

**These are the “unofficial” minutes of the  
Eastern Ontario Combine Dec 4, 2005 Exec Meeting**

**They will not be considered official until they have been  
checked for errors and omissions**

## Eastern Ontario Combine

Executive Meeting  
Sunday Dec, 4,2005

### Present

**Ted Brown – President – Bowmanville**  
**Dan Horner – Truck Coordinator – Newcastle**  
**Shawn Whetstone – Publicity – Port Hope**  
**Sam Ferrara – Delegate – Newcastle**  
**Jim McInnes – Delegate - Cobourg**  
**Jim Towes – Delegate –Port Hope**  
**Harry Tasson – Delegate – Ottonabee**

**John Wilson – Vice President - Limestone**  
**Gerry Grey – Liberator – Liftlock**  
**Brad Harsell – Sec./Treas. - Newcastle**  
**Frank Waterfall – Race Sec. Cobourg**  
**Keith Edgley – Delegate – Limestone**  
**Kris Marshman – Promotions - Cobourg**  
**Roger Babcock - Liberator**

### Absent

**Muskoka     Kingston     Lindsay     Quinte**

Regrets received from Kingston and Muskoka due to the weather, and from Quinte for the untimely loss of Moe Moses's wife. The thoughts of all present were with Moe in his loss.

#### 1. **Previous Minutes**

Discussion on the wording of the motion regarding 2006 young bird schedule. Ted Brown thought we had agreed to fly only North-West, and Jim McInnes thought the motion was for East, North, and West. The minutes were passed as written. **Motion by Frank, seconded by Harry, passed.**

#### 2. **Correspondence**

A letter was received from the Cobourg/Port Hope club informing the combine that the members had decided to return to flying as two separate clubs. There was discussion on the matter, with all members present having a chance to state their opinions. The affected members were asked to leave the room. **Motion by Brad – That both the Cobourg and Port Hope clubs be recognized as two distinct clubs with all rights and responsibilities. Seconded by John.**  
**Motion passed in a unanimous decision by the remaining members.**

Letter was received from Joe Dupuis for combine membership.

**Unanimously accepted, and it is hoped that Joe will return to being active at the combine level.**

Letter received from Jim Towes asking for repayment of his loan to the combine for the trailer.

**Executive expressed again their commitment to repaying all members who loaned the combine money. Jim will be repaid as soon as money is received from the previous Treasurer.**

#### 3. **Financial Report**

Roger detailed his expenses. The extra \$924 for gas, \$1327.90 for GPS measurements (3794km @.35/km), \$60 for cleaning of the trailer, \$100 for a tarp and rope, \$306 for balance of the insurance.

There was also discussion from Roger about modifying the trailer. Concern was raised by Ted about water getting into the trailer. Not so much a concern with the EOC baskets but was with open face baskets. Shawn suggested flying with the existing setup for a year before making any changes to the trailer. **All Agreed.**

Brad reviewed financial statement. Exact figures were not available as final totals and statements have not been received from the previous treasurer. Bottom line was that we lost money on flying fees, and money from EOC band sales has been put in the general account and used. In our favour we have \$2000 from the sale of the trailer as well as at least one deposit not shown on the financial statement. While we will make our commitments for this year, we have no reserve and cannot afford to race without a significant increase.

The EOC band issue was raised as there is still some confusion over how prize money has been allocated. **EOC prize money for 2006 will be paid out to all EOC banded old birds at the same rate that was paid out for 2005 young birds. Dan Horner and Sam Ferrarra agreed to revamp the program beginning with 2006 young birds and to handle all sales and payouts.**

Brad raised the issue of proper receipts for expenses and book keeping practices. It was recognized that the EOC is a volunteer organization and that previous EOC treasurers had done a good job, but the current treasurer is concerned with protecting himself and the executive going forward.

**Motion by Kris – That the EOC investigate having the books audited by an independent accountant once a year. Seconded by Jim McInnes. Passed** *(Secretary's notes: An accountant has been contacted who will audit the books and spend some time with the treasurer on good book keeping practices.*

Dan Horner stated that as truck co-coordinator he had been in contact with the trailer manufacturer and the any unfinished work or warranty issues will be dealt with in an entirely professional manner.

#### **5.Old Business – 2006 Flying Fees –**

The treasurer reviewed expenses for 2005. Based on the same membership as 2005 and \$500 less in repairs because of the new trailer, in order to just meet projected costs for 2006 we need to raise fees to \$210 for old birds and \$150 for young birds. As we have little or no reserves the choices were to charge at least this amount, or drastically change the old bird race schedule mandated at the Annual General Meeting. In addition combine fees have not changed since at least 1991 and it was suggested to raise them to \$30.

**Motion by Jim McInnes – To charge \$225 for old birds and \$150 for young birds – Seconded by Dan Horner**

There was much discussion on this issue. It was recognized that any fee increase is particularly hard on our members on fixed income. Ideas were tabled on saving costs: dropping the first Long Lac – Hearst, having only a single race station each week, cutting out weeks, fundraising, combined shipping with other combines. It was decided that most of these issues should be brought before the general membership and the only real choice was to raise fees.

**Motion by Ted to amend the motion to the original suggested cost: \$210 old and \$150 young.**

**7 votes for the amended motion 5 against.**

**Fees for 2006 to be \$30 combine membership, \$210 for old birds, and \$150 for young birds.**

### **2006 Young Bird Race Schedule**

As approved by over 80% of the members at the Annual General Meeting the EOC committed to flying a three year race course rotation of North-West, North, North-East to give the members on the outer edges of the combine a chance to be something other than extreme long or short end.

Several sample courses were looked at. The first decision was to decide which direction first. A vote was taken with 1 vote for North West and 13 votes for North East. The highway system into Quebec was looked at. There are only 2 major road systems into North-East Quebec. One more to the North and the other more to the South. The more northerly route runs out of major roads fairly quickly and would not be suitable for old birds. In addition while based on experience at least 50% of the population in southern Quebec speaks English, Roger stated that in the north it was less than 20% and language could be an issue. A course was decided on (*see attached material*) and will be distributed to the membership. Estimated costs were less than 2005 even with the extra week. Locations are suggestions and release points and distances may change based on local conditions found by the conveyer. GPS measurements were discussed and Frank felt it was necessary to have those measurements. Roger stated he could do it at the same rate as the loft measurements and was instructed by Ted to do so. (*Secretary's note: estimated cost for Roger to GPS the stations would be between \$500-\$600 dollars*)

### **Basket Distribution**

New sources and the possibility of split baskets were going to be looked into. Truck co-coordinator will calculate spaces on the trailer and baskets available for each club when old bird flying numbers are known. Each club is encouraged to buy extra baskets on their own, to be reimbursed at a later date by the EOC. Any baskets purchased by a club will be on top of the allocation from the EOC.

### **Trophy Presentation**

Shawn to organize an EOC breakfast for the end of March, trophies and awards to be distributed then.

## **6. New Business –**

- Rental Shipping** – Ted had been approached over the phone by both the OVC and one of their clubs about rental shipping. Several good points were raised
- it's possible the OVC baskets would fit our trailer – by Ted
  - we are a shipping organization, and the more crates we put on the trailer the less the costs for everyone – by Keith
  - this is the first year for this trailer and we need to figure out shipping for ourselves and look after our own members first – by Dan

The decision was that since this was a verbal inquiry to a single member only, that the most we were prepared to do at this time was to see if the baskets would fit, and then wait for an official proposal to the Board of Directors.

There was also an inquiry from the Tri-County club about renting space for 3-4 longer races. It would be a small number of birds and they could be strapped into the aisle in their own crates and released after the EOC release.

**Motion by Sam – We can provide rental shipping to Tri-County based on distance and a proportional percentage of what our own members pay – Seconded by Dan – Passed**

**Constitution update** – The constitution (operating bylaw #1) was passed by the Board of Directors in the early 90's. In order to be legally binding for incorporation it must be passed by the membership. It is the secretary's intention to see that every member gets a copy, and the first order of business at the 2006 Annual General Meeting would be for the membership to vote on it.

**Meeting adjourned with no date set for the next meeting**

UNOFFICIAL

UNOFFICIAL

UNOFFICIAL

UNOFFICIAL