird (10/14)

7.17 All competitors' race entry forms must clearly display the race bird's countermark number or the chip ring or chip code number, in the case of an electronic band scanning system.

7.18 After the final bird of a competitor's race entry has been countermarked, any "scratched birds" (listed, but not countermarked) must be crossed out on the official race entry form, including the countermark space, and initialed by a Race Committee member and the competitor or their representative.

7.19 A Race Committee member shall verify the number of birds entered for each competitor, initial the competitor's entry form, and forward the form to the Race Secretary or an authorized representative.

7.20 All countermark paper slips must clearly display the bird's band number. If an electronic or computer countermark system is used, the organization scanner must clearly display the bird's registered permanent band number.

7.21 Countermark slips shall be grouped together by competitor displaying the competitor's name, and shall be given to the Race Secretary or an authorized representative immediately after all birds are countermarked.

7.22 The entry form and countermark slips for the organization Race Secretary shall be kept by some other competing member during the race.

7.23 No AU member shall intentionally release trainers or any other race birds within 35 miles or 30 minutes of a scheduled race liberation. (7/09)

7.24 No competitor or representative of the competitor may handle their own birds during the basketing/logging process.

During the basketing/logging process, all band data must be reviewed, to ensure band data accuracy by the Race Secretary or Race Committee member. At no time is a competitor or



representatives of the competitor permitted to perform race entry logging of their own race entries or participate in the verification process of their race entries. (11/06)

7.25 A competitor (including Race Committee members) cannot write countermark numbers or operate the countermarking machine for his or her own race entries.

7.26 After a race bird is placed in a shipping crate, it will not be removed without first consulting the Race Secretary or a Race Committee member, who must then supervise such removal.

7.27 The shipping crates will be sealed with a tie wrap or locked in a secure manner to ensure security for the birds while in transit. (11/06) The shipping crate doors must remain sealed from the time they leave their respective clubs until they arrive at the designated race release point. **Using baling wire, electrical wire or twist ties are not secure and shall not be used.**

7.28 From the time the birds are delivered to the shipping organization until they have been liberated, it is the responsibility of the organization to provide the best possible security and safety for the birds. Any owner who elects to ship a race bird in competition or for training assumes all risks of loss.

7.29 An AU-affiliated organization may not ban or outlaw racing or loft management/handling systems, such as loft darkening, lighting, widowhood or other such systems. An AU-affiliated organization may not specify the physical condition of a race bird for entry into competition (such as number of flights moulted), unless they first provide the Competition Standards Committee with scientific evidence or proof that the use of such systems is harmful or injurious to birds flown under that system, or unless the organization determines that the bird is sick or exhibits symptoms of an infectious disease. (See Rule 7.11 for sick birds.)

7.30 Birds to be raced must be physically entered at a shipping site(s) as designated by their club. (12/2001)

7.31 One Loft Futurity Races. One Loft Futurity races shall not be released with or within 30 minutes or 35 miles of any AU race. **Dec. 2011**

**7.32** With the pre-approval of clubs and combines, flyers with measurements of less than 75 miles would be eligible for local awards. The National Database will automatically expunge any flyer measuring less than 75 miles as well as the flyer's bird entry. Other participant's birds in the race would not move up on the race sheet. (11/12)

## **8.00 - Clock Operations**

8.01 All timers, to include electronic band scanning clocking systems, shall be started and operated on a continuous running basis.

8.02 Only continuous running timers, or Electronic Band Scanning Systems as approved by the AU, shall be acceptable in AU sanctioned races.

8.03 Each competitor must have his or her name on or affixed to the outside of their clock.

8.04 Each competitor is responsible for winding and setting the start-time of his or her clock, for seeing that the clock has a proper supply of paper tape, and an ink ribbon that prints a clearly legible stamp. Note: Race Committee members are NOT responsible for the paper tape supply, ribbon quality, winding, batteries, or the operations of the clock.

8.05 Remote basketing and knockoff:

Clubs may allow remote shipping and knockoff by a vote of the competing membership before a race series starts (OB/YB), and all of these conditions must be met:

- a. Club must elect a remote Race Secretary prior to the start of the series.
- b. All AU race rules shall be followed.
- c. Birds must be securely transported in sealed crates. (7/07) **See AU Race Rule (7.27)**

8.06 All clocking devices or systems must be able to generate a printout of the arrival times of all birds clocked. (7/03)

8.07 Electronic Band Scanning Systems or computerized clocking systems that have been approved by the AU Board of Directors are acceptable for either organizational or individual use.

8.08 Basketing and Knock-off Time Reference

All Clocks shall have the time set by one of the following as the reference time used to basket and knock-off a race.

1. GPS
2. Atomic Clock Radio
3. WWV Radio

Electronic clocks should use GPS or Atomic Clock Radio as the reference time usually supplied by the electronic clock manufacture or equivalent. This should be directly hooked up to the Club unit. (7/09)

8.09 Setting of Clocks

Each competing organization shall establish its own standards for setting the clock DAY hand on time stamps. **SEE AU Race Rule (8.08)**

8.10 No competitor (including Race Committee members) may inspect or seal his or her own clock. Each competitor is responsible for verifying the operations of his or her clock prior to beginning competition.

8.11 For clocks that use paper tapes, the owner must either write or have his or her name written on the clock tape along with the race station and date of race.

8.12 A Race Committee member will be responsible for checking each competitor's clock, ensuring that their name, race station, date of race, and the "Time" and "Day" settings of the clock for the "Kick Off" or "Start" is correct. A Race Committee member will either initial or sign each competitor's clock tape.

8.13 For Benzing computer clocks, after the start "Kick Off", the clock will generate a specific race number (randomly generated) for that race series. A Race Committee member shall record the race number from the computer clock on the competitor's entry form and shall verify the race number again after the clock knock-off (Stop Time). If a different race number is displayed, the computer clock is disqualified for that event.

8.14 Each clock shall be sealed with a numbered seal by a Race Committee member checking the clock. If numbered meter seals are not used, a plain lead seal may be used in conjunction with a

seal press containing a distinguishable die known only to that racing organization. All lead seals shall be pressed with a seal press. The Race Committee person shall record seal numbers or verify all distinguishable organization die imprints before timer start and after timer knockoff.

8.15 The competitor is responsible for verifying the proper placement and physical integrity of the seal on his or her clock prior to removing the clock from the club, or shipping point for clocking race returns. The competitor is responsible for making sure a seal is present, the seal number is properly threaded, (through all holes in the clock's pin and locking mechanism) and the lead seal proper has been crimped tightly. The competitor should report and discrepancy found to the Race Secretary or Race Committee before the timer is removed from the shipping point.

8.16 No clock will be considered in proper working order if the number one (1) porthole for clocking the first bird has not moved to the ready position during the starting knockoff, and the tape moved proportionately. If a competitor's clock has an operational problem that will not permit the number one (1) hole to come up, the organization Race Secretary shall be assured of the clock's integrity before use of the clock is authorized. If satisfied with the clock, the Race Secretary shall record the cylinder hole position on the competitor's entry form and release the clock.

8.17 All clocks will remain on the table until inspected and released by a Race Committee member who shall record the porthole number up for each competitor's clock.

8.18 If the competing organization requires that clocks be "knocked" a second time BEFORE clocking birds, the Race Committee shall perform the second knock at random times insuring that the capsule cylinder moves in sync with the knock.

8.19 Left Blank Intentionally.

8.20 Opening of Clocks

When an organization requires a double bump of a clock at closing, and the clock CANNOT be bumped the required number of times due to the portholes being full, a Race Committee member from the local organization shall open the clock, pull the tape forward and take the closing bump, to obtain any clock variations. Computer clocks shall not require double bumps at closing.

8.21 After the closing knockoff (Stop-time) with the Master Timer, the competing members may open the clocks. However, clock owners may not open their own clocks. Competitor's clocks must be opened and read by the organization (club, combine, etc.) sponsoring the race. Example: A competitor may NOT take a clock to another competing organization and receive a clock opening and reading.

8.22 Prior to opening a clock, the clock seal number (where used) will be verified against the recorded record, and the seal checked to see that it has not been tampered with: broken, replaced, or mis-threaded through the locking mechanism. If a seal is not present, or the seal number cannot be verified by the recorded record, or the seal has been broken or altered against without the Race Secretary's and/or Race Committee's knowledge, the clock and all race results shall be disqualified. Any discrepancy found should be reported to the Race Secretary or the Race Committee.

8.23 The clock shall be opened and the capsule cylinder, or top of the timer (for computer clocks) will be removed. Clocks with holes left empty inadvertently will not be disqualified.

8.24 For clocks with tapes, the tape must be removed and checked to see if it has been perforated at closing and opening of the clock. There must be ONLY two perforations on the tape, and all stamp times MUST be positioned between these perforations. (Any other perforations between these stampings indicate the clock has been opened during the race and is thereby disqualified subject to section 8.26 below.)

8.25 For clocks with tapes, the tape must be advanced so that when the clock is opened, the tape will be perforated after or near the knockoff stamping. (See sections 8.49 through 8.52.)

8.26 If uncertain of the perforations on a particular clock, the Race Secretary may perform a test with the clock tape. The test must show that the beginning perforated hole(s) was made prior to the starting knockoff and that the ending perforated hole(s) was made after the closing knockoff (stop-time).

#### 8.27 Reading of Tapes

Read the time-stamp and write "START TIME" for the first imprint on the tape. This is the time the clock was started with the Master Timer. The next time stamping will be the first bird clocked, unless your organization requires a second knock.

8.28 Next, write the "BIRD CLOCKING TIMES" beside each time-stamp. If the minute hand prints between two numbers on the tape, read the SMALLER number. If the second hand prints between two marks on the tape, read the LARGER number.

8.29 Finally, the "STOP TIME" must be recorded, and marked FAST or SLOW. This is the time the clock was stopped with the Master Timer. If the minute hand prints between two numbers on the tape, read the SMALLER number. If the second hand prints between two marks on the tape, read the SMALLER number.

The difference between this recorded STOP TIME and the Master Timer is the amount of time the clock is FAST or SLOW, and is commonly known as the VARIATION (i.e. slow 0 minutes, 44 seconds). The variation is then properly recorded on the competitor's entry form.

8.30 For FAST clocks the variation (after being corrected) will be subtracted from each bird's clocking time; for SLOW clocks the corrected variation will be added to each bird's clocking time. Clocks varying more than five (5) seconds per hour will be penalized (see section 8.40).

#### 8.31 Checking Countermarks

The countermarks must then be removed from the clock cylinder porthole - one at a time. Each countermark number is read and recorded on the clock tape, starting with the first bird's stamp time. After each countermark is read, the countermark (and capsule, if used) is placed back into the original cylinder porthole or placed in clocking sequence order. This is required, in the event an error has occurred with the clock reading and an audit is necessary. If electronic band scanning systems "chip rings" are used, the organization scanner shall display and record each electronic countermark clocked.

8.32 The countermark numbers must then be checked against the entry sheet countermark numbers, and also the band number of each bird marked on the tape at each stamping. The entry sheet is then marked 1st, 2nd, 3rd, etc., to indicate the clocking sequence.

8.33 The inside countermark number must be verified on at least the first bird clocked by each competitor in each race. With Electronic Band Scanning Systems (EBSS), on basketing, they automatically write a security code to the electronic countermark (chip ring), and authenticates that security code when the eligible race entry returns. The electronic security code written on basketing must match the authenticated security code when the bird returns, or the systems will not recognize that clocking as being valid.

8.34 For computer clocks, after the clocking sequence has been recorded, the competitor reading the clock will scroll through each clock stamp time and record that time against the proper countermark or sequence number 1st, 2nd, 3rd, etc.

8.35-8.39 Intentionally Left Blank.

#### 8.40 Clock Malfunctions

A clock which varies more than five (5) seconds per hour of running time will be penalized. Clocks fast more than five (5) seconds per hour shall have each bird timing read and calculated without any adjustment. Clocks slow more than five seconds per running hour shall have the variation, without adjustment, (entire amount slow) added to the clock's time of each bird's arrival as a penalty, before calculating. A clock running in excess of eight (8) minutes fast or slow in a 24-hour period shall be disqualified. (7/2001)

8.41 If a competitor's manual clock malfunctions, the competitor may time a countermark in another member's clock with that member's permission. For malfunctions of Electronic Band Scanning Systems, see Race Rule 16.15. (7/2001)

8.42 The official distance of the competitor whose clock had the malfunction will be used, as will the time of clocking, with no allowances for traveling time or distance.

8.43 Should a competitor, before clocking time, notice that his or her clock has malfunctioned or may be disqualified for any reason, he should then take advantage of section 8.41 or contact a Race Committee member with a time Cube or official club timing device for a clock inspection and reset, if time permits.

8.44 If a clock inspection and reset is performed for a malfunctioned clock, the Race Committee member shall report to the Race Secretary the procedures that were followed.

8.45 If a clock stops after birds have been clocked, the competitor with the faulty clock, in order to get a quicker "Closing Knock-Off", may take his or her clock to a Race Committee member, place a slip of paper in the next porthole of both clocks noting the situation, and clock them the same as a countermark. The competitor with the faulty clock may also telephone a Race Committee member and ask them to perform the same stamping process to minimize penalty time.

8.46 The competitor with the running clock shall become the master timer for the faulty clock. The time stamped during this procedure shall be considered the "Closing Knock-Off" time for the faulty clock.

8.47 The arrival time of the birds clocked in the faulty clock will be adjusted with the full amount of time that the faulty clock is slow. Example: The time difference between the "Closing Knock-Off" and the last bird clocked in the faulty clock will be added to the clocking times of each bird stamped on the tape.

**Note:** The purpose of this provision is to aid a fancier whose clock has stopped after having timed one or more birds in a race in which the returns are spread out and/or to help the competitor stay in average speed. It would not be of any competitive value where the returns are close together, and is not intended to be so.

8.48 Clocks that have malfunctioned will not be opened and read until the regular opening time for all competitors. The clock shall be turned in to the Race Secretary or Race Committee with its numbered seal intact. Any alteration of the clock seal or other evidence of the clock being tampered with shall result in the disqualification of the clock and all results.

8.49 If a competitor's clock tape tears, fails to wind properly, fails to print, overprints, or does not allow arrival times from being positively and accurately read, his results shall NOT be considered in a race. See 8.51.

8.50 If a tape partially tears and the stampings are readable, and the clock stampings are between the perforations, then they will be read and accepted.

8.51 If a clock tape tears during (or after) the "stop-time" knockoff, the Race Secretary may open the sealed clock and inspect the tape for perforations. If the clock tape bears any other perforations other than the opening "Kick," then the tape and race results shall be disqualified. If the clock tape has the opening "Kick" perforation only, the Race Secretary may pull the tape forward and take a closing "Knockoff". The closing "Knockoff" shall perforate the tape and provide the Race Secretary with a FAST or SLOW reading on the clock.

8.52 Every effort shall be made by the Race Secretary and/or the Race Committee to include all time stamps if readable.

8.53 Any evidence of a clock having been tampered with shall be sufficient cause for all awards and diplomas in that particular race to be forfeited by the owner of the clock. The AU Rules of Conduct, section 1.01, paragraph 11 shall be reviewed for any appropriate action to be taken, as club officers deem necessary.

8.54 No clock shall be used that has been modified from the original manufacturer's specifications for clocking operations. Note: To help determine if a clock has been modified, take one in its original state, as shipped by the manufacturer and place it next to the one being reviewed. Both clocks should be the same operationally with nothing changed, bent, filed, enlarged, or modified in any way.

8.55 (See also 9.07.) Regarding the use of two or more manual clocks for timing returns, except as noted herein no competitor may time birds in a second manual clock in any given race until the first manual clock being used is full (the last porthole may be left empty for a knockoff or stop time). The second timer will not be used unless and until:

- A. The first clock has malfunctioned; or,
- B. In special races, where a majority vote of the organization's race committee or membership has approved the use of multiple clocks to ensure race integrity.

**Note:** The purpose of this rule is to reduce errors in data retrieval. Therefore, if, in the course of clock operations, a competitor fails to place (or clock) an official race countermark in a porthole, the clock will not be disqualified. Also, Race Rule 9.07 would apply.

#### 8.56 - Computer Clock Defects

**CLOCK DISPLAY MALFUNCTION** - If a digital clock display is not functioning (display out completely or partially), the clock may be knocked-off in an unopened condition. If at all possible, the data shall be downloaded and be recorded manually by the Race Secretary or a Race Committee member. This data shall be used for calculating race results. Data may be printed out and evaluated only if the data is complete and in the correct chronological order. The Race Secretary shall perform verifications on any computer clock malfunctions. If deviation cannot be determined refer and use (8.57) below. **Dec 2011**

8.57 **CLOCK DATA CANNOT BE PRINTED** - the following procedure may be used.

The loft must notify the Club Race Secretary and the Race Committee that the clock has failed as soon as possible.

A participant (loft) shall bring: (1) the birds entered in the race that returned, (2) the print out/copy of officially basketed birds for the race, and (3) the clock to the clubs official knock-off. The birds shall be given a race return time based on the official knock-off time. The official knock-off time shall be considered that knock-off time when the clubs (competing lofts) have gathered to read the first clock (or if the committee can convene at an earlier time).

1. The club, as always, shall follow existing race rules to perform an official knock-off.
2. The Club Race Secretary and at least two other members of the Race committee shall verify the clock failed.
3. The loft copy of the officially basketed birds shall be compared and verified with the Race Secretary's official copy of the lofts basketed birds (race sheet).
4. This procedure shall only be performed at the club where the birds were basketed. **Dec 2011**

8.58 LOW BATTERY CONDITION - If the clock displays a low battery condition, the clock may be knocked-off immediately with another Race Committee member. As a precaution, a display report (as described above) is to be generated.

8.59 Left Blank Intentionally

### **9.00 - Capsules and Countermarks**

9.01 Each countermark must be in a regulation capsule except in the use of electronic band scanning systems, or in those clocks specifically designated by the manufacturer and/or AU Board of Directors to be used without capsules. (See 9.02 below.)

9.02 AU-approved clocks manufactured for use without capsules may be used without capsules at all levels of competition. An AU-affiliated organization may not require the use of capsules in approved capsule-less clocks or with electronic band scanning systems.

9.03 Left Blank Intentionally.

9.04 Telescoping capsules can be placed in the hole with either end up. Open-end capsules, which are not recommended because the countermark can fall out during clocking, must be placed in the hole with the open end down. Hinged-type capsules can be used with either end up. [1/2k]

9.05 A competitor may place multiple countermarks in a clock porthole. When the clock is opened the competitor shall designate the first bird order of clocking for the multiple countermarks in that porthole, thereby assigning different race positions to birds with the same race speed. Also see rule 9.08. [1/2k]

9.06 In the event an exterior countermark number is not readable or ascertainable, the second (inside) countermark number shall be verified with the inside number on the countermark slip assigned to the competitor.

9.07 In the case of a "stray" or "foreign" countermark (an odd one not assigned to one of the scheduled day's race entries) being placed in a clock porthole-the odd countermark will be ignored and the time stamping corresponding to that hole will be crossed off on the tape and not read for a race position if there is also an official race countermark for the current race in that hole, the current countermark for that race will be valid for record/s, award/s and/or prizes and the corresponding time recorded on the tape. [1/2k]

9.08 Countermarks (without capsules) that are not completely placed and not completely enclosed within the clock porthole shall be disqualified and no time allowed for the entry.

9.09 Approved Clocks - The absolute integrity of our races, and as an extension, the value and validity of our awards, depends directly on the security and tamperproof construction of our timers. Therefore, the first and foremost factors in evaluating a pigeon timer is to; 1) ensure its security against potential tampering of/with the drum and countermark portholes; and, 2) to assure the accuracy of the mechanism that prints the birds' arrival times. In either case, if the Competition Standards Committee can determine that reasonable security devices can be defeated, the timing mechanism can be tampered with or manipulated, or that the recording devices (print heads and ribbons) are not accurately printing the hour/minutes and seconds when the bird arrived home, then the timer is not allowed.

#### 9.09 (a) Approved Clocks and Capsule Requirements

Benzing Comatic- All models approved for use with or without capsules. (Note: In year 2000 Yearbook, the Comatic was incorrectly cited as requiring capsules. Indeed the Comatic was designed by the manufacturer to operate as a capsule-less model, and has been approved by the Competition Standards Committee for capsule-less use in AU Organizations.).

S.T.B. - To qualify as a capsule-less model, this clock must have a "continental cover." This is a solid, heavy cover, with only one porthole exposed, and no other porthole can be seen. This clock may also be used as a capsule model.

BENZING (Wooden case 1, 2, 2A) - All models require capsules, unless the portholes are covered with a spring-loaded, "flip-up" door and a heavy plate on top of the drum.

BENZING PALOMA - All models may be used with or without capsules.

BENZING QUARTZ (Plastic case 126, 261, 301) - These models must have an optional, spring-loaded, flip-top drum ("speed barrel") to be used as capsule-less timers.

BENZING COMPUTER CLOCK - All models can be used with or without capsules.

BENZING JUNIOR (T-3 Model) There are two Junior T3 Models, one with spring-loaded, flip-top drums and one without. Only those Quartz computer T3 models with spring-loaded, flip-tops may be used with or without capsules. (2/1999)

HEIRMAN - All models may be used with or without capsules.

LA LEDOISE - The drum must have flip-flop or slide-top covers to be used without capsules.

PLASACHAERT - All models require capsules.

JUNDES - All models require capsules.

TOULET - All models require capsules.

ISGUS - All models require capsules.

RACE MASTER - All models may be used with or without capsules.

EASY WAY - All models require capsules.

#### **10.00 - Conveying and Liberating**

The AU Race Release and Transportation Guidelines Section (19.00) are included at the end of these Race Rules as a guide for all Organizations. **Dec 2011**



10.01 The birds must be released at the release point used to calculate the airline survey distance. No AU member shall intentionally release trainers or any other race birds within 35 miles or 30 minutes of a scheduled race liberation **See AU Race Rule (7.23) and AU Race Rule (7.10)**

10.02 The Race Secretary or an authorized representative and the liberator shall synchronize their times with the Master Timer. The Race Secretary shall ensure that he and the liberator/conveyor have synchronized release times and the race birds are released at the synchronized times.

10.03 Only the Race Secretary or an authorized representative may communicate with the liberator-conveyor during their duties with the race birds.

10.04 Should one or more birds escape in transit, or at the liberation point before the official race release, an inventory shall be performed to account for the missing bird(s). Those birds identified as missing shall be disqualified. All baskets should be numbered. The Race Secretary and Liberator shall have a complete inventory of all birds shipped and released. (10/09)

If an inventory of the remaining birds in the crate(s) from which the birds escaped is impractical, and if there is NO other independent method to determine which birds were in the affected crate(s), such as by a crate designation on the organization race entry form, the entire race shall be declared as NO CONTEST.

10.05 The Race Secretary shall have the liberator/conveyor look throughout each crate to be assured that each bird has left the shipping crate before closing the door.

10.06 Multiple races per day from a single release site must be liberated separately (by at least 30 minutes). If multiple releases on the same day are released by less than 30 minutes of separation, they must be separated in distance by no less than 35 airline miles. No trainers (or non-race birds of any kind) may be released with race birds. Trainers must be liberated 30 minutes after the final race release or 30 minutes time separation window or at least 35 miles in distance separation. (11/06) **Also see AU Race Rule (7.10)**

10.07 For those Competitors competing for average speed awards, the results of a "No Contest" race shall not affect any average speed calculations.  
A race shall be declared a "No Contest" if:

- A. A crate of race birds which are properly countermarked and entered into a race series are NOT released with the other birds of that race; or,
- B. The birds are released for a race and a crate of birds for that release is later found to be on the trailer.

In either event, the race may be rescheduled under the local organization rules for changing schedules.

## **11.00 - Tossing of Race Birds**

11.01 A majority vote of the Race Committee members acting as a committee has the authority to require any race bird to be tossed by its owner. The toss must be performed in the presence of no more than two (2) additional club or combine members, one (1) of which is a Race Committee member. **Dec 2011**

11.02 Within twelve (12) hours of the official clock opening, a competitor may request in writing to the Race Committee that any particular bird clocked from a race be tossed. If requested the toss shall be conducted within three (3) days of the clocking. **Dec 2011**

11.03 If requested, within 3 days of clocking, the race bird shall be tossed at the loft, after notification to the flyer and in presence of the flyer, at the loft in full daylight ONLY and no later than 3 hours before sundown. No other birds may be outside the loft when a race bird is tossed. **Dec 2011**

11.04 A tossed bird must return to the race entrant's loft and enter within three (3) hours and be verified by the Race Committee member, or it will be disqualified. If the Race Committee member has doubt about the fairness of the toss, he may perform another toss. **Dec 2011**

## **12.00 - Competition Division Rules**

### 12.00 Competition Divisions (Open and Junior)

Pigeon racing as it is traditionally structured is one of the few sports where the novice competes directly on the same level with the Major Leaguer from the day he or she begins competition. Understanding that, the AU has implemented the Open and Junior Divisions. The Junior Division is where junior members may compete.

A junior member is a member under the age of 18. The general membership competes in the Open Division.

(WinSpeed© software is being adapted to support AU clubs who have junior members that will be competing in the Junior Division.) (7/10)

12.01 Clubs are encouraged to have and actively support a program for junior flyers. Junior members will be allowed to compete in the Junior Division. A separate race report may be generated for the Junior Division if the club so chooses. (7/10)

12.02 Concourses, Combines, Federations and Associations are also encouraged to implement the Junior Division. (7/10)

12.03 The race report issued for the Junior Division must conform to the race report guidelines set forth in AU Race Rule 7.04. (7/10)

12.04 The Open Division race report must include the results of all competitors regardless of their division assignment. (7.04).

12.05 National Awards. The American Racing Pigeon Union shall issue an equal and full complement of national awards in both the Open and Junior Divisions. Each Division must meet applicable AU minimum competition standards set forth in Section 4.00 – 4.15 of the AU Race Rules to be eligible to compete for AU diplomas and national awards. (7/10)

12.06 Intentionally left blank.

12.07 Intentionally left blank.

12.08 Intentionally left blank.

## **13.00 - Time Out for Darkness (Dead Time)**

**13.01** Closing of races of each day shall be one-half hour after the official local sunset. The starting time each morning shall be one-half hour before the official local sunrise. **The period between 30 minutes after sunset and 30 minutes before sunrise is defined as "dead time."** Organizations that are geographically spread out may use sunrise and sunset times at a central point for determining dead time. A bird that is clocked before midnight during dead time shall be awarded 1st day status. A bird that is clocked after midnight during dead time shall be awarded 2nd day status. **Nov 2012**

13.02 An organization may request an exemption from the "Time Out for Darkness" (Dead Time) rule stated in Section 13.01. The exemption request must be in writing to the Competition Standards Committee Chairperson. The written request must contain an explanation for such an exception. An example could be, but is not limited to, a request for a modified dead time in geographic areas where extended twilight hours occur. The Competition Standards Committee by majority vote may grant an exemption for altering an organization's "Time Out for Darkness" rule.

#### **14.00 - Closing of Races**

14.01 A race is officially closed at a time and day agreed upon by the organization membership when the race schedule is set, if not otherwise set in the organizational constitution and bylaws, or race rules.

The Race Secretary shall assure that a sufficient quantity of birds have returned from the race and all positions for awards have been taken before designating the time for opening of the clocks and closing the race. (7/08) (Rule to become effective with 2009 Old Birds.)

14.02 If a competitor desires a security or safety clock knock-off prior to the closing of a race, the organization Race Secretary or Race Committee members shall allow that competitor to perform the knock-off. The knock-off procedure may be in person or via telephone, depending upon local organization requirements.

14.03 The **maximum** length of a race shall be: one day race, up to 48 hours. A two day race, up to 72 hours if the provisions of 14.01 are not defined by the organization. (7/06)

#### **15.00 - Race Velocity Computations (7/04)**

15.01 When clocks are knocked-off (stop-time) and opened for computing the race results, any variation from the master timer shall be adjusted in proportion to the time elapsed between the starting of the clock, the timing of the bird, and opening (Stop-Time) of the clock.

15.02 Whenever possible, the speed of an individual bird will be computed with a calculator or computer, and is to be reported in yards per minute (YPM).

15.03 Removed 11/04, covered in 15.02 (11/04)

15.04 - FIGURING RACE SPEEDS Correction of Clocking Time. This section provides the formula for correcting clock times and for calculating the yards per minute (YPM) of race birds if you are not using the computer software approved by the AU.

Correction of clocking time. First determine the clock variation (as to how fast or slow) by the last stamp on the tape, i.e., the STOP TIME. (For example, a clock was 44 seconds slow if the last stamp printed 7:29:16, and STOP TIME was 7:30 P.M. or 19:30 hours.

15.05 The formula for correcting the clocking time is a simple math problem based on the following decimal figure: Take the time the clock ran (elapsed seconds) until EACH bird was clocked from START TIME to CLOCKING TIME.

15.06 Then take the TOTAL time the clock ran from START time to STOP time (elapsed seconds). Example: Clock start time at 8:00 P.M., Clock Stop time at 7:30:00 P.M. the following day. The total elapsed time is 84,600 seconds.

15.07 Divide the TOTAL time the clock ran (number from 15.06) into the time that the first bird was clocked. This will result in a decimal figure. The decimal figure is then multiplied by the clock variation. Example From Chart Below: 69,734 seconds of time occurred when the first bird was

clocked, divided by 84,600 seconds the total time the clock ran, resulting in a decimal figure of 0.824113475. Multiply the decimal by the amount the clock was slow or fast. The clock variation in this instance is 44 seconds slow. 44 seconds times 0.824113475 equals 36.261 seconds variation to the first bird clocked. Each succeeding bird clocked would have a slightly different variation based on the elapsed time. The formula is: Clock run time until each bird was clocked in seconds, divided by the total time the clock ran in seconds, then multiplied by the clock variation.

#### 15.08 Left Blank Intentionally

15.09 - Time of Flight (Elapsed Time) The next step in the process of speed calculation is to determine the time of flight (elapsed time in seconds). This figure is found by subtracting the corrected clock time(s) from the time of liberation.

15.10 - Determining the Mileage or Airline Survey Distance. The next step in speed calculation is to divide the distance (in 1/60 yards) by the time in seconds (1/60 minutes); the speed derived will be a figure in yards per minute. Note: distance in miles is easily converted to the 1/60 yards figure by multiplying the miles number by 105,600 (1760 yard/mile x 60 = 105,600).

15.11 Find the total distance in miles, or the distance in 1/60 yards, of each bird's race. If the miles figures are used, multiply the total by 105,600. Example: 313.008 survey miles x 105,600 = 33053644.

15.12 Figure the total time of each bird by calculating the time of flight (elapsed time), in seconds.

15.13 Calculation Summary and Calculation Assistance. Divide the total distance in 1/60 yards by the total seconds; the result is the average speed in yards per minute. Example: 33053644 yards divided by 25670.26 seconds of flight time equals 1287.624 Yards Per Minute. Perform this calculation for each bird clocked. (Please see the calculation chart below.)

- A. Figure the corrected clocking time for each bird.
- B. Determine flight seconds for each bird.
- C. Figure the mileage based on the survey miles.
- D. Divide mileage (1/60 yards) by the elapsed time of flight seconds of each bird giving the yard per minute.
- E. Clock Start Time 8:00 P.M. 10/16/94
- F. Clock Time of 1st Bird 3:22:14 P.M. 10/17/94
- G. Clock Stop Time 7:30:00 P.M. 10/17/94
- H. Knockoff Stamp Time 7:29:16 P.M. 10/17/94
- I. Clock Variation 44 seconds slow (difference between G and H)
- J. Clock Run (Start to 1st Bird) 19:22:14 69,734 Seconds, Clock Run Time
- K. Clock Run (Start to Stop) 23:30:00 84,600 Seconds, Clock Run Time
- L.. Decimal Figure 0.824113475 (divide J by K)
- M. Correction (.824 X 44 = 36.26 slow)
- N. Corrected Clock Time is 3:22:14 + 36.26 = 3:22:50.26 (add F and M)

- O. Time of Liberation 8:15 AM
- P. Elapsed Flight Time 7:07:50.26 (subtract O from N) (25,670.26 Secs)
- Q. Elapsed Time in seconds 25,670.26 (1/60 minutes))
- R. Distance (in miles) 313.008 (from survey))
- S. Distance (miles x 105600 \*) 33053644.8 (1/60 yards)>
- T. Speed 1287.624 YPM (divide S by Q)
- U. \*1760 Yards/Mile X 60 = 105600)

#### Calculation Assistance

Those Race Secretaries computing speeds by manual means, should consider acquiring a used computer. The AU-approved computer race program may be obtained for a nominal fee. The race program was tailored to AU specifications and will easily figure the race results. The printout contains band numbers, bird color, sex, arrival time, speeds in yard per minute (YPM), total lofts entered, and points earned. Combines can use the program to merge results from member clubs, which may be transmitted to the Combine Race Secretary by telephone, using a modem. The race software will print diplomas, figure average speeds, and keep track of points won by both birds and lofts. If a club cannot use a computer owned by one of its members, the cost of a basic computer and printer is minimal, and often an easily justified expense to save time and labor. FOR OBTAINING AU PROGRAMS and SERVICES CALL 405-848-5801.

#### **16.00 - Electronic Band Scanning Systems (EBSS)**

Note: The use of certain Electronic Band Scanning Systems (EBSS) has been approved by the AU Board of Directors. The AU Board reserves the right to withdraw the approval of any Electronic Band Scanning system at any time. In the event the AU National Race Committee determines that a system or system design does not provide adequate security or presents a potential security question, the AU National Race Committee may disapprove the use of that system. The disapproval of any system will be effective upon receipt of notice from the AU National Race Committee and the disapproval will be published in the UPDATE and/or other periodicals as soon as reasonably possible. The AU National Race Committee shall apprise the Board of Directors at the next scheduled meeting of the system problems encountered and shall recommend appropriate action. Organizations are free to buy any EBSS they choose. Individual members within the organization are responsible for ensuring system hardware and/or software compatibility of the system they purchase with other system/s in use within the organization. Neither the AU nor the local organization shall be responsible for any system incompatibilities.

16.01 If any Race Secretary or race official determines that a lack of security exists with any individual unit, he may notify the AU National Race Committee and seek an immediate statement as to the validity of continued system use. The Race Secretary or race official must provide a written statement of the reasons for concern to the system owner and to the AU National Race Committee.

**All electronic clock manufacturer security systems such as security seals, holograms, and security screws shall not be tampered with by any individual not authorized by the clock manufacturer or distributor.**

**If seals or security screws are broken or missing, the clock shall be disqualified by the organization Race Secretary.**

16.02 An AU-affiliated organization may not refuse to allow the use of an AU- approved electronic band scanning system. A club, however, may restrict the number of brands of electronic clocking systems are used in the club.

*Example:* A club has 100% one brand of clock existing in use. The club may require a new member to use the same brand or use a counter-mark clock at the member's option.

Clubs may vote to standardize on one brand of clock where there are already multiple brands of electronic clocks. (7/07)

16.03 A user of an Electronic Band Scanning System (EBSS) shall be permitted to use the clocking system throughout his entire organization at each level of competition for AU-affiliated Clubs, Combines, Federations, etc.

16.04 An AU-affiliated organization may not make the use of an Electronic Band Scanning System mandatory.

16.05 Users of Electronic Band Scanning Systems shall be required to:

A. Use electronic band scanning systems that have a re-programmable electronic band (read/write chips) with the ability to generate a secret code at basketing. (7/09)

16.06 The antenna may be installed at the bird loft entrance where the birds will normally enter the loft. If placed on the outside entrance, the longest dimension of the antenna shall be touching the outer wall of the loft entry.

Antennas may be placed on a "sputnik", as long as it is the normal bird entrance into the loft. (7/10)

The race bird does not need to be contained.

16.07 All EBSS operating and reading units shall be reported to the organization Race Secretary for each individual member.

16.08 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 organization Race Secretary.

16.09 System control modules or system keys and administrative software used in EBS Systems shall be purchased or procured by the system owner. (See 16.10.)

16.10 The Race Secretary of each competing organization 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.

16.11 An organization may require that its 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 organization. The organization 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.

**16.12 Initially**, after all electronic bands have been securely placed on each bird, **usually** 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 organization 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.

**Birds may be added to a lofts bird list at any time during the race series at the discretion of the Race Secretary as time permits.**

16.13 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.

16.14 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. [2-28-99]

16.15 Any EBSS clock which varies more than five (5) seconds in a 24 hour period shall be disqualified by the local AU chartered organization. The local AU chartered organization shall require proof of repairs before authorizing use of an EBSS clock, which was found to be faulty. (7/14).

16.16 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, in the event data reconstruction becomes necessary.

16.17 Left Blank Intentionally **Dec 2011**

16.18 The following Electronic Band Scanning Systems have been reviewed and approved for use by AU-affiliated organizations beginning January 1, 2000. Note: Several new low-cost models were approved for use at the 1999 Convention Board meetings. These new models are essentially new configurations the software and hardware are just new designs there is no change to the basic manner the birds are timed, the security of the devices nor the technical issues with these new timers/scanners. 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 AU Competition Standards.

A. UNIKON Deister Electronic GmbH N Unikon and Unikon Light (eff January 2000)

Versions: 1.9, 2.0 or Higher

Race Antenna: 2.0 or Higher

B. TIPES Diehl Ident GmbH and TIPES 2100

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, M1, Express G-2

Version 1.21 or Higher

E. Victory N Basch Electronics

F. Bricon (all Bricon clocks approved by the AU prior to 2008).

All clocks receiving AU approval prior to 2008.

G. Deil Electronics BV – Mega Systems – Approved (10/2014)

**16.19 Clock Failures** In the event of clock failures, the following procedure may be used. The loft must notify the Club Race Secretary and the Race Committee that the clock has failed as soon as possible.

A participant (loft) shall bring to the Club: (1) the birds that were entered in the race, (2) the print out of officially basketed birds for the race, and (3) the failed clock to the clubs official knock-off.

The birds shall be given a race return time based on the official knock-off time. The official knock-off time shall be considered that knock-off time when the clubs (competing lofts) have gathered to read the first clock (or if the committee can convene at an earlier time).

1. The club, as always, shall follow existing race rules to perform an official knock-off.
2. The Club Race Secretary and at least two other members of the Race committee shall verify the clock failed.
3. The loft copy of the officially basketed birds shall be compared and verified with the Race Secretary's official copy of the lofts basketed birds (race sheet).
4. This procedure shall only be performed at the club where the birds were basketed.

Note: All clubs wishing to exercise Race Rule (16.19) shall have an official elected Race Secretary and at least two other competing lofts as an appointed Race Committee BEFORE the race series starts. Failure to follow this requirement disqualifies the club from using Race Rule 16.19. No clock shall be used in training mode or any other unsecured mode. Electronic band/chip rings shall not be placed in counter-mark clocks. **Dec 2011**

**16.20 Electronic Clocks** shall not be used in training mode or any unsecured mode in an AU race. (10/05)

**16.21** Each loft location must have an assigned clock attached to the antenna to clock returning birds to the loft from a race. Continuous electronic clocking devices shall not be used as a substitute clock. (7/07)

## **17.00 - Local Organizational Race Rule Adoption and Amendments**

**17.01** Local organizations may add or adopt additional race rules provided they do not conflict with or contravene the Official AU Race Rules. See section 2.05.

**17.02** A local organization may modify or change its race rules only after first giving reasonable notice to all its members of the proposed change(s) and opportunity for the active racing members to vote on any such change(s). (07/16)

**17.03** Organizational rule additions or changes shall become effective immediately after adoption by the membership, but will not be retroactive and will not apply to a race series in progress.

## **18.00 - Statement of Rules Compliance**



In the event the AU receives a complaint that an organization is not abiding by AU rules as agreed, the following format may be used to respond (USE ONLY IF REQUESTED BY THE AU COMPETITION STANDARDS COMMITTEE TO DEMONSTRATE COMPLIANCE WITH THE FOREGOING RULES).

THE FOREGOING RACE RULES were adopted by the (name of organization) \_\_\_\_\_ and we hereby certify that said organization competes in full compliance with the above AU race rules. Signed this \_\_\_\_\_ day of \_\_\_\_\_, 200 \_\_\_\_.

(Club officers MUST EACH SIGN BELOW)

Club Officers' Signatures:

President: (Print name:)

Vice President: (Print name:)

Race Secretary: (Print name:)

### **19.00 Release and Race Transportation Guidelines**

Policy Title: Release and Race Transportation Guidelines

Policy Number: AU330

Effective Date: 11-8-06

Last Revision: 12-13-16

#### **Introduction:**

It is our members' responsibility to maintain the health, well being and safety of our racing pigeons at all times. Weather, sun, and the geomagnetic fields of the earth all play a role in how our birds navigate, and those forces such as wind, rain, fog, solar activity and geomagnetic disturbances may impact our birds' ability to return home.

The following guidelines are provided to help race committees and liberators make informed race decisions in order to prevent loss of pigeons.

**Section 330.01 Weather Conditions:** Releases depend on race/distance, air quality, humidity and winds: It is strongly recommended to check the weather along the flight line for signs of any storms or disturbances.

**Section 330.02 Temperature Range:** When high temperatures are forecast for the course, the pigeons should be released as early in the morning as possible. Since temperature/humidity ranges differ for different parts of the country, specific temperature levels are not defined and left to the liberator's decision.

**Section 330.03 Winds:** Winds can be associated with weather fronts, storms and tide changes. Releasing in excessive wind conditions should be avoided.

**Section 330.04 Visibility:** Pigeons are known to use the sun as a navigational aid. Therefore, if it is cloudy, a bright spot in the clouds that indicates where the sun is should always be visible before a release.

It is also recommended that for releases, a ground visibility of at least three (3) miles be present, with a cloud ceiling of at least 1000 ft. Other factors affecting visibility are:

- a. High Clouds. High clouds are acceptable as long as a bright spot indicating the sun's position is visible. Caution should always be used in "solid" overcast conditions.
- b. Low Clouds: May indicate a pending storm or storm front moving into area. Check weather along flight path.
- c. Fog, or haze: Hold release until the fog burns off or until ground visibility and the sun are visible.
- d. Smoke: Smoke and ash can have an adverse affect on the pigeon's eyes, throat and lungs. Releasing pigeons in smoky conditions should always be avoided.

**Section 330.05 Rain, Snow and Hail:** Releases are permitted in light mist, scattered showers or light snow, providing visibility is at least three (3) miles and the weather is clear or clearing along the flight path.

Attempt to keep the racing birds from flying into severe weather en-route. Check forecasts from reporting stations along the line of flight at the time the birds are expected to be passing through. Try to avoid having the birds encounter heavy rain or snow, thunderstorms, electrical storms, hail, high winds, fog, smoke, and other similar hazards.

**Section 330.06 severe weather:** Pigeons should never be released during any weather alerts anywhere along the flight path or if a pending storm front is moving into the flight line.

Hold birds, return them, or release short if clear. Examples of severe weather conditions which Racing Pigeons should never be released in are:

- a. Electrical storms
- b. Hurricane conditions
- c. Tornados
- d. Volcanic eruptions

#### **Section 330.07 left intentionally blank**

**Section 330.08 Solar activity:** The sun is a very important navigational tool for our pigeons. Solar storms affect the earth's geomagnetic fields, which can have an adverse affect on the birds. During times of increased solar activity caution should be used.

**Section 330.09 Geographic barriers.** It is recommended that birds should not be released at the beginning of any geographic structure such as mountains or lakes that could interfere with the race.

#### **Sections 330.10-13 left intentionally blank**

**Section 330.14 Transportation:** It is the responsibility of the AU organization to ensure that the vehicle or transportation being used to transport race birds be in good usable and safe condition; both from a mechanical standpoint and being secure and comfortable for the birds. These transportation standards should be met for all races.

A. Shipping Crates: should allow Young birds a minimum of 42 square inches per bird, 45 for old hens, and 48 per old Cock. For two day races, recommended minimums are 52 square inches per old hen and 64 per old cock. All crates on the trailer should be dry before the trailer moves to subsequent pickup spots. (12/16)

B. Rest: Upon arrival at the release point, it is recommended liberation should allow at least one hour of "rest" prior to releasing the birds. This allows the birds time to rest, drink water and calm down.

C. Release Time: In no event should birds be released before sunrise. The AU recommends birds be held until 30 minutes or more after sunrise.

D. Holdovers: The liberator must always have feed available in case of holdover. The birds should be fed at least once a day. Water should be kept in front of them, including on the day of release.

E. Transport: Transport should be constructed to allow for good ventilation, feeding, and watering of the birds. It is recommended, for health reasons, that water and feeding be administered from outside, at the rear of the crate, where possible. (rev 7-10-07)

F. Liberator: It is recommended that the person releasing the pigeons at the release have no birds in the race, or should have an additional person to help assist and "witness" the release.

G. Watering and feeding: It is recommended that the birds be watered and fed on any two-day transportation-long distance race. On overnight, next morning releases, the birds should be watered prior to release. The water troughs should be cleaned and dry prior to loading any birds on the trailer. (12/16)

H. Ventilation. Crates should be constructed in a way to allow proper ventilation without significant or adverse heat gain to occur when fully loaded.


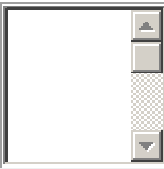


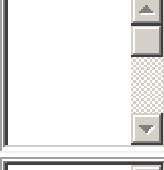





**Section 330.15 Cancelled races.** The race schedule, including procedures for changes, shall be established at a regular or special meeting, per rule 5.01. (Rule 5.01 The race schedule, including dates, race stations, closing of races, shipping times, shipping limits and procedures for changes, shall be established at a regular or special business meeting.)


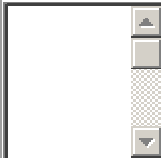
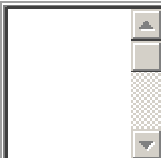
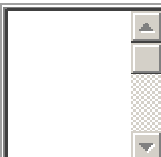


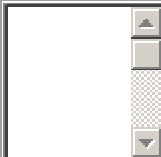
**Section 330.16 Race Committees:** It is recommended that all AU organizations maintain an official race committee, chaired by the Race Secretary and no less than two (2) other members, to mediate race problems and to backup Race Secretary duties.

**Section 330.17 Monitoring Race Conditions:** To eliminate most weather concerns, the Race Liberator and Race Secretary should take advantage of as many of the aids that monitor weather conditions as possible, prior to the race. Satellite weather maps, Flight services, Department of Transportation web cams, and Government weather and Solar web sites all have current up to date information available to everyone.

Reproduced by permission of AU member Art Sager

AU Race Release Guideline	AU Race Release Guideline Points	Liberator Comments
Todays Date	Station/Location	Current Time

		
<p>Enter values for each of the Race Release Guideline Items. Then click the "Total Your Release Values" button at the bottom of the questionnaire. Each Race Release Guideline Item <i>MUST</i> have a value entered. 0(zero) is a valid entry, and should be entered if the item does not apply today.</p>		
Question One - Drizzle at release sight with the sun visible (0 or 5)	<input type="text"/>	
Question Two - Any other rain conditions (0 or 10)	<input type="text"/>	
Question Three - Smoke/haze (0 or 7)	<input type="text"/>	
Question Four - Low heavy cloud cover (0 or 8)	<input type="text"/>	
Question Five - K-factor of 5 or higher (0 or 8)	<input type="text"/>	
Question Six - Snowing (0 or 10)	<input type="text"/>	
Question Seven - Light fog with sun visible (0 or 5)	<input type="text"/>	
Question Eight - Any other foggy conditions (0 or 10)	<input type="text"/>	
Question Nine - Wind Extreme volatility, i.e. 10 mph greater than normal (0 or 5)	<input type="text"/>	

<p>Question Ten - Wind Cross winds (0 or 5)</p>	<input type="text"/>	
<p>Question Eleven - Temperature - any extremes for your area (0 or 5)</p>	<input type="text"/>	
<p>Question Twelve - Other races crossing the path of your race course that day (0 or 7)</p>	<input type="text"/>	
<p>Question Thirteen - Fronts Approaching your race course (0 or 5)</p>	<input type="text"/>	
<p>Question Fourteen - Fronts Crossing your race course (0 or 8)</p>	<input type="text"/>	
<p>Question Fifteen - Liberator's Additional Input Other Factors Not Mentioned Above (0 Thru 10)</p>	<input type="text"/>	
<p>Whenever the total penalty points reach 10 or higher, the birds should not be released. It is suggested that the weather conditions be checked every 50 miles along the racecourse.</p>		
<p>Total Release Score:</p>	<input type="text"/>	
	<input type="button" value="Reset Release Values"/>	