

East Section 41/495				
Pos	Name/Club	Ring Number	Bird	Velocity
1	J Menzies, Motherwell	SU12-4011		1279.05
2	J Maclean, Newmains	SU13L2876	Red Cock	1278.07
3	Forest & Cuthbertson, Newmains	SU11L16888	Griz Hen	1270.52
4	T McSorley, New Stevenson	SU12L10727	Ch Hen	1269.57
5	Eadie & Kelly, Newmains	SU10L9283	Ch Cock	1267.16
6	Rich'n Stew't C'wood, Motherwell	SU13L2039	Blue Cock	1259.74
7	W Smart, Newmains	SU09 4465	Blue Ch Cock	1259.01
8	Rich'n Stew't C'wood, Motherwell	GB10F04676	Blue Cock	1258.60
9	A Frame & D Cowan, Newmains	SU12WS20	Blue Hen	1258.45
10	T Mcsorley, New Stevenson	SU12L4932	Ch Pd Cock	1257.46
11	J Luxton, New Stevenson	SU11L12395	Blue Pd Hen	1252.10
12	T Mcsorley New Stevenson	SU11L12228	Blue Cock	1249.75
13	Eadie & Kelly, Newmains	SU12-544	Blue Cock	1243.59
14	J Menzies, Motherwell	SU10L6173		1236.65
15	A & J Cook, Cam/Morn	SU13L9707	Ch Pd Hen	1234.12

Fitzpatrick/Fleming 1253.535, 4th G Baird 1252.825, 5th E Robin Jnr 1248.284. Well done Tam on winning this race pal and winning the lion's share of the pools again.

Clarkston & Dist, 1st Muir Bros 1202.551, 2nd T Corrie, Son & G.son; 3rd D Mitchell & Son, 4th E.K. Well done the Muir brothers, hard working members of the club, that is

very much appreciated. **Newmains**, 1st J MacLean 1278.073, 2nd Forrest & Cuthbertson 1270.524, 3rd Eadie & Kelly 1267.161, 4th W Smart 1259.010, 5th A Frame & D Cowan 1258.456. **Uddingston & Dist**, 1st W Graham 1307, 2nd K Docherty 1297, 3rd J & S Carswell 1294, 4th H Murphy 1292, 5th J & S Carswell 1289. **Low Waters**, 1st A Nelson 1299, 2nd P Green 1262. Great flying again Alan, also topping the Section. **Larkhall & Dist**, 1st J Newbiggin 1291, 2nd A Lockhart 1286, 3rd G Rankin 1260, 4th L Cummings 1246. **Dalzel Club**, 1st S Selfridge 1298, 2nd S Selfridge 1298, 3rd Brown & McKeown 1288, 4th King & Selfridge 1286. Well done lads very close racing, the way it should be. **Blantye Club**, 1st A McInnes 1266, 2nd A McInnes 1255, 3rd A Morrison 1253, 4th B Ward 1246. Well done Alec, the old one, two in the club.

Tom Corrie jnr

Van Gent

HOW HAS YOUR SEASON GONE SO FAR?

One of my fellow fanciers, which I speak every week during the extreme long distance races and not that often before or after this season, asked me this question. A very good one, we are now eight, nine weeks into the season of 2014. A good moment to evaluate the start and the changes you made during the winter and pre-season. I am not really a person that writes everything down, but what I do write down I can compare with previous years.

First of all you can compare the results from breeding. When you handle your youngsters, do you see differences between the youngsters from 2014 and the years before? I always make notes on what stands out when I handle them. For myself I had a superb breeding season. 95% of the eggs were filled and hatched. With all new couples I think that is a great result. Then I also noticed that out of four youngsters of one couple I lost two of them in the first four weeks of training. I think that is not a good sign for this pair. These two will not be paired together anymore, when they survive the selection for 2015. I removed one youngster because it was not raised properly. This pair also gets a marking. They have 24/7 feeding and water to their disposal, so no excuses for the breeding pairs.

Every year I hear the same complaints about the breeding with the same fanciers. Low percentage of the eggs are filled, no eggs at all, a lot of dead chicks etc etc. They make the same mistakes every time. Strange isn't it, but true. They do not learn from the past years, which is a shame. You want to improve your achievements every year, at least I want to. Read everything you can, talk to fellow fanciers and ask how they approach things. Take the best pieces of each story and make your own. Write things down and read them over after a few weeks. While waiting on your pigeons you can do all of this. Make plans for the next year and write these down as well. Change them and write everything down. Then early October you can make the definitive plan for 2015!

The most important bit of the racing season is racing of course. Check your percentages per race and compare these to the years 2013, 2012 & 2011. Did the percentages go up or down. Did you score better results, so higher in the result lists or not. How are the losses of birds? Are these higher or lower than other years? Or were there just very bad races? Also take in mind if you changed anything. Other feed mixture, other medicine, changes to the loft, changes to the system of racing? All these things must cross your mind. And when you think it became worse, think about what you changed can

cause this decline in results. If possible, skip a week with racing and revert the change or apply new changes and start racing again.

On my own loft I made changes to the flow of fresh air. There was too much with the cocks and too little with the hens and I made some changes. I also changed the way I feed my Widowhood cocks. Normally I did this in a feeding tray on the ground, but now every cock has a cup in their nestbox. The advantages are there. I lost much less pigeons in the first eight weeks of the season and the pigeons return much better. Little changes can make big differences.

Young bird season

The young bird season will be under way within four weeks from now here and I assume it will be in the UK as well. Are your youngsters ready? Did they get their obligatory vaccinations and are they healthy? Did you toss them several times on different distances? I personally do not race my youngsters. I only basket them to learn the way the trailer works, where they get water and learn them how it is to be released with thousands of other pigeons. So they go with the club for freight. So I do not darken them, and I do not race them on the edge like the sprint guys do. But they must be healthy.

And I toss them first on 2km for getting to know the basket. Then I toss them on 12, 25 & 35km, and then they go with the club or to 75 or to 115 kilometers. I like them to with the club three or four times. That is more than enough. The stupid ones are gone and the ones who know the way home are still there.

What I also do with the young birds I make notes. Lots of notes. When I tossed them, when they came too late, days or even weeks, condition, moulting. I make quite a few notes. This makes things easier when I have to select the youngsters for the next season. I use my pedigree system for this. I always have to remind myself that the youngsters are the future for the loft and that I do not push too hard on the youngsters.

Breeding loft

While the racing season develops, I always keep an eye on the breeding loft, and of course on the results of the off-spring from the breeding loft. Do they produce racers where we can work with? Do they produce youngsters that will keep their health and do not fall into pieces when they are in the youngsters loft? Each hen and each cock will get different partners each year. So then I can evaluate them after three or four years. Then I have results of the off-spring for three years. Most of the time in the extreme long distance this should be enough. When you are a sprint or a middle distance racer this period of time is more than enough. Or the birds do not fit to your system of racing or the birds are just not good enough. When you have some good racers, try to breed some late breeds. They might save you when you start mating in 2015 and you lack a cock or a hen. Better to use a child from a good racer than a strange bird where you have to pay for. Just keep them in your young bird loft, they can also educate your future young birds and you can train them next year with your young birds. When they survive, you can add them to your racing team!

Good luck in the coming weeks.

Arjan van Gent