

# South Australian Homing Pigeon Association

# 2016 Year Book

Interviews included in this year's issue:



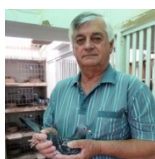
Brian Lintern of Victor Harbor



Mundy and Hendrie of Elizabeth



John Kokalakis of Adelaide



Nenad Stojakovic of Kilburn



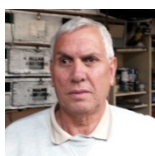
Bob Huff of Adelaide Hills



Paul Springett of Adelaide



Dixon & Watson of Salisbury



Viv Allan of Southern Vales



Rob Graham from Broken Hill

## **SAHPA TROPHY WINNERS 2016**

Lyndhurst YBC (R Horsman Memorial Trophy)	Mundy And Hendrie
Moulamein SAD (R Cann Memorial Trophy)	V Allan & Grand-daughters
Ouyen 5 Bird .....	D Walker
Lyndhurst Open.....	L Duits
Moulamein Open.....	B Huff
Twins Open .....	Snyders & Buxton
Marree 5-Bird .....	Hamilton Racing
Deniliquin Open .....	N Stojakovic
Marla Open/Keith Wickam Challenge .....	Tunbridge & Fawcett
Morundah Open/Doug Green Classic .....	J & N Kokolakis
Coober Pedy Open/Allen Goodger Tribute..	Wallace & Doyle
Bill Button Newland Cup Longest	
Race East Line Narrandera .....	G Hamilton
Slowest Winning Velocity .....	Hamilton Racing 914.560
Alice Springs.....	B Donovan
First Cock Alice Springs .....	Phil Squire
Sires Produce Winner Ken Pridham	
Memorial Trophy... ..	R Chapman
Vin Blanden.....	N Stojakovic
Bird of the Year.....	G Hamilton
SDC Points Winner .....	Cook & Edwards
5 Bird Series Winner .....	Cook & Edwards
North Line Points Winner .....	Hamilton Racing
East Line Points Winner.....	J Marafiote
Premier Club.....	Metropolitan Club 98.28
SALDC Champion Flyer 2016.....	Hamilton Racing
Aggregate Points Winner 2016 .....	Cook & Edwards

### **OFFICIALS**

Chairperson: Gavin Harris

Vice-Chairperson: Paul Springett

Secretary: Tony Perkins

Assistant Secretary / Treasurer: Cheryl Myers

Ring Secretary: Sofia Thalbourne

Race Adjudicator: G. Cawte

Management Committee:

John Cock, Phil Squire, Paul Springett, Tim Fawcett

Clock Chairperson: Paul Springett

Convoyer: Tony Perkins

Website: Alan Agar

# Chairman's Report – 2016 Season



Gavin Harris (Chairman SAHPA)

This year has been one of the most significant in the last 20 years for the association. The SAHPA Management Committee has restructured how the SAHPA running costs are funded to a model which will help sustain us for the future. We have invested over a quarter million dollars on a state of the art transporter.

The Management Committee analysed the costs of running the association and increased the membership subscriptions and purchase price of rings to cover the fixed costs and then introduced a cheaper prepaid system for pigeon race teams to cover the transport and racing costs. Previously the association finances were dictated by the total number of birds raced for the season as to whether we made a surplus or loss, so some years when the nominations were down, it caused significant losses. The new funding model means we can avoid the fluctuations.

We are all very proud of the new transporter, a new \$110,000 Hino FD 500 truck and the German custom built Geraldty Units that were shipped by sea from Hamburg port to Adelaide. The main unit has the largest Liberator quarters ever built by Geraldty and includes bunks, sink and stove to make sure we look after our driver and liberator. The capacity of the main unit is 108 crates the trailer has 48 crates, which allows for a total of 5,460 birds for races where they are transported overnight and 4,680 birds for races where birds are loaded for two or more nights on the transporter. The new transporter has four thermostatically operated fans which pump air through to each of the 108 crate bays. The new trailer also has three thermostatically operated fans which pump air through to the 48 crate bays. The release mechanism is an electronic switch on both units which rolls up the roller doors on both sides of the units and releases each row starting at the bottom to avoid birds on higher levels possibly contacting the birds on the lower levels which was the case when they were all released at the same time. The loading of the Units is much faster, does not unsettle the birds and involves less labour.



We must thank Paul Springett for the many hundreds of hours he has devoted to this project and continues to devote, without Paul's vision and commitment we would not have the new transporter. I also thank Geoff Clare who made the phone calls to the Geraldine foreman, Hugo Kipp and Tony Perkins for driving the truck back and forwards to Aldons, the local company that did much of the battery and electrical fit out and made sure the vehicles passed as Australian compliant.

Animal welfare is of prime importance and our investment in this new unit with sophisticated ventilation systems, feeding and watering troughs further complements the initiatives which the SAHPA is constantly demonstrating. Over the last decade we have introduced the code of practice, elected release panels who monitor weather conditions and change race days or release points where appropriate, we have compulsory vaccinations of our birds, provide pigeon fancier education through seminars with leading pigeon fanciers and veterinarians, we provide two vehicles for training so that pigeons can be well prepared for racing and maintaining their fitness.

Last year saw the formation of the Australian National Racing Pigeon Board ANRPB which was established in response to the Australian Federal Government's decision to update animal welfare codes and convert them into the Australian Animal Welfare Standards and Guidelines. It was very important that the racing pigeon fraternity had a voice on this committee which meet in Canberra. Stephen Nuske was instrumental in getting the ANRPB off the ground and spent many hours assembling representatives in each state, another ex SA flyer, who is also on our Wall of Fame, Grant Paterson played a very important role attending the Committee meetings in Canberra and was appointed Treasurer. Our state has been well represented by initially Mr. David Buxton and for the last year Mr. Greg Kakoschke has been a very integral part of the ANRPB Board taking on many of the boards responsibilities and also working on the national code of practice.

Other SAHPA Committee initiatives have been to introduce a Social Media Policy and also demonstrate greater action to encourage respect and reduce conflict between members.

Tim Fawcett has generously run two on-line pigeon auctions for the SAHPA to help raise funds and most of our members that finished in the Top 30 in the Aggregate Points have provided top quality birds. We really must thank these members and the members who bought birds.

One of our major aims is to keep the cost of racing down and the new transporter will make a big impact over the coming years as compared to the previous semi trailer unit where we needed to subcontract a prime mover. At the AGM we will present a spreadsheet showing the cost of running the new transporter compared to the prime mover and semi trailer. In summary we saved over \$22,000 this season on our transport costs. For example, comparison for the Marla race using our new truck, fuel, driver (\$1,101) whereas the subcontractor standard rate of \$2.20 plus GST (\$5,029), resulting in a saving of \$3,928 for this one race. For the 13 races we used the new units for in 2016, we saved \$29,009 (registration \$1450, insurance \$4506, service and repairs \$830), total saving - \$22,653.

We have new challenges to tackle in 2017 with the outbreak of the Rotavirus and the fact that a new vaccine will need to be developed over the next 12 months. When times are tough we need the greatest support from our members, we have fixed costs of over \$60,000 to run the association, which does not include racing costs, I call on members to still pay up their membership fee to support the SAHPA even if they choose not to race next year due to the vaccine not being available for the virus. We still need to pay Honorariums, Council rates, insurances, SA Water, electricity, security, Emergency Service Levy, waste removal, telephones, audit fees, etc We have made a \$5,000 donation to the ANRPB Disease Management Fund on behalf of the members to help fund the vaccine trials. The SAHPA



Management Committee will do their best to reduce costs but if only half (100 of our 200) members pay we would forecast a \$16,000 loss.

In my opinion, our website administrated by Alan Agar is the best in Australia and I know we have the best headquarters of any pigeon racing body in Australia and now the best transporter, please be proud of your association.

We have many great members that give up their time to take on important roles in the SAHPA and every club has good people that are willing to take on various club responsibilities to make sure we can all enjoy our sport. I would like to wish members all the best for the new season and call on your continued support.

**Yours in Sport, Gavin Harris –**

**SAHPA – Chairperson**

**The new SAHPA Geraldty truck first used in 2016**



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## **The virus: some answers to some common questions**

### **Are recovered Rota birds immune for life?**

The quick answer is almost certainly not. However no one knows for sure. What I can say is that it would be a pretty unusual virus if a single short term illness of just 5 to 7 days, as is the case with Rota, was sufficient stimulation to the immune system to provide a life time of immunity. With most viruses after a period of time a percentage of birds become vulnerable to reinfection and as time goes by this percentage steadily increases. PPMV for example is fairly typical. When we did the trials in 2012/2013 we found that 10% of birds could catch the disease again after 12 months and the number went up from there. This is why PPMV immunity needs boosting with annual vaccinations. Many viral diseases, not only PPMV, need either annual boosting or several vaccinations given over a period of time for protective immunity to form. For the same reason our pet dogs and cats have annual boosters. It would be unusual if Rota was significantly different. This is a new disease and although no one knows the true answer a trial similar to that for PPMV will give the answer. These trials are already being discussed in Melbourne. 13/2/17

<http://www.melbournebirdvet.com/pigeon-virus-update.aspx>

### **My loft does not have the disease but I have had a missing youngster return that I would like to keep. What should I do ?**

The incubation time ( ie the time from catching the virus until the bird gets sick ) is not known for Rota virus but evidence suggests that it is 5 to 7 days. I am not aware of any cases where it has been longer than 10 days. Fanciers should isolate the returned bird for at least 10 days and adopt strict quarantine. This means that no material from the bird, particularly droppings, should leave the quarantine area. The bird should not be handled or if this is necessary the hands should be disinfected before going to the loft. The bird should not come in contact with clothing. If the bird is still well after 10 days, although we cannot say for sure, it is probably safe to return the bird to the loft. 13/2/17 <http://www.melbournebirdvet.com/pigeon-virus-update.aspx>

### **My birds have caught the disease. What can I give them ?**

There is no direct treatment for Rota virus. The virus simply has to run its course. There is evidence however that commencing treatment with an antibiotic that is effective against the common bowel pathogens such as E. coli can reduce the mortality rate. We have identified some E. coli infections in some birds infected with Rota virus. The antibiotics in treating the E. coli are likely to be helping some birds fight the virus. All other treatment is supportive. That means that the basics of good pigeon care need to apply. The birds need to be kept clean, fed a nutritious diet etc. Basically just all the usual things a good fancier would do. I notice already that some are trying to capitalise on this disease and supply vitamins etc as boosters. It is way too early to say if any of these supplements are of any advantage but I would think that in a loft that is already being well managed, probably they are not. 25/1/17 <http://www.melbournebirdvet.com/pigeon-virus-update.aspx>

### **I live in WA. My loft was infected with Rota virus in mid-2016. I have bred some healthy looking babies this season. Could these babies spread the virus?**

All youngsters bred from surviving stock birds at the time of the outbreak will become infected with the virus and some will die in the nest or be weaned as weakened babies. However youngsters bred months after the outbreak, even within the carrier period or in a contaminated loft can be expected to be quite healthy. It is thought that this is because the level of immunity in surviving stock birds rises with time and these stock birds not only expose their babies to the virus but also pass their own immunity to the youngsters through the egg and crop milk. This means that these apparently healthy youngsters are in fact infected with the virus and even though they don't look sick themselves, can spread the virus into previously uninfected lofts. This is not only thought to happen with Rota virus but does happen with other common pigeon viral diseases such as Herpes virus. 13/2/17

<http://www.melbournebirdvet.com/pigeon-virus-update.aspx>

### **Risk of transfer of virus at pigeon club meetings.**

At the Kyabram sale where the first infected birds were recorded in Victoria, all of the fanciers who subsequently had the disease in their lofts either bought birds or handled birds. Fanciers who did not handle the birds did not get the disease in their lofts -- this despite the fact that there were infected birds in the room. The chance of virus transfer from one fancier to another is very remote however if fanciers were particularly concerned then washing the clothes worn to the meeting and not wearing the same shoes in the loft should eliminate any risk. 6/2/17

<http://www.melbournebirdvet.com/pigeon-virus-update.aspx>

# John Kokalakis - Morundah



I started with pigeons in 1962 in the West Torrens Juniors with good friends Stef Orfanos and Moss Polites. I restarted in pigeons in 1995 after my first love (soccer) playing days were over. I have raced from my present address for 20 years.

If nothing is done the future looks a little bleak as we are a dying lot. I don't think we are getting any new recruits. Word of mouth is not enough so I think the SAHPA could look at something with our limited funds. It's hard but if we don't do something it is curtains. I'm almost 70 years of age and at my club I'm one of the youngsters. Now we have our own transporter perhaps we could look at making it more affordable. I am all for limit flying – more birds for protection doesn't wash with me as we have seen many times the quality of the birds is more important. Putting rubbish out there does not improve returns.

I'm a one-man band and I like it that way as

I have no-one else to blame if things go wrong (my wife has her hands full with the grand-kids). Having said that, my young grandson – John Michael – helps with ringing and feeding and quite often comes with me to train the birds.

Being retired would be an advantage if you are keen and see to the birds every need – being retired and lazy doesn't work. When I was working I still did well. Again if you are keen enough you can achieve anything. Birds can be put on units the night before etc.

My favourite bird of all time is what I call the “freak hen”. She was an outstanding racer and breeder. She has produced many winners and her children continue to produce winners. Her daughter bred 2<sup>nd</sup> SAHPA Morundah and in turn he bred 1<sup>st</sup> SAHPA Morundah. Her 14 year old brother bred 5<sup>th</sup> SAHPA Narrandera. All good management counts for nothing without good pigeons.

I clean my lofts daily in the race season and weekly in the off season. My only secret is hard work on my part. Once the birds have gone though the moult I use a

slightly lighter mix with the addition of barley. I never starve the birds as I'm looking to the longer races. I like the birds to work well around the loft but I don't play with their food much. Hungry birds won't work - and having said that, I do watch their weight. I do look at the eye but I strongly believe in the first foot on the landing board theory!



**JOHN'S WINNER**



You never know where your next intro will come from. I have paid good money for good and bad birds. My stock birds are Wickham x Goodger based and Jim Cox. I have a very good family of Van Loons and Janssen as well. I have created my only family of birds and I inbreed and linebreed and if I see a bird I like I will try it out - always looking to improve.

I have put birds bred for stock in the stockhouse but the criteria is the same – they must produce. If a bird performs on the road and in the stockhouse what more do you want. This



**THE STOCK HOUSE**

year I am only breeding a few as I'm undecided if I'm going overseas. Normally I would breed about 100 youngsters but it also depends on the previous year and how that went. When I mate my birds I like to see that they compliment each other similar to what my friend Stef Orfanos did a lot of. My birds have their origin from Stef. I will breed from old birds if they still produce winners. If you are mining gold and still digging it up why would you stop!

Apart from patience and observation I don't have any real secrets. I have been known to

double birds back. Personally I think they need the work but if you want them for the pointy end of the season you have to keep them fresh. Birds can get hawk shy and hamper weary, especially the older ones. I like the long distance events.

Breeding is winners to winners and although they don't all produce it's not a bad place to start. Uncle to niece or vice versa is something I like to do and have had very good results. The wind on the day has a big bearing but to be in it you still need to be in the first batch.

Feeding is nothing special - peas and wheat mainly with some small seeds and maize when I think necessary. In recent years I've given peanuts but not too many. I hand feed my birds twice daily making sure they all get enough. I buy my small seed pre-mixed (Pryor mix) and minerals are before the birds at all times. I use barley early in the season and I give my birds vitamin B group. My feed is bought from local farmers but I also use race pellets in small proportion.



**NEW FLYER?**

I don't medicate as a rule when the birds return but I realise that they can pick things up in the unit so I watch them closely if I think they need medicating I would not hesitate to do so.

My loft is 9 metres long in five sections. Floor is concrete with vapour barrier with plywood overlay. Ceiling and walls are lined. No spartan existence here I try to make them as comfortable as I can especially when it's cold.



I've always talked about grate floors for easy cleaning because of my back and leg problems but it would entail raising the loft and as I'm surrounded by houses it's not practical. I get on well with my neighbours. I keep my birds under strict control. My loft faces east which is ok but north-east would have been better for full use of winter sun. Electronic timing is great for me as I'm often hot home (watching grand-kids play sport) and often miss seeing them even when I am home. Race day I'm a nervous wreck. My birds are flown to the perch and I put a value on a hard day pigeon. I also look for consistency. I have some top producing hens that have never won but were around the mark – super consistent. Any winner is good but I prefer to do well from Derby distance onwards.

At the start I train the birds in stages. I'm not stingy with their feed so if they are not flying well at home I look closely for the reason. I generally have 3 to 4 tosses on my own and then onto the unit for some cover and experience to break. I have tried single-up tosses at different times. I usually fly my birds once a day unless I feel they need more. Anything with east in it is my favorite line. Late breds are good and I personally don't hold them back that much – they go with the rest. I have never tried widow-hood. I am a little harder on cocks and I've had some very good results with them i.e. BOY in the SAHPA. I prefer hens for the distance but cocks can do it – 2015 one cock to Alice Springs and placed 32<sup>nd</sup> (2<sup>nd</sup> cock home), 2016 same cock to Alice Springs, 3<sup>rd</sup> cock home. Head wind races are preferred.

On average my birds get from 3 to 8 races – it depends on their condition. If they have had a bad experience they need time to get over it and if you put them back too soon they are gone.

Absolutely some birds are smarter than others and some birds although regularly on the track don't seem to be bothered with hawks. We should be breeding more of these!



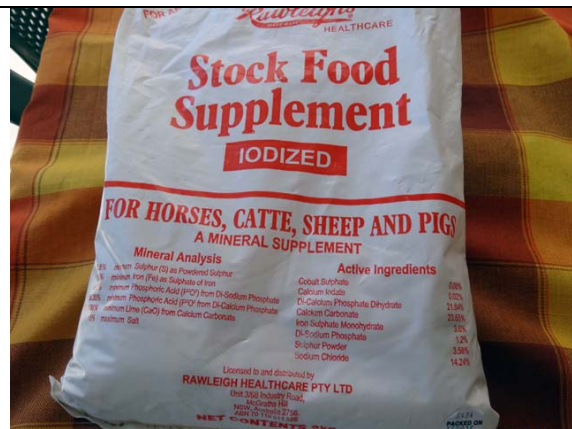
**THE WINNING WING**



**GENERAL VIEW OF THE LOFT**



**BREEDERS**



**SECRET WEAPON**

# Brian Lintern of Victor Harbor

Brian started with pigeons when his brother-in-law sold his house at Port Elliot and had nowhere to put his pigeons and he talked Brian into building a loft. He says they spent many nights out looking for lost pigeons when they were transferred. This was 1971. The Victor Harbor Club was started in 1925 by Reg Solly.



He says the SAHPA new unit looks very impressive. However, their club doesn't have the pre-paid system and they pay as they go.

New flyers don't get enough help and the SAHPA should be targeting them and seniors or semi-retired people as he thinks they have more time and this is an advantage. Brian says his wife assists him a lot. The most critical aspect of pigeon racing is getting the first bird home but he is pleased if others do well with his birds. For the future he has no particular goal – but would like to win Alice Springs!

## The Loft and Birds in General

Brian says when he built his loft the Council insisted on 4 inch beams and concrete 4 inches thick. When he pointed out his dairy had concrete 2 inches thick they quickly agreed to that. After 35 years the beams still look pretty solid but the loft has seen better days - but can still clock winners. The loft is 25 ft long by 7 ft wide and

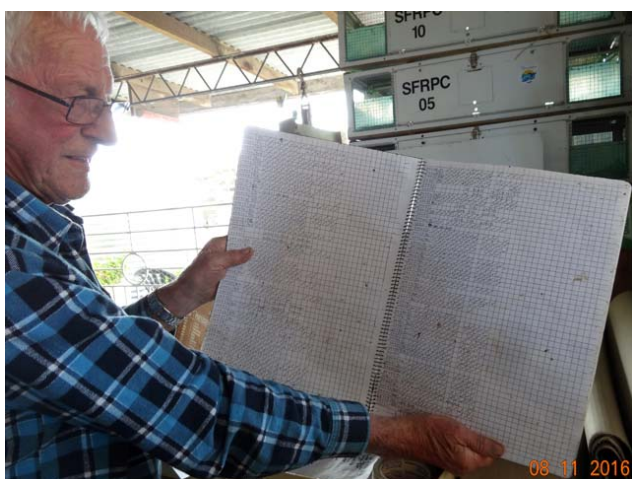
divided into five sections. The trap is very basic drop wires with no electronic system. Face the loft east if possible Brian says. The loft is cleaned regularly.

He says the fun of pigeon racing is watching them come home. Slow velocity winners are preferred. There is no separation of hens and cocks and no particular method of motivation.

Distance and direction doesn't matter to him.

The best birds he has had over the years have been from gifts although he has got good birds from Greg Harris and the late Lance Holdsworth and Jeff Stock. Brian has his own team/family of pigeons and doesn't look for new birds. Not interested in imports or eye sign. He can put a bird straight into the stock loft without racing or pedigree – just good confirmation.

Most important is the bird. Look for one that is agile, trains well, feathers shine and is itching to fly. Somehow the feathers seem to part on the chest. He likes ten feathers even in space and length.



**BRIAN KEEPS DETAILED RECORDS**

For the beginner he says go to someone who is experienced, ask their advice, and take it. And if they offer you a pigeon then take it – it will probably be a good one.



## Feeding and Medications

Feed is 60 pc peas and 40 pc wheat. When they come home from a race or toss they get small seed (canary) and for the long races he introduces some maize. Grit is always on hand. Barley is not fed and he has tried pellets but found no difference. There are no medications, no testing of droppings. Stock birds are fed on the hopper but the race birds feed for 10 to 15 minutes before the feed is taken away.

Sick pigeons when spotted are sometimes treated with salt water down the beak and he says this often helps. Other than that there are no secrets, no garlic, no apple cider vinegar.

## Breeding and Training

Brian keeps 15 pairs of stock birds and pairing up is easy – they pick their own partner. Age is not a major consideration. He seems to get his best birds from a good average bird mated to another good average bird.

Sixty are bred each year. However, from that sixty some 12 to 15 latebreds are put aside for the following year. But they must be trained with the others. So, the year starts with approximately 30 old birds and 50 young ones. No preference for hens or cocks.

Training is one hour around the loft. If they don't want to go longer than 10 mins he will keep them up. Training starts at 30 km and takes four jumps up to 100 km depending on the wind and time flying. This starts 4-5 weeks before the first race. He likes to exercise them twice a day if possible.

Tossing is once a week. Tosses need to be an hour to hour and quarter – if there is a tail wind he will go further to get the time on the wing. Head wind training is preferred. Single-up didn't seem to work for him. No specific basket training. If a bird loses form he won't race it.

## Highlights

Highlights include winning Bathurst in the club and a bird that came home from the Derby the year before ripped open and then was the fastest in the State from Mittyack.

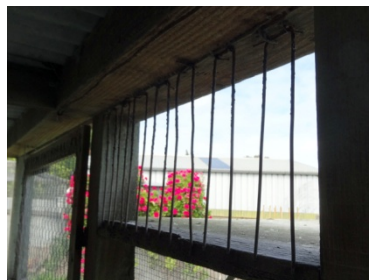
His favourite bird: **SA06 30416 RCPH** and his last results were:

Carrieton	2 <sup>nd</sup>	10		Bookaloo	1 <sup>st</sup>	9
Lyndhurst	1 <sup>st</sup>	5		Pimba	1 <sup>st</sup>	6
Lyndhurst	1 <sup>st</sup>	7		Glendambo	1 <sup>st</sup>	6
Coober Pedy	1 <sup>st</sup>	5		Marla	1 <sup>st</sup>	6
Coober Pedy	1 <sup>st</sup>	4		Coober Pedy	1 <sup>st</sup>	7
Paruna	4 <sup>th</sup>	20		Hawker	10 <sup>th</sup>	12
Georgetown	1 <sup>st</sup>	14				

Bird of the Year in Club for two years in a row also BOY in Combine of four clubs.



BRIAN'S CLUB RECORDS



OLD STYLE TRAP 1



THIS YEAR'S CROP

# Mundy and Hendrie - YBC



**PETER MUNDY**

Peter Mundy has raced from his present location since 1981. However his first pigeon race (1969) was with the Elizabeth Club based at Smithfield but his involvement goes back a lot further than that. He has been around pigeons since he was 4 years old and is 4<sup>th</sup> generation of the Thamm family - his grandfather Laurie Thamm was his greatest inspiration. Peter is currently a member of the Elizabeth Club which flies with the Northern Group at Central

Districts Club. His partner is Richard Hendrie but the birds race

from Peter Mundy's loft. He has many good results including 3<sup>rd</sup> Assoc Alice Springs and 2<sup>nd</sup> Assoc Little Topar, Farina, Glendambo, and this year 1<sup>st</sup> YBC Lyndhurst. He doesn't have a particular favourite bird as there have been many of the years. He does have a memorable moment though when he flew 2<sup>nd</sup> in Kulgera (on the day) to Mark Seiboth. Peter knows when he is a chance in a race – he says the bird just looks “special.” His target is simple: “win the next race!”

His opinion on the new unit is ok but wants to wait and see race results over time. As for the pre-paid system, the partnership thinks it is good as they would only fly 30 birds. However he feels the date for paying is too early and suggests we should be able to pay for say 100 but not submit the ring numbers until a certain date. He feels the SAHPA lacks some communication and is not unified enough. As for the future he thinks it is hard now given the small size of modern backyards.

Peter says loft position is very important although not so much over 600 miles. Retired people may have an advantage with time but they may also have less money. He would like to see more limit type racing i.e. 5-bird races. Winning races is 60 pc the breeding with training, and luck taking 40 pc.

He uses deep litter in summer but cleans the loft every 2<sup>nd</sup> day when racing. Peter plans ahead but says you can't win every race and you need more than one family to compete. His favourite distance is the “next race.”

Peter says he likes a pigeon with a strong eye, good wing and feathering. They feed the best food they can afford and use Troy-B vitamins as a supplement. Birds are hand fed, eat what they want and he judges when he thinks they have had enough. Worming is done twice a year and medications are Turbosole and Triple X – every six weeks or so. Fresh garlic is used year round. Grit and minerals are always available. They mix their own feed and use Eco-Avian in their mix. Pellets are being used now during breeding. Peas are increased after the Derbys – they would start with approx 25 pc of peas and max out at 40 pc. A bath is given after a race – and a day off.

The loft is 22 ft. long comprising 4 compartments with 3 for racing and one for trapping over the electronic plate.

Work around the loft is about an hour plus short tosses. Training is done with the idea to avoid the falcons, vary the time he lets them out at home. Tosses are short tosses starting at Angle Vale and Lochiel would be the longest. They get tossed twice a week on average. No preference on wind direction but tossing is done on the line of flight. Single tossing has been done with no special results. Racing is from the first to the last race depending on the family. Basket training is done for training and feeding purposes.



They breed from about 20 pair but not just from the stock birds. Pairing is done at the end of October. Birds do not go into the stock loft untried. Inbreeding and line breeding are used. New birds are used but Peter is careful where he gets them from – prefers to swap birds. The main bloodline is Thamm (Gurnays). Cock birds need to be bossy types and have performance and conformation. Around 150 are bred each year. There is no special reference bird because he has a family of pigeons and uses his own stock sense when pairing up.

Peter says any win is a good win – fast or slow. He uses a short toss to motivate them. There is no preference on distance. As far as the actual bird is concerned he likes a heavy shouldered bird, wedge shape, tail going down to two feathers and a closed wing. Size medium to larger.

SA15 4229 is a Flor Engles / Gabby bred and gifted to Richard by Richard's good friend Gary Lillingston. She was part of a team from Gary that performed very well. Richard would like to take this opportunity to thank Gary again for the birds.





# SAHPA 2016 PRESENTATION



Brian and Kay Mahomet



Sue Harris, G. And I. Cummings, Paul Springett



Mrs. Roberts, Seiboth and Thalbourne



Junior winners



David Walker and Gavin Harris



Gavin Harris and Bob Huff



Aaron Horrocks and Tim Fawcett



Gavin Harris and Juniors



# SAHPA 2016 PRESENTATION



John Kokalakis and grand-son



D. Edwards, A. Cook, G. Kokalakis, Gary Lillingstone, C. Todd, C. Mav, Tim Fawcett, W. Myers and G. Tsonis



A. Cook, D. Edwards and Tony Perkins



Nenad Stojakovic and Tony Perkins



Gavin Harris and Phil Squire



Mr. And Mrs Ken Roberts and Tony Perkins



Brian Mahomet and Gavin Harris



C. Mav and Tony Perkins

# Rob Graham of Broken Hill



My father raced pigeons in Broken Hill for nearly 40 years and also raced one season in Adelaide in the early Seventies. I guess the birds were always part of my childhood and I became attached to the birds at a very young age.

My partner does assist me as my work often takes me interstate for lengthy periods. During my absence Donna feeds and waters my pigeons as well as letting the birds out for loft exercise. Obviously my father assisted me greatly and would to the detriment of his own racing, train and wait for my returning pigeons opposed to his own when I had been working out of town. Trevor Grillett has and continues to gift me quality pigeons and also I would like to thank Brian Ashwood for his assistance and allowing me to use his clock. I have been racing since 2000. Favourite distance is over 400 km.

Very concerned about the future of pigeon racing as no new members coming into the sport

## **The Birds**

My favourite bird (and most memorable) is without doubt a blue bar hen BH14 351, which won three of her six races and in turn has produced a winner.

The Delungra (930km) Championship winner (blue bar hen BH14 1299) is bred directly from two previous 700 km winners. The sire winning for myself from Portland in 2006 and the dam winning from the same race point in 2007 for long time flyer Trevor Grillett. Trevor gifted me this pigeon the day after its win. My strain of birds is a direct result of selective breeding for distance performance over a number of years with the main influences being five pigeons. The two Portland winners, two pigeons from the now passed Bob Warren and a pigeon that was equal winner of The Silver City Classic in 2010 (bred by Manfred Fruse of the VHA). Manfred's equal winner was paired to a Bob Warren pigeon which then produced a daughter that was also an equal winner of The Silver City Classic in 2011. This hen was then mated to a son of the two Portland winners and this mating has consistently produced top distance pigeons, including a pigeon I consider my best ever racing bird. The blue bar hen BH14 351 has only been raced lightly over two years, competing in six races of which she has won three of them. She has now proved herself as a racer and a breeder. Wins were from Cobar (418km), Kyancutta (575 km) and Nyngan (546 km). 351 has already had a positive influence as a breeder with a daughter BH15 472, bred in the flying loft winning this year from Cobar (418 km) and also placing third from Gilgandra (682km). She homed with another two of my pigeons from Gilgandra which were placed first and second. BH15 498) which won this Gilgandra race is a full sister to the Delungra Championship winner noted earlier. All of my seven winners from this season are related.

## **In General**

Broken Hill has had a fixed installment package now for many years and as a Treasurer I can vouch for its effectiveness in not only easing the work load but also you know early in the season the minimum income generated from race nominations.

In Broken Hill there is ample help for anyone wishing to participate. Most flyers are more than happy to assist in any way, from gifting quality birds to assisting with advice.

From an outside perspective the SAHPA seems to be very proactive in raising the profile of the sport in a positive fashion.

Pigeon racing has provided me with many friendships that I value highly. Most weekends now I have former flyers with me awaiting the race arrivals. The biggest negative is the lack of new participants.

### **Training and Racing**

In Broken Hill loft position and wind direction does have a major influence on results as velocities are generally slower here than the major cities, which in turn favours the long markers. I start with 120, usually about 85 young birds and 35 old birds. Definitely prefer the hens. I don't like over racing the young birds. About three to four races only before the distance race. I have found the least raced birds often perform better in the distance races. The wind has an influence in the shorter races.

I believe the more time you can put into training is advantageous. I work full time and often interstate at which times my birds are exercised around the loft but not tossed. Generally after not being tossed for periods of up to ten days my results will diminish for about two weeks. Head wind training is best. I haven't got the time for single-up training.

I have never been placed in the young bird derby, and each year I try to set my birds for that race but I am yet to have any success at all. I will try again next year.

My target is any race over 400km but the longest races are what I set my pigeons for every year.

Winning is great but my real thrill comes when you first see a pigeon returning from a race, especially the long distance races. It does not matter if it's your first bird home or your last hours later. It's just knowing what the bird has been through and its desire to return home.

All wheat prior to training and loft exercise once a day. I do not force fly my birds.

Training is twice a week then often three times a week as the distances get longer. Tossing is usually around 70km and I like to toss them on the Sunday and Wednesday before a race. The average bird would have three maybe four races but I race the older birds more often especially at the short distances and often double them back. The youngsters I race less often and don't usually double them up. I don't educate them in the basket but I train them in the club unit with other members.

### **Memorable Moment**

My most memorable moment would be my first win which was in my first season of racing in 1999 when Broken Hill had two active pigeon clubs. I was racing in the Barrier Homing Society at the time and had only achieved one or two minor placings in short distance races competing against over thirty members. I sent only three pigeons to our highest prize money race, a Breeders Plate from Bourke (475km). All three pigeons returned, I took first and fourth placings with birds bred by my father, winning by over seven minutes and earning over five thousand dollars in prize money. Needless to say I was happy with that for a first up win.

Winning the 2016 Championship by two and a half hours was a memorable moment. There was no pigeons home on the day from the 930km race so I was up before the sun on the second morning hoping for an early arrival. At 5.30am I said to my partner I'm going down with the clock now to wait even though I could hardly see due to darkness. I opened the trap and set my clock up and straight away a pigeon flew out of a large gum tree in my yard. At this stage I thought it was most likely a late arrival from the 680km race the previous day but as it was not light enough to see the colour of the race rubber I timed the pigeon in anyhow. When I saw the pigeon having a drink I immediately knew that the pigeon was from the Championship.

### **Important Factors**

I put no relevance in winning short distance races where the majority of pigeons return in one mob regardless if you win or not. To win the tougher races not influenced by loft position or wind direction the most important ingredient is definitely breeding and prior race performance.

I look for well bred pigeons that consistently return early from training and racing and are eager to loft fly without flagging. If a bird has all these qualities at once and is not over raced then I think you can safely judge its form.

I use to clean regularly and top the floors with creek sand but due to family and work have not done so for a number of years now. Definitely deep litter for about the last six years.

I hope to avoid those periods where results are below standard.

No importance give to eye-sign or wing theory but the wind is definitely an influence.

No medications used but birds are wormed once before racing begins. Drug testing is not a concern.

### **Advice**

Acquire proven birds from your local area, race them and breed from only the best performers. Do not start with birds of low quality and think you will perform consistently.

The imported birds may be able to compete in the major cities but definitely not in Broken Hill.

Creating a family is ongoing and only achievable through help from Trevor Grillett who has quality long distance pigeons which are very similar bloodlines to my family.

In Broken Hill I believe we should race all directions possible not just west and east.

### **Feeding and Medications**

Feed is very basic this year, three wheat, one peas, one lentils, half milo. Increased the peas as the distances increased. I do all the mixing. Never tried pellets.

Racing birds fed by hand as much as they want with anything left removed shortly afterwards. Stock birds fed by hopper. Young birds fed only wheat until about four weeks before training begins.

For the longer rages I increase the protein. There is usually 20 pc peas but increase to 40 pc for long races.

Yes my birds have grit available at all times. No small seed is fed. No supplements are used. No barley. Occasionally used multi vitamins added to the drinking water. Birds are not medicated after a race. *I do use Raspberry Essence Mix*

I don't have any secrets but if I did they would not be secrets as I would share them.

### **Breeding**

Only breed from top quality performers and blood lines that have proven themselves in your local environment. Do not keep a large amount of stock birds or large teams of racers.

I have lent a number of my birds to a current member this coming season to breed from and I hope they perform well for him.

I keep only 12 pair of stock birds, but will breed at least one round from the remaining race birds as they are all related closely to my stock birds. Birds are not put into stock unless they are proven.

The things I consider when pairing is performance and breeding. Are they far enough apart in parentage yet close enough to maintain performance. I have previously put a bird straight into stock but now will only introduce birds that have performed at distance for me.

I certainly try to pair winners to winners as well as maintaining my family. I look at the pedigree more than the confirmation of the pigeon.

I introduce pigeons that have performed and mate to my family. The introduced bird is then usually removed and all the youngsters are raced and if any of these youngsters perform themselves then they are introduced on a permanent basis.



My strain of birds is a direct result of selective breeding for distance performance over a number of years with the main influences being five pigeons as noted above.

The stock has definitely improved. Five years ago I removed all non consistent breeders from my stock and concentrated on birds mainly from the five birds mentioned above and I have noticed improvement each year. I would go to Trevor Grillett and borrow proven birds that had raced the current season. I would then mate them to my family and race all the youngsters. If any of these youngsters performed they would then be introduced

Pairing is done at the completion of racing.- usually early to mid October. No more than 100 are bred each year.

Stock sense is a skill learned.

I do breed off older birds until they stop producing performing youngsters



**Blue Bar Hen BH-2014-351 1 - First Kyancutta (575km),  
First Cobar (418km) and First Nyngan Produce (546km)**

I like mid to long distance races - anything above 400 km and probably on the east line. I look at the breeding and the race / training form to select my race birds.

All birds are tossed at least twice a week from around 70km. Birds are exercised once a day



**Blue Bar Hen BH-2014-1299  
First Delungra Championship (930km) – winning  
margin 2.5 hours, Second Nyngan Produce (546km)  
and flew Nundroo (871km) as a yearling.**

### **The loft**

Approx 9 metres long, 2.5 metres deep, 2 metres high divided into 5 sections with the trap facing North East. I keep around 120 pigeons to start racing but have 280 perches available. Stall trap with bob wires.

### **General training and racing**

I definitely place more value on the slow race winner. Birds are never separated. Towards the end of the season they are often raced to eggs. I try not to de-motivate them by allowing them to nest and not force flying them. I try to achieve condition by regular tossing.

for 45 mins to an hour depending on my work commitments. They are not forced to fly but are locked out for this period. This year due to unforeseen circumstances the birds had their first toss on Wednesday from 60km prior to racing on the Saturday. Normally I would like to start 5 weeks prior to the first race at 15km, then 25km for about three tosses then onto 60km. Later in the season from about 75km. Exercise is once a day, usually in the morning – depending on the peregrines.

All birds are trained together but the late bred birds are raced only later in the season with their first race often at 400km. I definitely prefer hens for the distance races and cocks for the early short to mid distance races. Some birds are definitely smarter than others.

# Broken Hill Presentation - 2016



Brian and Nath Ashwood



Seated from left: Elva King & Margaret Grillett, standing from the left Cathy King, Marie Ferguson, Pam Burke.



Brian Meaney of Ballarat & George Muscat.



Robin Graham, Wayne Pollard, Marie Ferguson.



Robin Graham, Wayne Pollard & Trevor Grillett.



Robin Graham, Wayne Pollard & Brian Ashwood.



Robin Graham, Wayne Pollard & Peter Burke.



Lyndon Frick, George Muscat, Lance Pittaway and Brian (Spog) Allan of Peterborough.



# Nenad Stojakovic - Deniliquin



In 1964 every week-end I cleaned top Hampstead Club flyer Wally Mathews lofts and at the end of the flying season he lent me eight pair of stock birds for me to start with. From these I bred one cock bird SA66 7115 BCC that won 7 of 7 starts on the south line.

We would ride our bikes around to senior flyers of the club and go down to the old Mile-End Hall with Wally and listen to all the old flyers talking about the race. I have raced from the same location since 1972.

The main bloodlines are John Pryor, A Richardson, D Green and Leo Duits and imports.

My winner in 2016 from Deniliquin was bred from BCC 2<sup>nd</sup> SAHPA Marla 2007. He is a Richardson x Janssen and the dam, a BCH was 33<sup>rd</sup> Glendambo 2012 and 24<sup>th</sup> Terang 10-bird - all John Pryor's 21<sup>st</sup> Century and Morundah lines.

I have had help from flyers in the past – W Thiele, Leo Duits, L Monk, R Male, the late Curly Maricic – and they still would. My wife helps also if I ask her to let the birds out for a fly in the afternoon if I am working late.

My favourite bird has to be the brother to my 2<sup>nd</sup> Marla cock. He has bred 16 SAHPA placings and grand-sire to 42 SAHPA placings.

My best results include:

- 1<sup>st</sup> SAHPA Young (only 5 birds on the day) in 1979. In this race I took 6 SAHPA placings.
- 1<sup>st</sup> SAHPA Benalla, only two birds clocked in the dark. I won by one and a half hours clocking at 8.30 pm.
- 2<sup>nd</sup> Marla – a cock bird with only three clocked in the dark.
- 2<sup>nd</sup> Coober Pedy 3-bird Special - only three birds homed in the dark with two at Gawler. I saw the pigeon coming out of the north-east at approx. 8.30 p.m.

Winning pigeon races has been a very satisfying experience for me. Inspiration has been from John Pryor. My ultimate goal is to win Temora.

My best memories are of winning the points in the Hampstead Club when John Pryor was there (John won the points that year). I finished third and also won the SAHPA points in 2011.

## Opinions and advice

I was against buying the new unit but don't mind the pre-paid system however I would rather pay as you go. We need to keep the sport simple to improve it.

The "hobby" has become too expensive for new flyers to start and compete against the big flyers – new loft, electronic clock, rings joining fees etc. The money man is killing the sport.

It pleases me when others have success with my birds but if they have success and don't let me know I'm not happy with that.

Make sure you enjoy the sport and don't let it take over your life.

To all flyers - we all have good pigeons but it is how you manage them that makes the difference between winning and losing – so don't always blame the birds - just look in the mirror sometimes. To the new flyer - just try and enjoy the pigeons and the sport.

On drug testing I think they are testing the wrong pigeons.

### **The Pigeons**

I like a well balanced pigeon with tight vents with no drop between the keel and vent.

We all think we can see breeding potential in birds but the stock house is the only way to find out ie, breed and race the progeny.

I pick a pigeon in form based on its work rate around the loft and how they react in the loft - on the go all the time. They will have bright eyes, their colour is clean - black is black and white is white - clean and warm feet, pink throat, feathers are tight and belly is clean.

I value a bird that has won with a slow velocity on the south-east line. I do introduce new birds. The imported birds can compete in the longer races and I am always looking to improve. I don't think I have paid big money for a pigeon. I think I have been lucky in the sport. I have swapped birds and been given good birds and paid little. An outcross would be introduced to get new bloodlines in the loft and I would go to a top flyer with the right bloodlines. I keep plenty of stock birds and pairing up is based on pedigree and performance. I don't discard them on age – if they are good, they are always good. This year I have put birds straight to stock without racing. Pairing up is done on the first week-end of November. I will probably breed 200 in a given year.

### **The Loft**

It is 8 metres long and has four compartments and a corridor. I have 280 available perches. The drinkers are on the outside and it is made out of timber with chipboard floor. The loft is cleaned daily.

### **Feeding and Medications**

I feed peas (approx. 45 pc), wheat (approx. 45 pc), safflower and maize (around 10 pc). No barley. Feed is mixed by me. They are always fed by hand. The birds are treated with Turbosole every Monday and are wormed prior and during the season. Grit and minerals are available but not small seed. Epsom salts are used once a month. I use honey on race days. No medications are used on returning from a race. I used to consider the carbohydrate but not now.



### **Training and Racing**

I will start with 30 old birds and approx 200 that I have bred. Training starts after the birds are ranging for about one month. I like them to be doing an hour and a half around the loft. My birds are exercised once a day in the afternoon. They get three Dublins and then Pt. Wakefield. No further at all. I personally don't single up train or educate them in the basket. I plan carefully only for some SAHPA races but I'm always trying to improve. Birds are raced once a month. I like a race with a

head wind - races of 600 to 700 km – on the day – are my preference. The wind and loft position does have an influence up to 500 km.

# Dixon and Watson Families



**ROBERT DIXON**

My cousin Barry Steele and I were given pigeons from Peter Mathews who also helped to build our first pigeon lofts. We both joined the Salisbury Pigeon club in 1969/1970. Robert flew in the Salisbury club as well in the 1976/77 season, and at one stage he also flew with his uncle Syd Dixon in Mansfield Park..

For advice Peter Mathews, John Jarzabek and Ivan Wareing freely shared their considerable knowledge of the sport. I have been fortunate to have good mentors and good friends, especially my current flying partner, Robert, who asked me to join him when I had to give the pigeons up due to health concerns. He was unable to race the birds because of work commitments so he allowed me to race his pigeons this year.

Robert has great performing pigeons that he worked very hard to produce over many years. My inspiration has been family and friends. I like to be remembered as an honest person who tried to help others get some success.

Winning a race is great but I don't get excited until the results are on the board.

I would like to have won the SAHPA aggregate points, having come close on a couple of occasions.

The stock I have are Gabby, Godfather, Goodger, Dordin, Delbars, Dangerfields, Janssens, De Rauw Sablons, L. Loyds and Buschaerts. I do look for good pigeons at auctions. I've purchased great pigeons from Steve Pradella in WA and Phil Murphy from Sydney. The imported birds seem to do better on the North line.

## **Opinions and Advice**

Loft position doesn't matter – get good pigeons, look after them and train them. Talk to the best and get their advice and then adjust it for your needs. Prepare in advance for the next race.

Desire can be the difference between winning and losing. This was a quotation from a great flyer, Ivan Wareing, many years ago, and I think it is still relevant. Retired people don't necessarily get an advantage. When you are younger you have a bit more energy!

The wind does have an effect but every now and then a pigeon beats the odds. The only real "secret" is dedication and hard work.

I would like to see the race program back to 3 Carrieton, 3 Keiths, 2 Hawkers 2 Mittyacks and 3 middle distance races on each line. This prepares the birds for the longer races and gives the late bred's half a chance. The Association flew successfully with this programme for many years.

As far as drug testing is concerned I don't think we do enough and we need to keep updating our procedures. I do think the Management Committee could increase contact with their groups / sections to obtain more members suggestions and feedback.

On the new unit, it appears to be well built but hot air removal concerns me. I guess we won't really know until we strike some hot weather. The new pre-paid system is probably not so good for pensioners who are struggling with weekly bills. As far as the future goes, my time on the Promotions Committee convinced me we should target retirees. I had pursued juniors through the Education Department with not much success. I can see us having ten more years unless a huge effort is made to promote the sport. More needs to be done to help the new flyer.



## **The Birds in General**

I like a bird that has feathers like silk, bright and alert, does not over eat and is first up on its perch and chatty when it gets there. I prefer birds with narrow flights for the last five main flights. All good pigeons have eye-sign. Some people separate the sexes after the derbies but I do it when they are ready to be transferred to the racing cage.

I used to keep to the 25 to 30 pairs and Robert keeps a few more. We consider performance and maintaining the families of birds. I would put a bird straight into the stock loft if it is off certain families. Maintaining family lines is important but performance is the ultimate indicator.

I do introduce new birds, some expensive, some quite cheap and have also had good pigeons gifted to me. I look for performance in a race bird and I try to maintain family lines. When mating up I would mate an older hen with a young cock bird. I like to line-breed. Pairing up is done straight after the last race of the season.

My favourite bird was a Laurie Lloyd/Dangerfield red checker hen that finished 4<sup>th</sup> SAHPA Benalla when I was in the running to win the Association points. It rained most of the day and only 8-11 birds homed on the night (and it was dark). She only passed away this year at 19 years of age.

Robert's favourite pigeon was a bch hen out of a Peter Wortley Delaney / Delbar. This pigeon was placed many times for him and produced a great family. Robert has won 1<sup>st</sup> SAHPA Farina 3 bird special. I have had 1<sup>st</sup> Farina YBC 1<sup>st</sup> Farina open 1<sup>st</sup> The Twins, 1<sup>st</sup> Lyndhurst, and 2 Vin Blanden Memorials including the very first one and Bird of the Year 1998. My loft has plenty of perches (more than the number of birds), plenty of air circulation and is always kept dry. The loft is cleaned daily and I use washed sand.

## **Feeding and Medications**

I make up my own feed mix which is a combination of peas, wheat, corn, milo, safflower, linseed and XLR-8 with just a small amount of barley. I feed the race birds and the stock birds the same mixture to hunger, leaving none overnight. The feed is 50% peas at the start of the season but adjusting as needed during the season. Carbohydrate is increased as the races get longer. If you are observant you will know when to make the changes. Grit is always available. Medications are Doxy T and Turbosole every four weeks in the racing season and at times XLR-8, Stock Gain & citric acid. I will send droppings to be tested if I think it is needed. I don't educate the birds to feed and water in the basket.

## **General training and racing**

I usually start with 100 hens and 40 cocks. They are trained to 90 km and usually get 4 to 6 races a year. I have tried single up tossing but not with much success. Cocks are trained to race early and then the hens. I'm not keen on late bred. Training can be either head or tail wind. Birds are trained around the loft and tossed once or twice a week. They are not forced to fly but can't just do as they like either. Tossing begins once they are ranging, starting with eight short tosses before a long one – all in two weeks.

On fast and slow races I have had the birds do both. But a win is a win! Would you disregard an SAHPA winner because it was a fast race and it beat 6000 birds home?

When a bird loses form I look for sickness or an injury. I like the birds to be quiet in the loft and not boisterous. Finally, we have been lucky in South Australia in that we have had good people set up the SAHPA and provide us with a great constitution which should be maintained.



# Viv Allan – SAD (Moulamein)



## SA15 02905 BBH

Viv has been racing pigeons for 40 plus years – this follows an introduction into a neighbour's loft, and a subsequent handing over of birds to Viv to breed and race. Since then various friends have contributed to his current loft of pigeons which are now essentially Warren Moyle.

Warren Moyle has been of particular assistance. Viv has known him for most of his life in pigeons, but over the last twenty years or so they have become very good friends and Viv has followed lots of advice provided by Warren. Other friends that have contributed to Viv's enjoyment of race pigeons have included Arthur Ellul, David Thalbourne, Mark Bruggerman and Gavin Harris.

The winning bird is 85% Warren Moyle with a dash of Gavin Harris. She currently is breeding in Gavin's loft.

Viv has generally looked after the birds

on his own, however his wife Sandra was of great assistance when Viv was a working man. Now in his retirement, he wonders how the work all got done. He finds that as a retired person he has been able to perform better as a pigeon flyer. The extra time put into management and planning for health and general well being is being well spent. He has always appreciated the company of other flyers.

Viv has very fond memories of two much earlier career races. The first from Madura in which he clocked his bird on the day when very few homed, and the second in which he won the Bathurst 1980 National. The National winner was found in the loft at 0530 on the second morning!

Viv considers that racing 2 and 3 year olds to be his forte. He generally lets his babies have up to 3 races in their first year, but tosses them every week of the season.

He then likes to race cocks for another 2 years and the hens up to another 4 years. At that time, he assesses pedigree and performance and line breeds accordingly. He brings in the occasional outcross.

At the end of the race season he starts his breeding programme. His setup is unusual in that most of his stock birds have open loft. He breeds from 28 pairs and in 2016 this included 4 pairs which were breeding as prisoners. Once babies are ready to be weaned, they are transferred to the race loft where that are held for a few days to ensure eating and drinking, then the race loft is opened, and the breeding cocks go looking for the babies and feed them in the race loft. In due course, the babies 'break' themselves in – a very peaceful and simple process – just needs all breeding birds homed to the house block!

During this time, the 2, 3 and 4 year olds are held in a very airy cage with lots of sunshine and do not join the new babies until breeding is finished. At this time birds of both sexes and ages are mixed for the beginning of the race season.

Viv begins tossing around Anzac week, and first tosses from Outer Harbour. If the birds get home in 40 mins or less, he moves to Pt Parham. Otherwise he returns to Outer Harbour for another two or three tosses. All race birds do these initial tosses. Once the birds are tossing well from the north he starts tossing east – initially Milang then Tailem Bend and Meningie. Loft work is done to a flag – flag up they work – flag down they come down! He looks for 40 mins as a minimum. He flies his mealies and reds north and the blues and blue chequers to the east. Occasionally birds are doubled back, but generally they fly a three week cycle. He flies about 100 babies and 40 older birds each year.

His race loft has been ‘made to fit’ over the years and modified and changed to get the best racing results. The initial loft was built along the back fence facing south east. To this, Viv has added lots of extra ‘sun aviaries’ to the side of the loft and on top of the roof of the loft. The birds look most contented. He has also added separate breeding lofts to ensure plenty of race loft and perch space. In the last year he has added the Tipes electronic clocking system – the best thing since sliced bread! The loft is cleaned daily.



His birds get the usual requirements of grit, pink mineral powder, and apple cider vinegar on wet humid periods. Vitamins are provided post race.

Race birds are fed a basic mixture based on peas – generally 75% peas, 5 % wheat, 5% safflower, 5% milo, 5% maize and in the last few years 5% barley. Race birds are always hand fed and food is never left in the loft all day.

Breeding birds are fed 90% peas from a hopper plus other grains as and when Viv decides, plus green feed from time to time.

Medications are basic – worming 4-6 weeks before racing and Turbosole as necessary.

Viv likes to do all his pigeon management to a timetable so that the race birds get into and expect a routine.

His only theory about pigeons is ‘the feet first theory’ which was advised by Warren Moyle – first pigeon home with feet on the landing bird is his best bird! Other than that, he ‘likes what he likes’ for handing and looks and hopes for the best! He handles his birds once to twice a week, and for race birds on hampering night looks for buoyancy, obvious health, bright eyes and good clean feather.



MOULAMEIN SIRE

Over the 43 years, Viv has flown as: Viv Allan also Viv Allan and son

also Viv Allan and daughter also Viv Allan and grand daughter and hopes to add Viv Allan and grandson or maybe Viv Allan and family to the racing record in the 2017 race season.



# Bob Huff - Moulamein Open



**Bob Huff:** Winning this year's SAHPA Moulamein Open was the highlight of my pigeon racing career. It was made even more special since my late Dad had tried for many years to win, and despite a number of second placings, he had never actually achieved a win. I must admit my first thought on winning was "this one is for Dad". I felt quite emotional about it.

Having raced with my father (also named Bob Huff) for many years before pursuing my teaching career in the country (Yorke Peninsula, Karoonda and Eyre Peninsula) I returned to pigeon racing ironically when Dad became too sick to look after his birds. In 1992 I took his birds and loft up to my small farm five kilometres from Mylor in the Adelaide Hills. Regrettably dad's birds were not suited to the hills (too falcon shy) and I had to look for birds better suited to the area.

Many thanks to Bronte Andrewartha, Ian Edwards, Rodney Howe and Michael Terreri who gave me a number of good birds and from then on my results started to improve. Bronte and the late Bob Pearson were very generous with their time and helpful advice. Even though dad had taught me a great deal I have found pigeon racing in the hills very different and challenging.

Prior to winning Moulamein my birds had been having a very tough time during training as two resident falcons had been constantly and ferociously attacking them. I remember dad telling me that if you are having problems, it is ok to lock the birds up for a few days. I did this and it clearly must have helped. I started letting them out again four days before hampering for the race even though the weather was still very wet and windy.



**BOB HUFF'S BLUE BAR WINNER**

The winner was a young blue bar hen that had only moulted eight flights. Her sire was a Goodger Metcalf cock that was bred off two birds Bronte Andrewartha had given me. Her dam was an eight year old Dangerfield hen that Gavin Harris had bred and put in a squeaker sale. Bronte bought her, used her and kindly gave her to me.

The old bloodlines of Ron Eitzen, Goodger, Metcalf, Pryor and Dangerfield have worked well for me in the hills. I have not had much success with

imported bloodlines although a cross of about one eighth to a quarter of Gabby, Delbar and or Busschaert bloodlines with the old families has been helpful at times.

In February of this year when it looked as though I wouldn't be able to race because of a serious lower back and sciatic nerve problem in my right leg, David Walker and Ray Linkevics made some crucial modifications to my loft which enabled me to far more easily manage my birds.

One of the things that always takes a great deal of time is educating the birds in preparation for racing. I have found it necessary to give the birds lots of little tosses - perhaps as many as fifteen before a Pt.Wakefield toss. At this time I would have the birds pretty lean as they often need to be able to fly for their lives when attacked by the falcons.

When mating up for breeding racers I like to line breed. I like to breed off cocks that have flown places like Canberra, Temora and Alice Springs. As long as the hen is in good condition and a proven producer (and there are not many), I will keep using them and likewise the cocks. My best breeding hen is now ten and her mother bred an Association winner on the south line when she was ten years old (not for me).

I have raced in my current location in Stirling near the golf course one hill away from Mt. Lofty for seven years. Apart from the falcons one of the challenges up here is the weather. It is often wet and very foggy which makes it difficult at times to get the young birds ready to race.

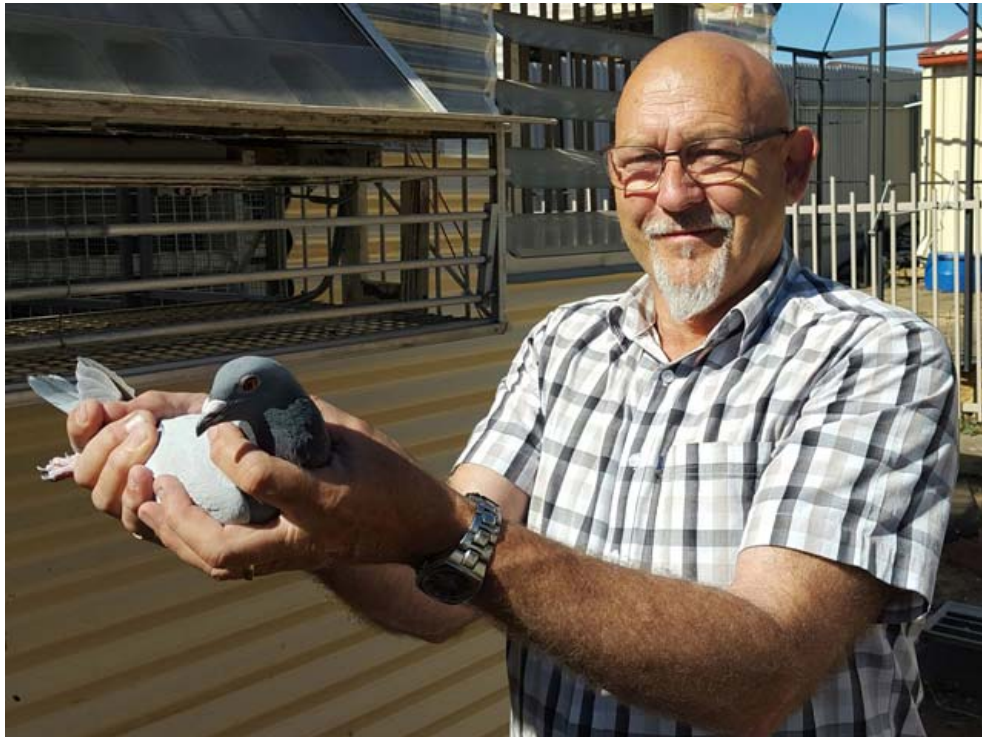
While in favour of the prepaid system, I would like flyers to pay for a team of birds rather than register all the birds. For example I am a small team flyer so I might pay for a race team of say 10 birds. Should I wish to race more I pay so much per bird (e.g. \$2 per bird per race).

I particularly like limited bird racing and am very pleased that the committee has been including a few in the programme. These races require flyers being able select their better birds and they dramatically reduce the impact of drag.

I would like to thank all the members on the Committee and in particular Gavin Harris and Paul Springett for their enormous efforts throughout the year.



## Southern Lofts – 2<sup>nd</sup> The Twins



I live in Morphett Vale and started racing pigeons in Adelaide in 1986 when I lived in Seaview Downs.

My 2016 second SAHPA SA15 23878 bbh, also achieved 2<sup>nd</sup> club and 2<sup>nd</sup> SARPF for The Twins.

SA15 23878 was also my clock bird in the YBC and 3rd bird in the clock from Coober Pedy. She is from a cross between John Hills Gabby from “Little Boy” and Mark Bruggemann’s silver blues. You will have to ask Mark the breeding of the hen he gave me because he will not tell me. She has bred many good birds for me and she was a great race bird in the past so I guess the breeding really is not that important with a bird like her.

My feeding is peas and wheat from the same farmer every year. I start with about 40% peas and 60% wheat for the club races and by the longer races I lower the peas and add in maize, milo, safflower. Twice a week in the short races I add my own Energy oil to the feed and later on it is add three times a week and is a mixture of Omega 3, 6 & 9 with garlic. Once the birds are in full training I give them about an ounce and a quarter to an ounce and a half per day with some hand feeding in the loft as well when the races are longer.



I medicate on a regular basis depending on what I see is needed but generally it is Baycox, Turbosole, Resfite, Triple X and Megamix. Baycox and Megamix are always used when rain is on the way and while it is raining. Always used medication as per the label and never use it in a stronger or weaker form.

Birds are kept in the families and I will cross in other good birds from my close friends and I usually race the birds that I cross.



## Ross Chapman – Sires Produce



Ross trains his birds all the same with no special treatment for the Sires birds. Not much training before the seasons starts (Pt. Wakefield), they learn on the job. He likes to put them on the Southern Fed unit, usually to the longest drop off point and does this to get cover from the hawks. One toss a week. Fairly regular racing, every two weeks for most. His Sires birds would have got three races each before the race.

Ross had 12 birds paid up for the 2016 event. The candidates came from Ross's birds and his friend in Newcastle – Alan Limeburner who he had met some years earlier during the 1 loft races. There were nine ready for the race, however, unfortunately for Ross one of the eight which was clocked 2<sup>nd</sup> in the race had missed qualification and was subsequently disqualified from the race. An oversight that was painful but as Ross says "rules are rules". He still ended up with 1<sup>st</sup> and 2<sup>nd</sup> and 9<sup>th</sup> and 10<sup>th</sup> – a pretty good result.

Feed is 20% each of peas, wheat, milo, maize and safflower. Medications are Turbosole for four days every three weeks.

Race: Moulamein Sires Classic 500km (MSC ) 28/08/2016 Owners: 41 Birds: 101								
Pos	Name	Club	Velocity	Distance	Ring No	Col	Fly Time	Tape
2	CHAPMAN R & S	NPORT	880.714	507.115	14620 SA15	BBH	9:35:48	16:20:49
3	KOKOLAKIS J & N	WTORR	845.126	500.075	19444 SA15	BCPC	9:51:43	16:36:43
4	HARRIS G & L	SVALE	840.094	493.191	02176 SA15	BCH	9:47:04	16:32:03
5	MAGRO F & G	SDIST	832.959	503.496	13943 SA15	BCPH	10:04:28	16:49:28
6	HINKLER LOFTS	NPORT	812.584	507.296	12962 SA15	MLYH	10:24:18	17:09:19
7	TSONIS G	METRO	805.547	499.842	04553 SA15	BCH	10:20:30	17:05:30
8	TWORKOWSKI T & W	WTORR	796.513	502.042	16695 SA15	BBH	10:30:18	17:14:55
9	CHAPMAN R & S	NPORT	781.520	507.115	1126 NH15	BBH	10:48:53	17:33:54
10	CHAPMAN R & S	NPORT	781.499	507.115	14618 SA15	DCH	10:48:54	17:33:55

## Brian Donovan – Alice Springs

Her sire was 1<sup>st</sup> SAHPA Temora and her dam is half sister to 1<sup>st</sup> Alice Springs. Lead up was a Stirling North race and a long toss from Roxby Downs (bit of a blow home) but did get all tosses available. Feed is 30% peas, 30% wheat and 30% maize and 10% small seed. In the two weeks leading up to the Alice the selected birds get extra small seed. No special medications except for Turbosole before the race and at least twice during the year.



# Greg Hamilton

## Marree 5-bird and Narrandera



I would like to congratulate all race winners during the 2016 season. Especially my good friends Ken Wallace and John Doyle for winning the blue ribbon event from Coober Pedy. A great effort, well done. Also to my good friends Allan Cook and Dennis Edwards for winning the SDC and combined Association points. They really flew the skies down and fully deserve to be the champs. Knowing how they look after their pigeons and their committed competitive spirit I believe they will be at the top for many years to come. Well

done fellas. I would also like to thank Gavin Harris for providing the SAHPA with intelligent strong leadership at a time that we need it. Plus being 4<sup>th</sup> in the Association combined points was outstanding when you consider he more often than not finds himself in a very unfavourable loft location on most race days. Simply outstanding.

A big thanks to Gary Lillingston who gave up much of his time to help train my pigeons during 2016. Without his help the results by Hamilton Racing would not have been possible. Thanks Gazza.

## FLINDERS HOMING CLUB PRESENTATION



Bud Harbridge (Chairman) handing out certificates.

Aggregate points winners and Chairman.

The late Harold Grantham with his Alice Springs winner.



# SAHPA 2016 POINTS

	Race 1 N	Race 2 E	Race 3 E	Race 4 N	Race 5 E	Race 6 N	Race 7 N	Race 8 E	Race 9 N	Race 10 E	Race 11 N	Race 12 E	OVERALL		NORTH		EAST	
Name	YBC	MO5	MOU	LYN	SAD	MA5	TWI	DEN	MAR	MOR	COO	NAR	TOT.	POS.	TOT.	POS.	TOT.	POS.
COOK A & EDWARDS D	25	24	16	24	19	17	0	27	0	14	9	23	198	1	75	4	123	3
HAMILTON RACING	0	0	0	21	0	30	19	18	26	22	29	30	195	2	125	1	70	14
MARAFIOTE J	24	29	15	0	24	0	0	21	13	17	0	24	167	3	37	26	130	1
HARRIS G & L	0	15	29	0	28	3	21	0	4	29	0	28	157	4	28	36	129	2
STOJAKOVIC N	0	26	0	17	26	0	1	30	6	25	19	5	155	5	43	20	112	5
ADEL RACE LOFTS	0	22	9	14	27	0	9	0	25	13	22	0	141	6	70	7	71	13
DIXON & WATSON FAMILIES	17	8	5	26	0	0	16	3	10	24	15	14	138	7	84	3	54	19
WORTLEY P	0	18	21	0	25	0	22	19	0	11	0	20	136	8	22	47	114	4
ROBERTS K & A	29	6	0	22	0	4	0	25	0	0	7	19	112	9	62	13	50	21
HORROCKS & SEIBOTH	11	3	2	20	0	20	0	24	0	8	16	0	104	10	67	10	37	32
KAKOSCHKE G	0	20	0	25	23	15	0	5	2	10	0	0	100	11	42	21	58	18
DeVRIES H	8	10	0	13	0	23	0	0	17	0	27	0	98	12	88	2	10	53
PERKINS BROTHERS	10	28	0	0	0	22	0	0	5	0	20	12	97	13	57	17	40	27
MANUEL S	15	0	6	0	14	0	24	0	0	5	0	29	93	14	39	25	54	20
KOKOLAKIS J & N	0	1	0	0	16	0	0	17	0	30	0	27	91	15	0	97	91	6
WILLIAMS ,VERRALL + BARL	0	16	0	0	22	0	0	26	0	27	0	0	91	16	0	98	91	7
DUITS L	22	0	0	30	18	0	0	0	0	0	18	0	88	17	70	8	18	49
CHAPMAN R & S	0	11	18	0	29	0	0	20	0	9	0	0	87	18	0	99	87	8
MAV C	0	9	0	0	21	0	0	12	0	18	0	26	86	19	0	100	86	9
DIMELLA F	23	0	14	11	12	0	0	0	23	0	0	2	85	20	57	18	28	39
TWORKOWSKI T & W	0	0	0	0	0	0	0	29	0	28	11	17	85	21	11	75	74	11
TSONIS G	2	5	17	0	9	0	0	6	0	26	0	16	81	22	2	93	79	10
MAGRO F & G	12	0	25	0	10	0	0	0	0	20	0	9	76	23	12	70	64	16
FAWCETT T & JACKSON G	27	0	0	19	0	29	0	0	0	0	0	0	75	24	75	5	0	68
HLEBNIKOFF A	26	0	0	0	0	6	0	0	15	0	10	18	75	25	57	19	18	50
BEVEN R	0	0	0	8	0	0	13	0	27	0	26	0	74	26	74	6	0	69
GOODRICH G & H	0	21	22	0	17	0	0	13	0	0	0	0	73	27	0	101	73	12
ELLUL A & SON	9	0	0	15	0	0	27	0	18	3	0	0	72	28	69	9	3	61
CUMMINGS G & I	7	0	26	0	0	2	25	8	0	0	0	0	68	29	34	28	34	35
VANDERLINDEN C E	16	0	0	27	0	0	0	0	24	0	0	0	67	30	67	11	0	70
HACKHAM WEST LOFTS	0	25	10	0	6	0	0	0	0	4	0	22	67	31	0	102	67	15
WATSON & DURRANT	0	4	4	0	0	19	0	16	1	15	0	7	66	32	20	50	46	24
ALLAN V & G'Dtrs	0	0	28	0	30	0	0	0	0	6	0	0	64	33	0	103	64	17
BUXTON & SNYDERS FAM	14	0	0	23	0	0	26	0	0	0	0	0	63	34	63	12	0	71
WALLACE & DOYLE	0	0	0	0	0	0	0	4	29	0	30	0	63	35	59	14	4	60
ANDREWARTHA & MARCH	13	7	24	0	4	0	0	0	0	2	0	13	63	36	13	68	50	22
TUNBRIDGE & FAWCETT	0	0	0	6	0	11	0	0	30	0	12	0	59	37	59	15	0	72
SNYDERS L & BUXTON D	5	0	0	9	0	0	30	0	14	0	0	0	58	38	58	16	0	73
SZABO S A	0	0	13	0	0	26	0	14	3	0	0	0	56	39	29	31	27	41
HODGSON S	0	14	0	0	0	0	0	23	19	0	0	0	56	40	19	56	37	33
SARGOOD S & S	0	0	12	0	3	0	14	0	0	0	0	25	54	41	14	65	40	28
S,C & TAMEYA BARBER	6	0	1	0	0	0	23	0	0	12	0	11	53	42	29	32	24	43
HAMILTON C	18	0	0	0	0	0	0	28	0	0	6	0	52	43	24	44	28	40
SOUTHERN LOFTS	0	0	0	0	0	0	29	0	0	21	0	0	50	44	29	33	21	45
CLARE G & B	0	23	27	0	0	0	0	0	0	0	0	0	50	45	0	104	50	23
ABBOTT & SON L	0	12	0	0	0	0	5	0	28	0	0	4	49	46	33	29	16	51
HARRIS A	0	0	20	0	20	0	0	0	0	0	8	0	48	47	8	82	40	29
MALE R	0	0	0	0	15	0	0	9	22	1	0	0	47	48	22	48	25	42
LIZOGUBOFF W	0	0	0	0	11	5	0	15	0	16	0	0	47	49	5	86	42	26
STASINOWSKY R	0	27	19	0	0	0	0	0	0	0	0	0	46	50	0	105	46	25
ALBANOS N & M	0	0	0	0	0	14	0	0	0	19	0	10	43	51	14	66	29	38
BROKENSHA D	21	0	0	0	0	21	0	0	0	0	0	0	42	52	42	22	0	74
BALK B & S	0	0	0	0	0	13	28	0	0	0	0	0	41	53	41	23	0	75
MUNDY & HENDRIE	30	0	0	10	0	0	0	0	0	0	0	0	40	54	40	24	0	76
MOUKAS C	0	19	11	0	0	10	0	0	0	0	0	0	40	55	10	79	30	37
HINKLER LOFTS	0	13	0	0	5	0	0	22	0	0	0	0	40	56	0	106	40	30
WALKER D	0	30	0	0	0	0	0	10	0	0	0	0	40	57	0	107	40	31
JACOBS P	0	17	0	0	0	18	0	0	0	0	0	3	38	58	18	58	20	48
POLLARD P & FAMILY	0	0	0	0	0	0	0	0	8	0	28	1	37	59	36	27	1	66
HUFF B	0	0	30	0	7	0	0	0	0	0	0	0	37	60	0	108	37	34
LENKIC E G	0	0	0	0	0	0	0	11	0	23	0	0	34	61	0	109	34	36
BURTON P	3	0	0	0	0	16	0	0	0	0	14	0	33	62	33	30	0	77
WILLIAMS A & H	0	0	0	0	0	24	0	7	0	0	0	0	31	63	24	45	7	57
VRANEK P	28	0	0	0	0	1	0	0	0	0	0	0	29	64	29	34	0	78
COCK J	0	0	0	29	0	0	0	0	0	0	0	0	29	65	29	35	0	79



# RESULTS SAHPA 2016

<b>Lyndhurst YBC 30th July, 2016</b>					<b>Lyndhurst Open 13th August, 2016</b>				
1	MUNDY & HENDRIE	ELZAB	2109.468	489.502 4229 SA15	1	DUITS L	NOSUB	1295.401	510.280 09746 SA15
2	ROBERTS K & A	PARAH	2104.352	503.887 18844 SA15	2	COCK J	NOREA	1294.210	506.597 6055 LM13
3	VRANEK P	NOSUB	2103.412	505.555 11804 SA15	3	THAME S	CENTL	1293.694	491.237 28363 SA14
4	FAWCETT T & JACKSON G	METRO	2102.574	480.228 24146 SA15	4	VANDERLINDEN C E	NOSUB	1292.694	501.199 25669 SA15
5	HLEBNIKOFF A	CENTL	2100.475	490.391 26373 SA15	5	DIXON & WATSON FAMILIES	NOSUB	1291.851	500.700 19308 SA15
6	COOK A & EDWARDS D	VITES	2098.633	506.645 08262 SA15	6	KAKOSCHKE G	METRO	1291.579	508.064 04507 SA15
7	MARAFIOTE J	METRO	2098.192	510.700 04298 SA15	7	COOK A & EDWARDS D	VITES	1290.267	506.645 08267 SA15
8	DIMELLA F	NOSUB	2097.092	509.768 09632 SA15	8	BUXTON & SNYDERS FAM	SVALE	1289.494	531.723 24683 SA13
9	DUITS L	NOSUB	2096.323	510.280 09837 SA15	9	ROBERTS K & A	PARAH	1287.945	503.887 21103 SA14
10	BROKENSHA D	NOSUB	2090.314	503.243 09473 SA15	10	HAMILTON RACING	METRO	1287.941	484.094 21973 SA15
11	THIELE W	NOSUB	2088.782	503.675 11749 SA15	11	HORROCKS & SEIBOTH	PARAH	1285.662	495.794 04216 SA15
12	HARPER J & C	NOSUB	2087.205	517.592 25473 SA15	12	FAWCETT T & JACKSON G	METRO	1285.407	480.228 21689 SA15
13	HAMILTON C	NOSUB	2085.555	511.830 10073 SA15	13	BROWN A F	BAROS	1283.454	479.969 09771 SA12
14	DIXON & WATSON FAMILIES	NOSUB	2083.501	500.700 0590 FHC15	14	STOJAKOVIC N	NOSUB	1282.633	507.495 19757 SA15
15	VANDERLINDEN C E	NOSUB	2079.520	501.199 25678 SA15	15	MOLCHANOFF M	SMITH	1278.106	488.684 22128 SA15
16	MANUEL S	SVALE	2075.546	533.104 02035 SA15	16	ELLUL A & SON	SVALE	1277.140	537.591 02526 SA15
17	BUXTON & SNYDERS FAM	SVALE	2074.207	531.723 1270 LM15	17	ADEL RACE LOFTS	NOSUB	1275.722	507.142 08495 SA14
18	ANDREWARTHA & MARCH	SDIST	2072.269	552.916 0486 LM15	18	DEVRIES H	PARAH	1275.131	502.848 09071 SA14
19	MAGRO F & G	SDIST	2071.222	535.480 27299 SA15	19	TAYLOR M	VITES	1274.871	512.562 08157 SA15
20	HORROCKS & SEIBOTH	PARAH	2070.553	495.794 08917 SA15	20	DIMELLA F	NOSUB	1273.889	509.768 09626 SA15
21	PERKINS BROTHERS	NOSUB	2070.146	508.842 11227 SA15	21	MUNDY & HENDRIE	ELZAB	1272.646	489.502 25119 SA15
22	ELLUL A & SON	SVALE	2070.046	537.591 02495 SA15	22	SNYDERS L & BUXTON D	SDIST	1271.843	553.400 02408 SA15
23	DEVRIES H	PARAH	2069.901	502.848 14827 SA15	23	BEVEN R	NOREA	1270.808	503.812 00226 SA15
24	CUMMINGS G & I	SVALE	2068.982	529.349 25227 SA15	24	IERACI T & L	PARAC	1270.756	480.155 12282 SA15
25	S,C & TAMEYA BARBER	SDIST	2068.681	552.924 23819 SA15	25	TUNBRIDGE & FAWCETT	CENTL	1268.482	496.357 16073 SA15
26	SNYDERS L & BUXTON D	SDIST	2068.398	553.400 02349 SA15	26	JEFFRIES P & T	PARAC	1267.650	486.207 26064 SA15
27	GRIFFITH W & M	VITES	2067.864	505.765 07644 SA15	27	THALBOURNE P	PARAH	1265.932	497.448 29902 SA15
28	BURTON P	SALIS	2066.454	502.975 00932 SA15	28	WATSON K & K	ELZAB	1265.275	483.799 13038 SA14
29	TSONIS G	METRO	2065.931	511.318 04548 SA15	29	CARUSO R	PARAC	1264.065	483.252 16659 SA13
30	ROUMELIOTIS P	NOSUB	2065.840	510.710 11446 SA15	30	ROUMELIOTIS P	NOSUB	1263.560	510.710 11381 SA15
<b>Ouyen 5-bird Special 30th July, 2016</b>					<b>Marree 5-bird 21st August, 2016</b>				
1	WALKER D	HILLS	1291.288	301.817 26237 SA14	1	HAMILTON RACING	METRO	1586.350	553.874 21721 SA15
2	MARAFIOTE J	METRO	1267.578	327.183 22154 SA13	2	FAWCETT T & JACKSON G	METRO	1575.371	550.461 14036 SA13
3	PERKINS BROTHERS	NOSUB	1263.831	328.870 13792 SA14	3	AQUILINA D & SON	PARAH	1558.520	574.808 9175 SA15
4	STASINOWSKY R	HYDEP	1259.743	328.772 775 PTP15	4	LANGER P & R	SMITH	1555.961	564.036 26194 SA11
5	STOJAKOVIC N	NOSUB	1255.464	330.773 04117 SA14	5	SZABO S A	VITES	1551.634	579.587 03104 SA14
6	HACKHAM WEST LOFTS	SDIST	1249.185	335.552 03457 SA15	6	MOLCHANOFF N	SMITH	1547.483	568.210 22907 SA13
7	COOK A & EDWARDS D	VITES	1248.812	328.063 00973 SA14	7	WILLIAMS A & H	SMITH	1547.261	558.690 33770 SA13
8	CLARE G & B	SVALE	1247.783	337.442 05264 SA14	8	DEVRIES H	PARAH	1545.716	572.662 14807 SA15
9	ADEL RACE LOFTS	NOSUB	1243.606	328.084 26051 SA13	9	PERKINS BROTHERS	NOSUB	1544.744	578.455 8081 SA13
10	GOODRICH G & H	GNELG	1238.430	334.273 32021 SA14	10	BROKENSHA D	NOSUB	1544.167	572.963 06741 SA14
11	KAKOSCHKE G	METRO	1236.544	321.996 04511 SA15	11	HORROCKS & SEIBOTH	PARAH	1542.687	565.472 29450 SA14
12	MOUKAS C	NOSUB	1236.302	327.620 13292 SA14	12	WATSON & DURRANT	PARAH	1541.431	567.221 18290 SA14
13	WORTLEY P	NOSUB	1235.479	332.488 60 ANG14	13	JACOBS P	VITES	1540.552	574.369 01548 SA14
14	JACOBS P	VITES	1234.655	326.340 14420 SA15	14	COOK A & EDWARDS D	VITES	1540.365	576.302 08266 SA15
15	WILLIAMS ,VERRALL + BARL	SPORT	1234.164	339.786 15937 SA14	15	BURTON P	SALIS	1539.841	572.744 00906 SA15
16	HARRIS G & L	SVALE	1233.918	325.960 05016 SA14	16	KAKOSCHKE G	METRO	1538.979	577.938 03941 SA15
17	HODGSON S	GNELG	1233.109	333.330 14841 SA14	17	ALBANOS N & M	SALIS	1538.878	566.102 14275 SA14
18	HINKLER LOFTS	NPORT	1230.154	339.748 15532 SA14	18	BALK B & S	SVALE	1538.574	604.557 03016 SA15
19	ABBOTT & SON L	SDIST	1228.427	333.436 30401 SA14	19	THALBOURNE D & S	PARAH	1538.266	567.338 25392 SA15
20	CHAPMAN R & S	NPORT	1225.829	339.575 14490 SA14	20	TUNBRIDGE & FAWCETT	CENTL	1537.955	566.275 12681 SA15
21	DEVRIES H	PARAH	1217.465	324.556 09079 SA14	21	MOUKAS C	NOSUB	1537.172	578.284 10636 SA15
22	MAV C	METRO	1215.818	333.661 04735 SA15	22	ROUMELIOTIS P	NOSUB	1537.138	580.244 11270 SA15
23	DIXON & WATSON FAMILIES	NOSUB	1212.634	328.462 18611 SA14	23	TAYLOR M	VITES	1534.994	582.428 08150 SA15
24	ANDREWARTHA & MARCH	SDIST	1211.016	340.558 4113 GC14	24	CUREA & LANGER LOFTS	SMITH	1534.783	554.952 26896 SA14
25	ROBERTS K & A	PARAH	1209.258	324.988 08931 SA14	25	HLEBNIKOFF A	CENTL	1533.874	560.452 26454 SA15
26	TSONIS G	METRO	1207.151	332.228 19523 SA14	26	LIZOGUBOFF W	CENTL	1533.539	566.796 27229 SA15
27	WATSON & DURRANT	PARAH	1202.941	328.804 31057 SA14	27	ROBERTS K & A	PARAH	1533.283	573.678 15271 SA13
28	HORROCKS & SEIBOTH	PARAH	1200.656	329.420 09297 SA14	28	HARRIS G & L	SVALE	1532.340	609.948 02125 SA15
29	CAWTE & FIELD	PARAH	1193.239	325.973 25191 SA15	29	CUMMINGS G & I	SVALE	1527.627	598.906 25227 SA15
30	KOKOLAKIS J & N	WTORR	1192.115	332.461 25334 SA13	30	VRANEK P	NOSUB	1526.685	575.484 12401 SA12
<b>Moulamein Open 6th August, 2016</b>					<b>Moulamein SAD 21st August, 2016</b>				
1	HUFF B	HILLS	1231.446	482.891 06038 SA15	1	ALLAN V & G'Dtrs	SVALE	982.341	504.170 02905 SA15
2	HARRIS G & L	SVALE	1208.061	493.191 02119 SA15	2	CHAPMAN R & S	NPORT	980.880	507.115 14617 SA15
3	ALLAN V & G'Dtrs	SVALE	1191.938	504.170 05513 SA14	3	HARRIS G & L	SVALE	976.551	493.191 17045 SA15
4	CLARE G & B	SVALE	1187.329	504.674 05264 SA14	4	ADEL RACE LOFTS	NOSUB	971.320	495.681 09237 SA15
5	CUMMINGS G & I	SVALE	1179.888	495.376 05085 SA14	5	STOJAKOVIC N	NOSUB	969.348	498.374 19868 SA15
6	MAGRO F & G	SDIST	1178.228	503.496 30640 SA14	6	WORTLEY P	NOSUB	967.463	500.098 207 ANG15
7	ANDREWARTHA & MARCH	SDIST	1169.359	507.346 30433 SA14	7	MARAFIOTE J	METRO	966.804	494.794 04282 SA15
8	BARISIC A	SPORT	1159.955	505.257 622 SA13	8	KAKOSCHKE G	METRO	963.861	489.593 20010 SA15
9	GOODRICH G & H	GNELG	1155.754	501.867 23011 SA14	9	WILLIAMS ,VERRALL + BARL	SPORT	963.662	507.384 15624 SA15
10	WORTLEY P	NOSUB	1147.321	500.098 251 ANG15	10	MAV C	METRO	963.521	501.272 04783 SA15
11	HARRIS A	WTORR	1146.974	507.039 20767 SA12	11	HARRIS A	WTORR	962.763	507.039 05135 SA15
12	STASINOWSKY R	HYDEP	1146.814	496.341 26921 SA15	12	COOK A & EDWARDS D	VITES	962.221	495.656 08230 SA15
13	CHAPMAN R & S	NPORT	1141.808	507.115 14620 SA15	13	DUITS L	NOSUB	959.606	494.933 1099 LMU15
14	TSONIS G	METRO	1136.866	499.842 12891 SA14	14	GOODRICH G & H	GNELG	956.848	501.867 23280 SA15
15	COOK A & EDWARDS D	VITES	1133.835	495.656 08379 SA15	15	KOKOLAKIS J & N	WTORR	956.166	500.075 03153 SA15
16	MARAFIOTE J	METRO	1126.879	494.794 04370 SA15	16	MALE R	WTORR	950.790	504.109 17231 SA15
17	DIMELLA F	NOSUB	1126.044	495.478 7931 SA13	17	MANUEL S	SVALE	950.013	495.606 02090 SA15
18	SZABO S A	VITES	1125.840	491.617 6068 SA13	18	BRUGGEMANN M	GNELG	949.110	497.919 17001 SA15
19	SARGOOD S & S	SVALE	1125.282	506.508 12805 SA13	19	DIMELLA F	NOSUB	947.377	495.478 09600 SA15
20	MOUKAS C	NOSUB	1122.618	495.224 13459 SA14	20	LIZOGUBOFF W	CENTL	947.375	490.235 27220 SA15
21	HACKHAM WEST LOFTS	SDIST	1122.579	502.803 23794 SA14	21	MAGRO F & G	SDIST	945.828	503.496 27252 SA15
22	ADEL RACE LOFTS	NOSUB	1119.466	495.681 22151 SA14	22	TSONIS G	METRO	944.345	499.842 04593 SA15
23	FACCIOL R	SVALE	1119.248	503.270 35934 SA13	23	MURPHY B	HYDEP	942.987	498.777 16788 SA15
24	LAST G & M	PARAH	1107.963	492.785 31951 SA13	24	HUFF B	HILLS	941.798	482.891 06070 SA15
25	MANUEL S	SVALE	1103.267	495.606 02046 SA15	25	HACKHAM WEST LOFTS	SDIST	940.669	502.803 27143 SA15
26	DIXON & WATSON FAMILIES	NOSUB	1102.992	495.997 21813 SA14	26	HINKLER LOFTS	NPORT	936.201	507.296 12916 SA15
27	WATSON & DURRANT	PARAH	1097.348	496.294 19201 SA14	27	ANDREWARTHA & MARCH	SDIST	934.396	507.346 0440 LM15
28	HITCHCOCK J & FAMILY	SDIST	1095.072	502.766 16516 SA14	28	SARGOOD S & S	SVALE	933.655	506.508 02671 SA15
29	HORROCKS & SEIBOTH	PARAH	1094.092	496.882 02515 SA14	29	COOK & LETT	SVALE	933.426	502.090 03432 SA15
30	S,C & TAMEYA BARBER	SDIST	1091.909	507.392 26981 SA15	30	SABERTON & JEFFRIES	PARAC	929.194	488.725 25846 SA15



# RESULTS SAHPA 2016

## Twins Open 27th August, 2016

1	SNYDERS L & BUXTON D	SDIST	1882.468	659.711	02321	SA15
2	SOUTHERN LOFTS	SDIST	1881.369	647.818	23878	SA15
3	BALK B & S	SVALE	1864.627	647.150	03019	SA15
4	ELLUL A & SON	SVALE	1859.994	647.464	02499	SA15
5	BUXTON & SNYDERS FAM	SVALE	1853.250	642.429	8290	LM14
6	CUMMINGS G & I	SVALE	1823.773	644.734	03101	SA15
7	MANUEL S	SVALE	1820.243	647.794	04819	SA14
8	S,C & TAMEYA BARBER	SDIST	1819.996	659.415	23744	SA15
9	WORTLEY P	NOSUB	1807.539	626.041	07495	SA15
10	HARRIS G & L	SVALE	1801.835	655.087	02302	SA15
11	RAYMENT G	PARAC	1794.886	608.616	18783	SA15
12	HAMILTON RACING	METRO	1794.454	607.632	14609	SA13
13	MOSHENI D	SPORT	1790.243	626.018	16664	SA15
14	SQUIRE FAMILY	CENTL	1790.241	619.334	27896	SA14
15	DIXON & WATSON FAMILIES	NOSUB	1789.180	620.935	23584	SA13
16	KOVACEVIC M	SMITH	1787.812	613.756	22306	SA15
17	SARGOOD S & S	SVALE	1787.801	646.022	02903	SA15
18	BEVEN R	NOREA	1786.435	628.557	000227	SA15
19	NISBET C	CENTL	1786.021	615.701	26627	SA15
20	LARSEN A	NOSUB	1784.069	625.673	12286	SA15
21	TEDMANSON K	VITES	1782.831	627.705	08753	SA15
22	ADEL RACE LOFTS	NOSUB	1781.442	626.266	19146	SA15
23	McBEATH & BUTTFIELD	SPORT	1781.171	621.896	15840	SA14
24	HITCHCOCK J & FAMILY	SDIST	1777.978	649.051	17433	SA14
25	WEAR R	NOSUB	1777.236	625.439	1035	CRPC15
26	ABBOTT & SON L	SDIST	1777.051	643.263	27587	SA15
27	ALKSNE R	HYDEP	1774.253	637.164	36842	SA13
28	FACCIOLO S	SVALE	1772.931	646.056	02726	SA15
29	KARAGIANNIS K & FAMILY	SDIST	1771.117	647.727	19510	SA13
30	STOJAKOVIC N	NOSUB	1770.112	625.233	04157	SA14

## Deniliquin Open 4th September, 2016

1	STOJAKOVIC N	NOSUB	1038.824	581.430	23274	SA13
2	TWORKOWSKI T & W	WTORR	1037.331	584.761	20089	SA15
3	HAMILTON C	NOSUB	1036.365	576.599	07435	SA14
4	COOK A & EDWARDS D	VITES	1032.212	578.813	08252	SA15
5	WILLIAMS ,VERRALL + BARL	SPORT	1030.175	590.445	15726	SA15
6	ROBERTS K & A	PARAH	1029.825	575.964	7794	AUST15
7	HORROCKS & SEIBOTH	PARAH	1026.633	580.835	09233	SA14
8	HODGSON S	GNELG	1026.122	583.077	14811	SA14
9	HINKLER LOFTS	NPORT	1025.565	590.794	12928	SA15
10	MARAFIOTE J	METRO	1025.200	577.649	19149	SA14
11	ALBANOS N & M	SALIS	1024.803	578.638	10875	SA13
12	CHAPMAN R & S	NPORT	1024.214	590.664	14490	SA14
13	WORTLEY P	NOSUB	1023.786	582.978	41	ANG14
14	HAMILTON RACING	METRO	1021.038	581.328	21941	SA15
15	KOKOLAKIS J & N	WTORR	1017.517	582.630	21152	SA14
16	WATSON & DURRANT	PARAH	1017.174	580.128	17594	SA15
17	LIZOGUBOFF W	CENTL	1017.046	574.207	27234	SA15
18	SZABO S A	VITES	1016.965	574.585	6068	SA13
19	GOODRICH G & H	GNELG	1016.878	584.010	32016	SA14
20	MAV C	METRO	1016.728	584.144	20264	SA15
21	LENKIC E G	NOSUB	1014.712	591.036	10442	SA15
22	WALKER D	HILLS	1014.060	550.922	26225	SA14
23	MALE R	WTORR	1010.675	586.882	09454	SA14
24	CUMMINGS G & I	SVALE	1010.352	576.726	05085	SA14
25	WILLIAMS A & H	SMITH	1008.672	576.473	23020	SA15
26	TSONIS G	METRO	1008.283	582.586	04569	SA15
27	KAKOSCHKE G	METRO	1007.666	572.724	01875	SA11
28	WALLACE & DOYLE	ELZAB	1007.281	574.889	34139	SA13
29	DIXON & WATSON FAMILIES	NOSUB	1006.132	579.599	21813	SA14
30	CUREA & LANGER LOFTS	SMITH	1004.520	575.473	26994	SA14

## Maria 10th August, 2016

1	TUNBRIDGE & FAWCETT	CENTL	1306.435	956.307	12652	SA15
2	WALLACE & DOYLE	ELZAB	1306.425	950.468	34143	SA13
3	ABBOTT & SON L	SDIST	1277.099	979.748	32962	SA13
4	BEVEN R	NOREA	1186.592	964.640	11805	SA14
5	HAMILTON RACING	METRO	1162.561	943.651	14866	SA13
6	ADEL RACE LOFTS	NOSUB	1157.896	962.559	19214	SA15
7	VANDERLINDEN C E	NOSUB	1152.152	961.874	01261	SA14
8	DIMELLA F	NOSUB	1149.926	964.807	7866	SA13
9	MALE R	WTORR	1149.534	961.125	09457	SA14
10	TIRRELL T D & J S	GNELG	1149.011	973.691	32182	SA14
11	TIRRELL T	GNELG	1148.918	973.555	33261	SA13
12	HODGSON S	GNELG	1147.583	969.631	26421	SA12
13	ELLUL A & SON	SVALE	1147.315	983.976	11696	SA13
14	DeVRIES H	PARAH	1146.103	960.759	09063	SA14
15	SCHWARZ D & B	NOREA	1145.052	963.733	5741	SA12
16	HLEBNIKOFF A	CENTL	1142.047	952.829	26446	SA15
17	SNYDERS L & BUXTON D	SDIST	1141.991	996.216	32871	SA13
18	MARAFIOTE J	METRO	1139.769	965.897	04338	SA15
19	GAO D	NOSUB	1139.474	967.660	16378	SA15
20	ARRIOLA P	WTORR	1139.198	965.072	05571	SA15
21	DIXON & WATSON FAMILIES	NOSUB	1138.693	957.166	23596	SA13
22	SABERTON & JEFFRIES	PARAC	1137.863	951.519	04543	SA14
23	POLLARD P & FAMILY	NOREA	1137.656	962.893	1568	SA13
24	CUREA & LANGER LOFTS	SMITH	1136.410	947.179	22554	SA15
25	STOJAKOVIC N	NOSUB	1136.242	961.564	23167	SA13
26	PERKINS BROTHERS	NOSUB	1134.618	963.574	13897	SA14
27	HARRIS G & L	SVALE	1132.912	991.562	22371	SA14
28	SZABO S A	VITES	1132.092	966.656	03184	SA14
29	KAKOSCHKE G	METRO	1131.371	966.191	00596	SA14
30	WATSON & DURRANT	PARAH	1131.128	954.465	20548	SA15

## Morundah 19th August, 2016

1	KOKOLAKIS J & N	WTORR	1131.582	707.484	03195	SA15
2	HARRIS G & L	SVALE	1129.793	701.187	25740	SA15
3	TWORKOWSKI T & W	WTORR	1129.619	709.382	16388	SA15
4	WILLIAMS ,VERRALL + BARL	SPORT	1129.366	714.569	15660	SA15
5	TSONIS G	METRO	1129.283	707.176	04780	SA15
6	STOJAKOVIC N	NOSUB	1129.224	705.577	19868	SA15
7	DIXON & WATSON FAMILIES	NOSUB	1120.256	702.942	23567	SA13
8	LENKIC E G	NOSUB	1119.073	715.125	10442	SA15
9	HAMILTON RACING	METRO	1112.881	702.747	21736	SA15
10	SOUTHERN LOFTS	SDIST	1112.751	711.215	32811	SA13
11	MAGRO F & G	SDIST	1111.627	711.423	27277	SA15
12	ALBANOS N & M	SALIS	1110.426	701.456	10994	SA13
13	MAV C	METRO	1102.973	708.550	04659	SA15
14	MARAFIOTE J	METRO	1101.377	702.091	13394	AU15
15	LIZOGUBOFF W	CENTL	1100.572	696.992	27242	SA15
16	WATSON & DURRANT	PARAH	1099.705	703.115	19250	SA14
17	COOK A & EDWARDS D	METRO	1099.214	702.819	08233	SA15
18	ADEL RACE LOFTS	NOSUB	1098.621	702.861	22107	SA14
19	S,C & TAMEYA BARBER	SDIST	1097.602	715.527	23781	SA15
20	WORTLEY P	NOSUB	1097.558	707.376	251	ANG15
21	KAKOSCHKE G	METRO	1093.530	696.779	04502	SA15
22	CHAPMAN R & S	NPORT	1089.701	714.063	14668	SA15
23	HORROCKS & SEIBOTH	PARAH	1079.718	703.634	02515	SA14
24	SABERTON & JEFFRIES	PARAC	1078.701	695.133	25828	SA15
25	ALLAN V & G'Dtrs	SVALE	1072.699	712.129	11341	SA13
26	MANUEL S	SVALE	1068.771	703.483	02089	SA15
27	HACKHAM WEST LOFTS	SDIST	1066.850	710.789	27152	SA15
28	ELLUL A & SON	SVALE	1059.056	712.392	11654	SA13
29	ANDREWARTHA & MARCH	SDIST	1047.890	715.482	4113	GC14
30	MALE R	WTORR	1021.036	711.424	09377	SA14

## Cooper Pedy 24th September, 2016

1	WALLACE & DOYLE	ELZAB	1073.759	725.360	24884	SA15
2	HAMILTON RACING	METRO	1073.043	718.563	14866	SA13
3	POLLARD P & FAMILY	NOREA	1072.609	737.812	23268	SA14
4	DeVRIES H	PARAH	1070.925	735.743	09071	SA14
5	BEVEN R	NOREA	1070.552	739.573	00227	SA15
6	STACEY A	CENTL	1069.084	727.191	28256	SA14
7	WATSON K & K	ELZAB	1066.645	718.652	13048	SA14
8	BOWEN K & CORNISH A	VITES	1063.852	736.753	07593	SA15
9	ADEL RACE LOFTS	NOSUB	1062.810	737.608	19170	SA15
10	GRIFFITH W & M	VITES	1062.244	739.747	07702	SA15
11	PERKINS BROTHERS	NOSUB	1058.608	738.644	13731	SA14
12	STOJAKOVIC N	NOSUB	1057.489	736.647	19898	SA15
13	DUITS L	NOSUB	1057.122	740.549	09774	SA15
14	STENCEL K & H	PARAH	1053.674	734.288	18123	SA15
15	HORROCKS & SEIBOTH	PARAH	1053.032	727.768	08874	SA15
16	DIXON & WATSON FAMILIES	NOSUB	1052.579	732.174	17168	SA15
17	BURTON P	SALIS	1052.148	735.311	18928	SA15
18	COATES M & J	GNELG	1050.364	747.929	23203	SA15
19	TUNBRIDGE & FAWCETT	CENTL	1049.473	731.238	12650	SA15
20	TWORKOWSKI T & W	WTORR	1043.797	738.104	24409	SA14
21	HLEBNIKOFF A	CENTL	1041.026	727.712	26389	SA15
22	COOK A & EDWARDS D	METRO	1040.498	737.210	08261	SA15
23	HARRIS A	WTORR	1038.341	732.619	24089	SA14
24	ROBERTS K & A	PARAH	1035.559	736.386	22020	SA14
25	HAMILTON C	NOSUB	1035.162	742.349	07360	SA14
26	IERACI T & L	PARAC	1029.620	713.956	18711	SA13
27	EWENDT J	SMITH	1026.861	720.651	32862	SA14
28	SHEPHERDSON M	CENTL	1026.065	728.540	26254	SA15
29	BROWN A F	BAROS	1025.108	720.668	09771	SA12
30	BURDON T & FAMILY	BAROS	998.402	726.404	29631	SA14

## Narrandera 1st October, 2016

1	HAMILTON RACING	METRO	914.560	746.738	21895	SA15
2	MANUEL S	SVALE	820.999	749.107	04799	SA14
3	HARRIS G & L	SVALE	820.267	747.031	02127	SA15
4	KOKOLAKIS J & N	WTORR	803.079	752.498	21191	SA14
5	MAV C	METRO	801.348	753.427	04797	SA15
6	SARGOOD S & S	SVALE	800.202	760.219	04694	SA14
7	MARAFIOTE J	METRO	794.717	746.994	19039	SA14
8	COOK A & EDWARDS D	METRO	794.532	747.588	01114	SA14
9	HACKHAM WEST LOFTS	SDIST	788.541	756.605	32610	SA14
10	ANTONIOW M	WTORR	781.174	752.427	04094	SA14
11	WORTLEY P	NOSUB	777.549	752.253	21676	SA14
12	ROBERTS K & A	PARAH	772.104	744.270	08931	SA14
13	HLEBNIKOFF A	CENTL	771.635	738.429	28054	SA14
14	TWORKOWSKI T & W	WTORR	771.028	754.322	03704	SA14
15	TSONIS G	METRO	760.977	752.112	04569	SA15
16	O'LOUGHLIN & FAMILY	WTORR	758.103	757.876	05393	SA15
17	DIXON & WATSON FAMILIES	NOSUB	756.885	747.512	19036	SA15
18	ANDREWARTHA & MARCH	SDIST	755.821	761.704	6739	SA13
19	PERKINS BROTHERS	NOSUB	752.703	748.563	12004	SA15
20	S/C & TAMEYA BARBER	SDIST	750.948	761.749	26980	SA15
21	ALBANOS N & M	SALIS	746.431	745.871	14369	SA14
22	MAGRO F & G	SDIST	746.000	757.128	30726	SA14
23	BRUGGEMANN M	GNELG	705.968	750.809	17134	SA15
24	WATSON & DURRANT	PARAH	704.774	747.577	20547	SA15
25	STENCEL K & H	PARAH	701.776	744.385	5430	SA13
26	STOJAKOVIC N	NOSUB	683.107	750.382	04293	SA14
27	ABBOTT & SON L	SDIST	673.760	754.274	30307	SA14
28	JACOBS P	VITES	672.090	745.695	15381	SA11
29	DIANELLA F	NOSUB	671.094	747.621	09600	SA15
30	POLLARD P & FAMILY	NOREA	645.194	736.726	2152	SA13

## East line preparation

**John Kokalakis:** Every race season starts pretty well the same. The usual early training to the north followed by a change of direction. Aldinga a couple of times before heading over the hills with the group. As the season progresses they don't need as much over the hills as most would have raced that way. We have enough problems when we train on the line of flight but our problems are compounded when people put their birds in without any hills training (it's a different world over the hills). If the birds hesitate on release and if they haven't trained there the most certainly hesitate. John has roughly four tosses north then south and east to Silver Sands, Nairne and "Rosie's Paddock". Also half way to Lameroo and Milang and Wellington for toss points.

**Russell Somerville:** Williamstown is 472 m above sea level surrounded by forest and national parks in all directions. Initially training from Mannum / Murray Bridge direction on my own proved a disaster so for nearly all the 30 years since I only train north/west and north/east. My toss points are north of Wallaroo, east of Locheil and Nuriootpa to Kapunda area. My east family ONLY race east even though they toss north. Our club is building a transporter to club toss next year from I hope Tailem Bend area. We hope this will improve our birds confidence when always wind direction is unfavourable.

**Nenad Stojakovic:** For racing on the east line my birds will get three from Mt. Barker and a Milang before a race. Usually they get a north-line race before I send them east or south. They will continue to get east line tosses through the race season.

**Bob Huff:** As my birds range far and wide over the hills when they are loft flying, I don't feel the need to train them in any particular direction. I usually fly my young and a number of my old birds north to say Hawker, Parachilna or Lyndhurst and switch them east. My Association winner for example had a Hawker and then Moulamein. I think the early races on the east are far too short and hence I don't fly them. I prefer the longer early north races to start the birds off in. I also strongly believe that you have to have the right bloodlines to fly the east line successfully. It is also my view that you need to send your best birds east if you wish to succeed on this line. Final I really enjoy flying the eastline.

**Graham Watson:** When I race my birds on the South East line, I select pigeons that are off parents that have flown that line with success. I have found that the old South Australian families perform the best. I have out crossed with imported birds such as Busschaerts, Jan Arden, Vanloons and Gabies with reasonable results. Training of these birds involves tossing to Snowtown a least three times before educating them over the hills which I think is an absolute must. Before I send them to a south east race they must have a short race north to build up their confidence. So in essence I am racing my south east birds first to the short north race points. I strongly believe we need three Carrieton's to start the season as we did in the past. Mt Barker, Callington, Strath. and Silver Sands are toss points I would use.

**Viv Allan:** Viv begins tossing around Anzac week, and first tosses from Outer Harbour. If the birds get home in 40 mins or less, he moves to Pt Parham. Otherwise he returns to Outer Harbour for another two or three tosses. All race birds do these initial tosses. Once the birds are tossing well from the north he starts tossing east – initially Milang then Tailem Bend and Meningie.

**David Walker:** All toss training for all my birds in 2016 was done for David by Philip Redhead – he took the birds weekly to KiKi – a distance of 100kms from the loft. This is in addition to the normal loft training done during the week. No north training was done in 2016 apart from the early pre racing tosses.

**Gavin Harris** – First couple of Tosses mid April from Morphettville Race Course (20km), Followed by Globe Derby, Port Gawler, then on SAHPA Hino Truck to Lower Light, Dublin, Port Wakefield. North team toss twice a week on SAHPA Hino. South East team start after having flown Snowtown, will start at Milang at least 5 times, then Meningie most weeks or at least fortnightly, may have a Port Wakefield toss mid week. I like Milang as very little raptor activity and Meningie is safe as birds fly their first 20km over water and rarely get attacked so they are on track before they might encounter raptor attacks, they learn to navigate the hills and hopefully learn to break from the main race convoy.

**Paul Springett:** The birds should be ranging for at least one hour and working hard before I will take them on a toss which could be around 30 kms. All birds are tossed together as a team at first until they have two Snowtowns then I will mix in with the training units and friends for two or three tosses a week but this all depends on what is happening with them. The east tossing will start with the old birds once they have had a couple of Snowtowns to get then moving then straight to Tailem Bend, when I am happy with the young bird north training I will select the young bird east team and they will go to Tailem Bend with the old bird east team mixed with club mate birds. East tossing for the 2017 season will probably be Milang then Meningie due to the change in the south east lines. If you toss from Sellicks beach thinking you are tossing east then you are greatly mistaken and Sellicks will not teach your birds anything about flying the hills.

**Ross Chapman:** Tossing starts at West Beach for 1 or 2 tosses. Then Webb Beach near Pt. Parham. First east line toss is Mt. Barker (in partnership with Terry Underdown). Tossing continues with a unit following the "cartel" into the hills. However, once the birds are educated to Ross's satisfaction he says he then "pulls the pin" on east line tossing as the risks are greater than the benefits. He says he doesn't lose any more birds on the east than the north following this plan.