

**WAYNE DON** (Penrith) & **ALAN KAUTER** (Fairfield)

*Wish to Announce*

**“FOR SALE” By Auction.**  
**TOP QUALITY STOCK & RACING PIGEONS**  
*‘Genuine Crane Bloodline’*

*From the lofts of the late A. (Sandy) Lathlene, J. (Scotty) Don & Arthur Lewis*

We have accepted that we are heavily over stocked and have decided to reduce our stock by 60%. Both have decided not to fly next year and this is a perfect opportunity to obtain this *winning family of birds*.

This versatile family of pigeons win from short to long races with Alan consistently winning races 300-600 mile. Wayne has won his club averages 3 years in succession and 11th, 13th and 8th in the Neapean District Federation Point Score.

**Don't Miss This Sale**  
**MANY FLYERS HAVE WON WITH THIS**  
**FAMILY OF BIRDS.**

*NO BIRDS SOLD PRIOR TO SALE*

**Date — 28th July 1991**

**Venue — Liverpool Club Rooms — Speed St. Liverpool**

**Time — 1.00 p.m. — Birds on inspection from 11 a.m.**

**FREE REFRESHMENTS AVAILABLE**

**Beginners Corner** — *By Rumaging Reporter.*

## **Long Distance Races Have Appeal**

Long distance races always have a magical appeal. Maybe the fact that birds whether through instinct, training or necessity can cover distances of almost incredible length, is something that never fails to amaze. The little snipe that migrates from the islands between Malaya and Japan to Australia annually, irrespective of storms at sea, hawks, etc., and then returns to their place of origin, or the wild goose of Canada that travels coastwise each year back and forth to the almost tropic regions to avoid the hard long winters of the Alaskan territory, never fail to bring a feeling of respect for them and Mother Nature that dictates when they are to leave or return or the route to follow so that the species may be perpetuated. But we are more interested in the flight of the racing homer sent to Gympie or Bundaberg or Broken Hill from Sydney or those sent to Oodnadatta, Alice Springs and the like from Adelaide, or the Bass Strait flight of Tasmania or Victorian birds, or the North to South Island New Zealand races where innumerable birds are dropped at Poverty Bay. Wherever there is effort, hardship or

luck involved, the pigeon flier is always keen to try his birds. Overseas it is the Barcelona race, or in the States races up to 1000 miles that intrigue. How many are ever successful? Is this important or is the fact that some bird or other distinguishes itself far above its fellows that counts? There are various opinions on this poser, but the resulting answer is always that some major test is imperative if birds are to be tested and tried so that they can truly claim they have proved their superiority without shadow of doubt.

To win a race over many hundreds of miles and to win it by an hour or so shows that your bird qualified for the highest respect when compare with all other competitors. To win a Bundaberg, a Gympie, a Broken Hill, a Murry Bridge, or an Alice Springs race means that bird has earned fame for itself and its trainer, and its family tree must surely have qualities not to be found easily in others. It is this reason that caused pigeon men to keep pedigrees, records of breeding and performance for generation after generation. It is this reason that made these men maintain their own bloodlines,

## **FOR SALE** Order Squeakers To Race **From \$20 Per Pair.**

*Less than 1 hr. from G.P.O. Melbourne.*

**Fed. Winning Blood Lines to choose from: Delbars — QLD. and VIC. Hanseens — Moxey, Fred Burton, Sir D. Wadley, Harrisons, Jurions and others. Also limited number of stock birds for sale.**

**☎ Andrew Dunn (054) 29 1518**

their own family of birds, because they were jealous of their birds' qualities and potential and they didn't ever want this broken down, or diluted by introducing inferior stock to water down the possible or probable chances of reproducing the outstanding.

By now your birds will have reached South Grafton if flying the North or be around the distance mark if flying in another direction or from any home point other than Sydney. In other words the following refers to training birds for 500 miles and over. You have got your birds along the line and they know the general line of flight. They are conditioned by the months of work you have put into them by your working them around the box for about three quarters of an hour to an hour morning and night, and tossing them for varying distances and from varying directions up to 30 or more miles on a weekly basis. You cleaned the birds out with light Epsom Salts when you were around the 400 mile mark to freshen them for their continued efforts and you let up on them for a few days following this dosing and didn't race the next week so they should have had a chance to recover from the internal washing, and now you have prepared them for the really big races.

Oh yes you have dropped birds you thought were bred right, fed right and trained right but in the true case of a top bird the loss would be from a hawk, a terrific storm or some contingency that was entirely unanticipated and the bird could not be blamed for its failure to home. In other cases you were mistaken about the true quality of the bird or you were misled into thinking you had fed and trained the bird to the requisite condition required for the type of race it was

engaged in. Always analyse these things intelligently and carefully and never excuse yourself but tend rather to blame yourself as much as the bird. If you did this then next season you will have less losses, more wins and less to worry about.

It is these things which will determine your breeding plans for next season and remember you must be thinking along these lines right now in addition to worrying about the long distance races because it is only a short time for the breeding season to commence. On the promise you may even pull certain birds that have done extremely well for you, off the line and keep them at home for your next season's breeding programme especially if the parents of these birds are getting on in years or are no longer with you for some reason or other. These considerations must be worked out by you and you alone as no one can give you a straight out formula for any particular loft as the facts pertaining to the birds therein are unknown to me or any other person who you may look to for advice. But to get back to the actual birds that are being basketed for the 600 miles or longer races, these should be separated from the others that are to be pulled off the line if numbers in the loft are still large. If the numbers are few it may be best to keep them together for company's sake and the extra work involved for you and the birds concerned won't be excessive. If there are still quite a sizeable number I'd separate them so that I could concentrate on the ones that I intended to jackpot, as the fewer the birds the more noticeable are the outstanding ones and novices tend to be confused on this issue by a bird's markings, sheen on feathers, body size, etc., all of which could be called show points. What the novice must seek

are the details regarding a bird's trapping habits if trapping alone, its ability to home from a toss point unaided by team mates, and its general body condition, vitality and alertness. These are important as a bird that can fly at a great height and then when over its loft drop its wings and plummet down like a stone right on target is the sort of respect. Granted that after long hard flights even good birds may hedge hop as it were and come in at rooftop height and still be a winner, but these are the ones that do as I suggested normally. Seeing that long races may even mean a night out before reaching home it is important to train your birds to be late fliers at dusk and early risers. Now how does one do this you may ask? Now just think what is involved. If a bird is to be an early riser then this should have been its normal habit. What does this mean? This means simply that you yourself from now on, whether you like it or not will just have to be an early riser and you will have to get those birds into the air at dawn or just before dawn when the false dawn show light over the surrounding countryside. Get your birds accustomed to flying when the false dawn is on and they will be among the first to leave their overnight roost. Once a bird is in the air it is on its way home and even

if it isn't the fastest flier in the race it may even home first. Remember the hare and the tortoise? The same applies to flying into the night. I had a bird home at 8.30 p.m. at night on one occasion. You are surprised? So were a lot of other fliers at the Club, but it was a moonlight night and apparently the bird had been flying high and West of the loft when night fell and therefore was in good light. Being on the home run it must have continued for a few minutes on the line of flight when the moon had risen (it was a full moon) and then it still had the visibility it required to reach home. How does one train birds to this or is it part of the bird? Actually I suppose there is a bit of both in this answer as I had trained the birds by tossing them right on dusk East of the loft. They then lifted high from the toss point to see the setting sun in the West and had run towards it and better light which was really along the line of flight to the box. It had a light burning in the loft for them to trap to, and although I sometimes had stragglers camped out the night from tosses and ran the risk of prowling cats making a meal of them, few if any birds repeated the stop out at night practice. By tossing them just before dawn out of the loft they were fairly accustomed to dim light and this also trained them to run

## **PIGEON OPEN DAY SUNDAY 21 JULY 1991**

### **Campbelltown Pigeon Club (Campbelltown Showground)**

Due to health reasons I will not be racing in 1992. Therefore I am offering for sale by your selection my first two rounds of youngsters at the economical price of

**\$50.00 per pair**

All stock pigeons will be on display. You select the parents and round of your choice.

Stock Pigeons include 2nd NRP National (Simmington)

2 wins & 3 top 20 positions in NRP Federation (Simmington)

Main families - Mifsud Barkers, Simmingtons

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immediately to a great height and Eastward towards the incoming light of day. By the time they had reached real daylight they were far from home and had to fly back so there was no trouble keeping them flying for exercise. At morning they would get three quarters of an hour and an hour each night and two tosses each week, with the birds being liberated quite frequently in pairs so that one would race the other home. Single up tosses can be used effectively for short tosses even on dusk but don't try to toss too many birds at this time of day single up as the last will have little chance of making home as they will be getting released in darkness.

This is why I say you should separate your birds for the long ones and the five or ten you intend sending should be the only ones worried about at this time of the year as far as tosses are concerned. Daily exercise may be taken en masse but the special treatment for "night flying" should

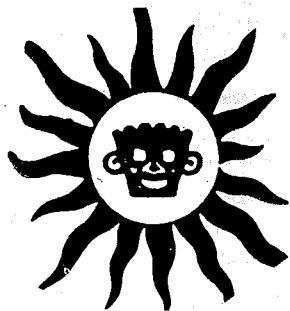
be reserved for the selected ones. The early morning flying when your alarm clock tells you to get up to that loft can be for all of them especially those that may be sent the following season although pulled off the line for this one.

Make sure that the pea ration has been increased slightly and the wheat ration diminished. Make sure that everything in the loft is clean and that the water is fresh, cool and clean at all times. Don't feed greens at this stage at all and give grit only on say a Sunday and Monday. Keep the loft airy and the birds undisturbed

## FOR SALE

Loft Fibro 20 ft. long 5 sections  
lots of baskets, nest pans, grain  
bins, baths etc. Yankee Trap  
Very Cheap. (02) 809 2599.

# 1991 INCA RACE



Kindly Sponsored by Graham Hobbs

INCA FLIGHT PTY. LTD.

Sunday, 28th July 1991

FROM SOUTH GRAFTON

during the day. Don't overfeed simply because you feel that the birds need extra stamina. Overfat birds aren't conditioned birds except for eating and this should be borne in mind. Don't ever consider sending a bird on a long distance race that has any deficiency in feathers or that appears slightly off colour because it will have little or no chance of winning or even homing. Don't fall for changing the diet or regimen of the loft at this stage no matter how sincerely you are advised, as a change at this time is fatal. Well meaning fanciers may advise you to do this or that, quite sincerely, but if their procedure is much different to yours all that will happen is that your birds will drop condition. What works with one family of birds won't work with another and any system provided it has sound ideas behind it, if persisted with will bring some

results. Yes, you may change your length of time for exercise or the time when it is given but start changing the food ration appreciably and you are in bother. In War years or years when crops of certain types failed or in depression days, pigeon fliers were forced to feed different rations to what they considered the best and they found that they achieved almost the same results. Why was this? Because it was a

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